



Landing Gear

Cirrus SR-20 Transition Course

12/23/03

Main Gear

- ▶ **Constructed of composite material**
- ▶ **Main wheels and wheel pants are bolted to the struts**
- ▶ **Main gear tire**
 - 15 x 6.00 x 6
 - Inner tube type



Nose Gear

- ▶ **Constructed of tubular steel**
- ▶ **Attached to the engine mount**
- ▶ **Nose wheel is free casting**
 - 216° of travel (108° either side of center)
- ▶ **Aircraft is controlled directionally through differential braking**
- ▶ **Nose wheel tire**
 - 5.00 x 5
 - Inner tube type

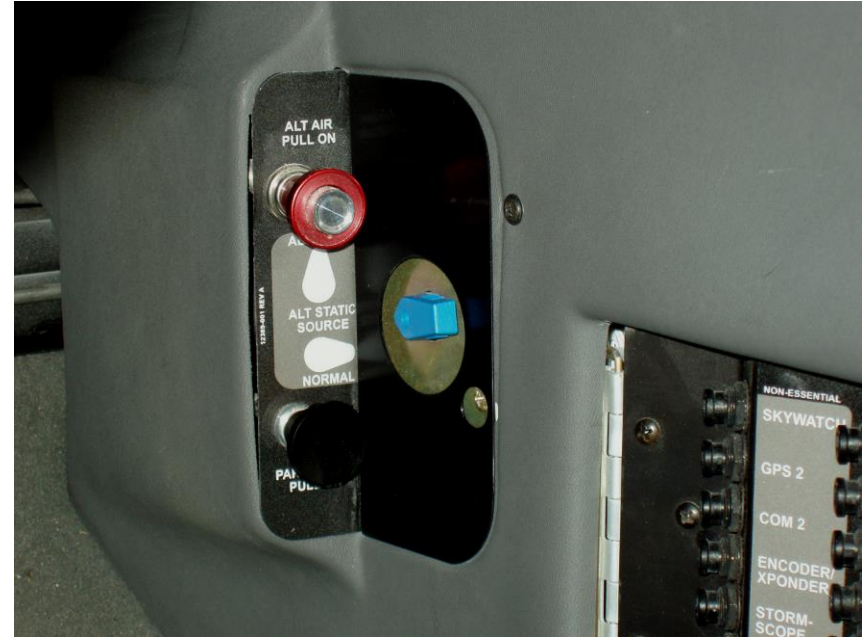


Brake System

- ▶ Hydraulically actuated, single-disc type brakes
- ▶ Uses MIL-H-5606 type fluid
- ▶ Brakes actuated through toe pedals at each pilot station
- ▶ Parking Brake control closes valve holding hydraulic pressure against calipers

CAUTION

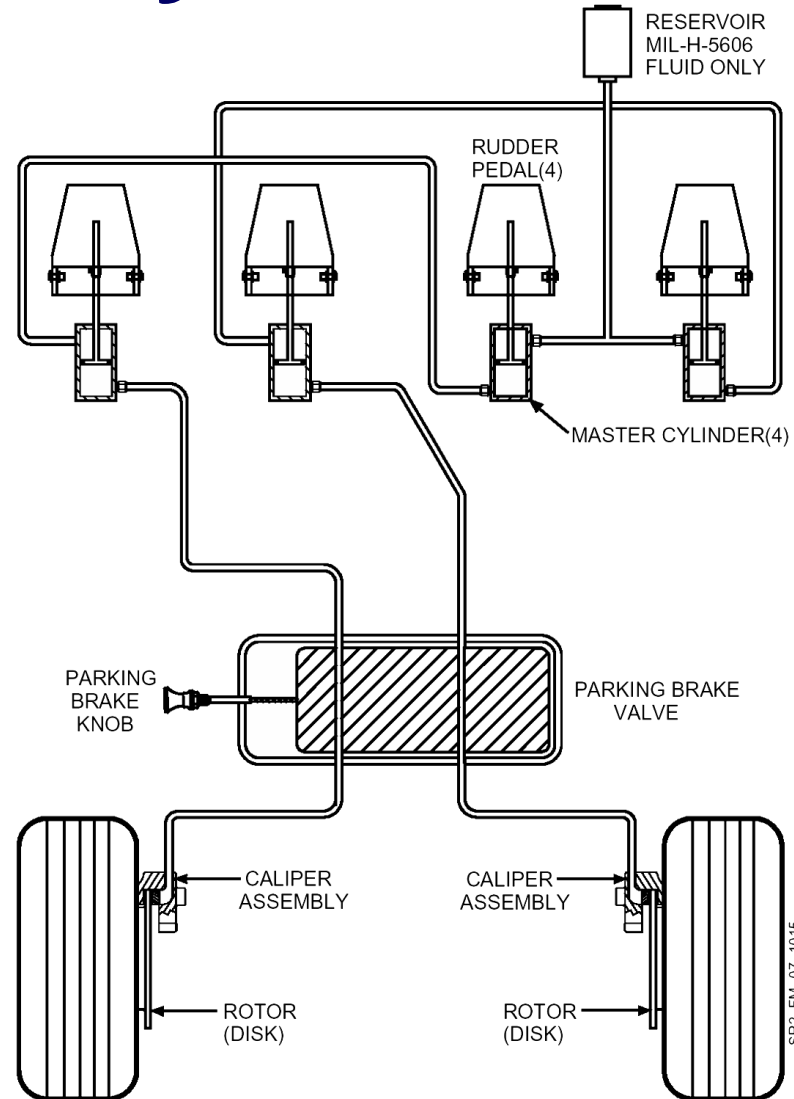
- ▶ Do not activate the Parking Brake in flight



Brake System

► Components

- Reservoir
- Master Cylinders
- Parking Brake Valve
- Caliper Assembly
- Rotor Disk



Taxiing and Braking Techniques

- ▶ **CIRRUS aircraft requires a combination of rudder and differential braking for directional control on the ground.**
- ▶ **Use the least amount of brake pressure to maintain directional control during the taxi.**
- ▶ **Use power to control speed during the taxi.**
 - **Reduce power to slow down and then apply brakes as necessary.**
- ▶ **Avoid taxiing at high power settings and speeds.**



WARNING

- ▶ **Riding the brakes while taxiing will cause excessive heat build up and possible brake failure and fire.**
 - Use as little brake as needed for directional control during taxi.
 - Use the rudder as much as possible.
- ▶ **Brake Fluid and Linings (Brake Pads) should be inspected at every oil change or annual/100 hour inspection.**
- ▶ **Review the Servicing and Handling Section of the POH for proper brake servicing and inspection intervals**



Takeoff and Landing Techniques

► Takeoff

- At low airspeeds and power settings differential braking is required for directional control.
- At higher airspeeds and power setting rudder control is sufficient to provide directional control on the takeoff roll.

► Landing

- Upon touchdown the rudder is initially use to maintain directional control.
- Once the aircraft stabilized on the runway apply even pressure to both brakes for directional control and brake as necessary.

