



Dale Klapmeier is co-founder and Chief Executive Officer of Cirrus Aircraft in Duluth, MN

THE PERSONAL JET IS BORN #1

The original vision of the Vision

Running up to the first Cirrus SF50 jet delivery in less than one year, our new monthly diary will have members of the development team giving insights on how the only Personal Jet remaining in the market is created

TEXT **Dale Klapmeier**

Passion for flying and aviation has driven Cirrus Aircraft since our first ideas about new airplanes more than 30 years ago. Then, as now, we wanted not just to build »a new airplane«, but also to reimagine what an airplane was supposed to be as seen through the eyes of the owner and pilot.

Those ideas initially took flight with a very fast, sleek kit aircraft, the VK-30. With the VK-30 we certainly succeeded in building the most stunning airplane on the ramp, but we also learned a lot about all the other aspects of designing and building an all-new airframe. In fact, we learned that these other aspects that seemed to have been secondary in legacy aircraft became primary to us: incorporating the latest materials and avionics technologies, mandating »simple« and »easy to fly«, prioritizing pilot and passenger comfort, and most important, an unwavering, uncompromising, unrelenting focus on safety.

Fast-forward three decades and almost 6000 »Cirri« later, today's SR20 and SR22 embody those learned design values and principles. More important, the VK-30, ST-50, SR20, SR22, SR22T and every other Cirrus of any type ever made has brought us to the cusp of another watershed design and the future of General Aviation – the Cirrus Vision SF50 Personal Jet.

»Holistic« is the best way I can describe our thinking for the Vision Jet with a focus on two key attributes: simplicity and comfort. These key components create an entirely new market segment: the Personal Jet Category. The reality is that while most associate any jet with speed and prestige, they also are perceived as complex. At

Cirrus, we know there is a way to avoid that compromise as we have engineered the Vision SF50 to be simple, safe and even fun to fly.

Features such as pressurization, de-ice system and even the interior climate controls are all designed to be as simple as possible. All major systems are integrated in the Cirrus Perspective G3000-based flight deck giving the pilot quick and easy access to flight information – exactly when they need it.

In the same way, the cabin has been carefully designed with both the pilot and passengers in mind.

From the interior shape and materials used, to large windows throughout, to the placement of little details in the seats and the cabin door, the Vision SF50 Personal Jet sets a new bar in comfort for everyone in the aircraft. And of course the Vision SF50 is equipped with a Cirrus Airframe Parachute System (CAPS), which has proven itself as a life-saver many times.

We have been dreaming of this new airplane since ... well, since before we started the company! But it was not until 2006 that the reality of the program actually emerged publically. Recall that

Cirrus Aircraft was growing at quite a clip then, delivering over 700 SR20 and SR22s a year. Deposits for the Vision SF50 were being taken and the order book was rapidly growing. V1, the first Vision SF50 prototype, flew on July 3, 2008. It was one of those iconic days at Cirrus.

But we all know what happened next.

No part of the business at Cirrus Aircraft was immune to the global financial crises that pursued, the jet included. SR20 and SR22 deliveries dropped to one third of peak production from just a few months prior. Although progress slowed on the Vision SF50 program, the Cirrus team continued baseline design and engineering related tasks in preparation for renewed funding – funding which did finally come.

In April 2012, the Vision SF50 program received full funding for the certification and production of this revolutionary aircraft. Our team has been full steam ahead ever since. Conforming test aircraft are flying, production tools are in place and we are actively preparing for the first client deliveries scheduled for the end of 2015. Excitement for the Vision SF50 just continues to go, but I don't think today we can truly see what a game-changing airplane the Vision Jet is going to be.



SPECIFICATIONS Cirrus Vision SF50

Wingspan _____	38.3 ft
Length _____	30.9 ft
Height _____	10.5 ft
Seats _____	5 + 2
Basic Empty Weight _____	3700 lbs
MTOW _____	6000 lbs
Usable Fuel _____	288 gal/1960 lbs
Engine/Thrust _____	1 x Williams FJ33/ 1800 lbs
Take-off Groundroll _____	1615 ft
Max. Operating Altitude _____	FL 280
V _{Maximum Cruise} _____	300 KTAS
Landing Groundroll _____	1245 ft
Price _____	1 960 000 US-Dollar
Manufacturer _____	Cirrus Aircraft 4515 Taylor Circle Duluth, MN 55811 USA
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Internet _____	www.cirrusaircraft.com