

2009 CIRRUS SR22 TURBO

N800VJ

S/N 22-3560 · Garmin Perspective · Tornado Alley Turbo-Normalized · Always Hangared

$469,000

YEAR / MAKE	2009 Cirrus
MODEL	SR22 (SR22T post-TAT conversion)
SERIAL NUMBER	22-3560
REGISTRATION	N800VJ
AIRFRAME TT	≈ 2,162.6 hrs (Hobbs 2,474.1)
USEFUL LOAD	958 lbs

ENGINE	Continental IO-550-N (67B), TAT-turbonormalized
ENGINE S/N	1009895 — Continental Factory Rebuild, 2014
PROPELLER	Hartzell 3-blade composite (PHC-J3YF-1RF/F7392+2)
AVIONICS	Cirrus Perspective by Garmin (dual 12″ PFD/MFD)
PARACHUTE (CAPS)	Repacked 8/2019 — next due 7/2029
HANGAR HISTORY	Always hangared, two owners (Midwest)

A meticulously maintained 2009 Cirrus SR22 with the Tornado Alley Turbo-normalizing STC (Turbo X), configured with the Cirrus Perspective by Garmin flight deck. Two-owner Midwest aircraft, hangared its entire life, with a comprehensive continuous maintenance history primarily by Mistwood Aviation Services. Currently undergoing a full top overhaul on all six cylinders with a new left turbocharger and V-band clamps — the aircraft will be delivered with a fresh top end, zero-hour LH turbo / ≈ 563-hour RH turbo, a fresh Hartzell propeller overhaul included in the price, and every mandatory Cirrus and Tornado Alley service bulletin complied with through September 2026.

Exterior & Ramp









Airframe Detail — Turbo X, TKS & Composite Surfaces









Airframe Detail — Wing, Aileron & Livery









Undercarriage & Nose Detail





Cirrus Perspective by Garmin — Flight Deck







Cabin Interior — Premium Black Perforated Leather





Aircraft Specifications

Airframe

Year / Make / Model	2009 Cirrus SR22 (SR22T post-TAT conversion)
Serial Number	22-3560
Registration	N800VJ
Total Time (Hobbs)	2,474.1 hrs
Total Time (Flight)	≈ 2,162.6 hrs AFTT
Hangar History	Always hangared — two Midwest owners
Damage History	No reported damage; no gear or prop-strike events in the logs
91.411 / 91.413	Current through May 2027 (Aero Charter W/O 25-4249)

Powerplant

Engine	Continental IO-550-N (67B), turbo-normalized per Tornado Alley Turbo STC (ICA 22-6460004)
Engine S/N	1009895
Engine Status	Continental Factory Rebuild — installed 3/10/2014 at Classic Aviation (Pella, IA); lifter-body repair by Continental Motor Services 2016; cylinder R&Rs; at 1,020 / 1,090 / 1,143 SMOH
Current SMOH	≈ 1,178 hrs at start of September 2026 top overhaul (in progress)
TBO	2,200 hrs (Continental SIL98-9, raised for later S/Ns)
Turbochargers	RH: Main Turbo Systems overhaul 10/23/2019. LH: NEW overhauled unit — Sept. 2026 (in progress)
Ignition	Dual Continental magnetos — timing verified 22° BTDC (6/8/2026)
Fuel System	GAMIjector injectors; 300-hour cleanings on schedule; TAT fuel-pump SB 12-02 next due 3/2027
Alternators	Dual (Alt #2 replaced at 2014 factory rebuild)
Battery #1	EarthX ETX680-24-TSO lithium (STC) — installed 8/21/2026
Battery #2	Concorde — replaced 6/8/2026 (2-year interval reset)

Propeller

Propeller	Hartzell 3-blade composite — PHC-J3YF-1RF/F7392+2
Last IRAN	3/3/2022 (Hartzell service center)
Governor	Woodward — inspected on prop IRAN cycle
De-ice	Not installed; TKS wing/tail/prop system

