AERO ATLANTA
FLIGHT CENTER

AAFC SR20 Quick Reference Sheet

Engine Information

- Lycoming IO-390-C3B6
- Fuel Injected, Horizontally Opposed, Air Cooled, Naturally Aspirated, Direct Drive, **215 HP**
- Oil Capacity – **7 quarts**
- Maximum Gross Takeoff Weight – **3150 lbs**
- Maximum Baggage Compartment Loading – **130 lbs**

Operational Specifications

- **56** Gallons Usable Fuel (58.5 Total)
    - Tabs – **26** gallons
- Must switch fuel tanks – expect a fuel tank switch every **20-25 minutes**
    - CAS message triggered at **7.5 gallon** imbalance if tank is not switched
- 100LL and 100 are acceptable fuel sources
- Two pumps
    - Engine driven
    - Auxiliary (electric) – *Electric must be used during priming, takeoff, landing, switching tanks, maneuvering, climbing, & descending*

****The "before landing checklist" should include setting the mixture **as required** and having the electric pump **on**.

****Before taxi and after landing you should set the electric pump **off** and lean the mixture to max RPM.

Maneuver Configurations

- **Steep Turns**: 60% Power – 120 KIAS
- **Ground Reference Maneuvers**: 50% Power – 100 KIAS
- **Slow Flight/Stalls**: 20-25% Power – 12" MP – <100 KIAS
- **Downwind**: 50% Power
- **Abeam Touchdown**: 25% Power – 50% Flaps – 100 KIAS
- **Base**: Power as required – 100% Flaps – 90 KIAS
- **Final**: Power as required – 100% Flaps – <78 KIAS

Instrument Procedures

- **Cleared IAF**: Power as required – 120 KIAS
- **FAF Inbound**: 25% Power – 100 KIAS
- ½ Scale below Glide Slope or 2NM prior to FAF on non-precision appr. – 50% Power – 50% Flaps

V-Speeds & KIAS

V-Speed	**KIAS**
V_{so}	62
V_s	71
V_R	71-75
V_X	81
V_Y	96
V_{FE}	150
V_{FE}	110
V_O	133
V_{NO}	164

V_{NE}	201
V_G	100
V_{PD}	133

Crosswind Limit – 20 KTS