Avionics — Cirrus Perspective by Garmin

Flight Deck	Cirrus Perspective by Garmin — dual 12-inch PFD & MFD (integrated G1000-class avionics)
Software	Perspective v0764.37 (per MSB 2X-42-17, 6/26/2019); .38 compliance per SB 2X-42-19R1 (June 2026)
Autopilot	Cirrus Perspective integrated autopilot with FD, envelope protection, ESP and coupled approaches
Transponder	Garmin GTX-33ES — Mode S, ADS-B Out compliant (installed 8/14/2018 by Duncan Aviation)
ADS-B	ADS-B Out via GTX-33ES; ADS-B In on Perspective MFD
Nav / Com	Dual integrated Nav/Com/GPS/WAAS (GIA units, per Perspective architecture)
Audio Panel	Integrated Perspective audio with Bluetooth (Bose A20 headsets shown, not included unless negotiated)
Traffic	TIS-B / ADS-B In traffic display
Weather	FIS-B (ADS-B In) weather; SiriusXM datalink capability
Terrain / TAWS	Perspective terrain/HTAWS presentation
Magnetometer	Garmin GMU-44 — 2-year calibration current (per 6/26/2019 and follow-on cycles)

Equipment, Options & Upgrades

De-Ice	TKS Ice Protection — wing, tail, and propeller (recurring glycol servicing on file; RH TKS level sensor R&R; 8/2013)
Air Conditioning	Factory A/C — compressor & drive assembly and receiver/dryer replaced 6/26/2019; serviced 9/16/2021
Oxygen	Built-in oxygen system; high-pressure filler line R&R; (Precise Flight ICA) 4/23/2021; oxygen bottle & regulator restored 6/8/2026
Parachute (CAPS)	Cirrus Airframe Parachute System — full 10-year repack completed 8/14/2019 (chute next due 7/2029, rocket next due 12/2028)
Battery Upgrade	EarthX ETX680-24-TSO lithium main battery STC — installed 8/21/2026
Cabin	Premium black perforated leather seating (front & rear), Cirrus embroidered floor mats, factory 4-place intercom
Lighting	Wing-tip strobes, position lights, landing/taxi lighting per factory configuration
Registration Mark	"N800VJ" — clean, memorable
Cover	Custom-fit cabin & windshield cover included

Recent Work Performed (2024 – 2026)

All entries below are transcribed from the airframe and engine logbooks; a complete digital logbook set (airframe, engine, propeller) is available on request.

- 6/8/2026 — 100-hour Inspection (Mistwood W/O 1835, Hobbs 2,138.6): All six-cylinder compressions logged (67/54/60/72/70/58 vs. master 44); every TAT mandatory SB/SI complied with (SB08-01, SB08-04, SB09-01, SB10-01, SB11-03, SI08-01, SI08-04, SI11-01, SI11-03); magneto timing re-adjusted to 22° BTDC; magneto filter replaced; #2 battery replaced; damaged left aft baffling grommet replaced. Signed airworthy — Mark Hurley, FAA cert 98VR019D.
- 6/2026 — All three Cirrus MANDATORY SBs complied with: SB 2X-42-19R1 (Perspective software Rev .38), SB 2X-55-15R1 (rudder hinge), SB 2X-95-38 (CAPS handle).
- 5/21/2025 — 100-hour Inspection (W/O 1483, Tach 2,127.8): Compressions 70/50/60/80/63/62 vs. master 45; all TAT SB/SIs complied; fuel-injector annual/300-hour cleaning; TAT SB 12-02 fuel-pump inspection (next due March 2027).
- 8/21/2026 — EarthX ETX680-24-TSO lithium battery installation (STC — main battery).
- 7/15/2025: #4 cylinder CHT probe R&R;, high-end fuel flow adjustment (W/O 1565).
- 7/26/2024: Front crankshaft seal replacement (P/N SA641250) — prop removed, seal replaced, reinstalled with new nuts and O-ring; forward camshaft cover gasket (P/N 654828) replaced; left turbo check valve cleaned and reinstalled; right forward engine baffle clip fabricated and installed. (Mistwood W/O 1272)
- 7/1/2024: Oil sump flange bolts re-torqued per Continental IO-550-N M-0 Appendix B; SB08-01 Rev A exhaust manifold inspection / orifice cleaning complied with. (Jet Access Maintenance, KXNX)
- 5/21/2025: AD 2024-24-11 throttle lever compliance.
- 3/3/2022: Hartzell propeller IRAN complete.
- 9/16/2021: Air conditioning system serviced; leak-checked; overhauled electric fuel boost pump installed (P/N 5217-00-3, S/N 0119 — CJ Aviation CRS YPGR715L 8130 dated 26 JUL 2021).
- 4/23/2021: High-pressure oxygen filler line R&R; per Precise Flight ICA; system serviced to 2,000 psi.
- 8/14/2019: CAPS 10-year repack complete — parachute and rocket replaced per SB 2X-95-19R2 (chute next due 7/2029, rocket next due 12/2028); SB 2X-95-24R2 CAPS Rocket Shelf Ground Wire complied.
- 10/23/2019: Right-hand turbocharger replaced with overhauled unit (Main Turbo Systems) at 1,858.0 AFTT / 614.8 SMOH.
- 6/26/2019: A/C compressor & drive assembly (P/N 21119-008) and receiver/dryer replaced.
- 8/14/2018: GTX-33 transponder swapped for GTX-33ES — ADS-B Out compliance (Duncan Aviation).

Current Work In Progress — September 2026

The aircraft is presently in the shop for a factory-caliber refresh of the entire top end. Buyer will take delivery with the following work completed, signed off, and returned to service:

- Top overhaul on all six cylinders — resets cylinder attrition clock to zero-time on the tops and takes softening compressions on cylinders 2 and 6 off the risk list entirely.
- New overhauled left-hand turbocharger — zero-hour LH turbo / ≈ 563-hour RH turbo (RH overhauled 10/23/2019 at 614.8 SMOH), so both hot sections carry known, documented service life going forward.
- New V-band clamps installed — resets the 450-hour Tornado Alley V-band inspection interval clock.
- Fresh propeller overhaul included in the price — Hartzell 3-blade composite overhauled and returned to service prior to delivery, so the buyer inherits a zero-time prop alongside the fresh top end.
- Full break-in and post-installation compression check to be documented in the engine logbook and provided to the buyer.

Key Highlights

- Two-owner, always-hangared Midwest history with continuous single-shop maintenance since mid-2016 (Mistwood Aviation Services — a plus for insurers and pre-buy).
- 16 signed annuals documented 2010 through 2026 with full IA and work-order traceability; nearly every entry EBis-3 printed with legible signatures and repair-station numbers.
- Meticulous Tornado Alley Turbo SB/SI compliance — the schedule where turbo-normalized SR22s most often get caught out at pre-buy is clean here.
- Continental factory-rebuild engine (2014) with a documented lifter-body repair by CMI (2016) — now receiving a full six-cylinder top overhaul and a fresh LH turbo in September 2026.
- ADS-B Out compliant, Perspective software current, 91.411/413 current through May 2027, all three June 2026 Cirrus MANDATORY SBs complied with.
- CAPS parachute freshly packed 8/2019 — next repack not due until 7/2029.
- Modern EarthX lithium main battery (STC) installed August 2026.

Nearest Upcoming Calendar Items

- 11/30/2026 — CAPS reefing line-cutter replacement (routine calendar item).
- 3/2027 — TAT SB 12-02 fuel-pump mixture control arm re-inspection.
- 5/2027 — 91.411 / 91.413 pitot-static & transponder recertification.

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Full digital logbooks (airframe · engine · propeller) and detailed maintenance analyses available on request.

All specifications are believed accurate as compiled from FAA records, aircraft logbooks, and owner knowledge. Buyer is responsible for verification. Aircraft subject to prior sale, price change, or withdrawal without notice.