



Cessna Corvalis TT





THE DIRECTCONTROL DIFFERENCE

The performance of an aircraft can be quantified with a spec sheet. Its safety features can be compiled into an impressive list of bullets. But real performance is not meant to be read, it should be felt. And safety in flight is not upheld by a feature or a button, but by proper training and a well-conceived aircraft.

In manufacturing the Corvalis TT, safety and performance are anything but add-ons. Rather, they've been infused into the very design DNA of the aircraft.

Every inch of the aircraft itself has been minutely refined for an aerodynamic purity that, in conjunction with an innovative control system, enables the kind of direct, precise maneuvering one more commonly associates

with a jet. The true side stick controls connect directly to the carbon fiber control surfaces via control rods rather than the more commonly found cables and pulleys. This provides added stability, while endowing the pilot with a more direct, responsive command of the aircraft at both high and low speeds.

High performance segues to high safety, as adjustments within the pattern become more intuitive—no wasted movements to fine-tune, you always know exactly where you are in three-dimensional space. We refer to this indelible link between pilot and plane as the Direct Control Difference.

Once you experience it yourself, there's no going back.



Specifications



Aircraft Dimensions	Corvalis TT
Overall Height	9 ft 0 in (2.74 m)
Overall Length	25 ft 4 in (7.72 m)
Wingspan	35 ft 10 in (10.91 m)
Cabin Dimensions	
Height	49 in (1.24 m)
Length	11 ft 8 in (3.54 m)
Width	49 in (1.24 m)
Maximum Seating Capacity	4
Baggage Capacity	120 lb (54 kg)
Design Weights & Capabilities	
Maximum Takeoff Weight	3,600 lb (1,633 kg)
Typically-Equipped Empty Weight	2,550 lb (1,157 kg)
Maximum Useful Load	1,050 lb (476 kg)
Usable Fuel Capacity	102 gal (386 l)
Performance	
Maximum Cruise Speed	235 ktas (435 km/hr)
Range (45 min reserve, 55% power, 25,000 ft)	1,250 nm (2,315 km)
Rate of Climb at Sea Level	1,400 ft/min (427 m/min)
Certified Ceiling	25,000 ft (7,620 m)
Takeoff Distance to 50 ft	1,900 ft (579 m)
Landing Distance (over 50 ft obstacle)	2,600 ft (792 m)
Powerplant	
Engine: Teledyne Continental Motors	Turbocharged TSIO-550-C
Horsepower	310 hp



EXTERIOR COLOR

Give your Corvalis TT a little streak of personality by creating your own color combination to apply to one of two unique patterns, Deschutes and Switchback.



Deschutes



Switchback

Wildcat Yellow	Chrome Yellow	Sunfast Red	Colonial Blue	Green Apple	Castle Silver	Everglades Metallic	Purple Effect
Convoy Gold Effect	Autumn Sunburst Effect	Radiant Red Pearl	Dark Red Metallic	Sapphire Blue Metallic	Blue Metallic #4	Steel Blue Metallic	Ocean Blue Metallic
Titanium Metallic	Medium Taupe Metallic	Charcoal Metallic	Phantom Gray Metallic	Gold Metallic	Las Vegas Gold Metallic	Mocha Frost Metallic	Spanish Gold Metallic

COMPOSITE CONSTRUCTION

While the processes behind the Corvalis TT's all-composite construction are complex, the resulting advantages are not: a superior strength, stability and durability that are unparalleled within the class. In fact, during a six-month test the Corvalis TT underwent 171,000 cycles of fatigue testing—the equivalent of 120 years of service life. The airframe remained indifferent to the punishment, and was still fit and ready to take to the air.

The composite layers of the airframe are reinforced with unidirectional carbon fiber strips to provide added strength to strategic areas, while a Nomex honeycomb core adds stiffness where needed. The dual wing spars themselves are constructed entirely from directional carbon fiber, and bear such immense strength, each spar, by itself, is capable of supporting the full load limits of the aircraft. It is through such strength and structural integrity that the Corvalis TT is the only aircraft within its class to hold a Utility Category certification, the FAA's most demanding non-aerobatic certification level.

But this aircraft is more than muscles; the all-composite construction process enabled the design of the aircraft's unique and graceful lines, meticulously sculpted for true aerodynamic performance and handling prowess.



Deschutes



Switchback

INTERIOR

Designing to the mental and physical demands of flight requires a thorough understanding of how pilots interact with aircraft systems, and how the body and mind react over the course of long- and short-range excursions. Much of the Corvalis TT's interior was designed around the findings from extensive human factor studies.

Inside, you'll find a spacious, comfortable cabin of high quality craftsmanship and exceptional fit-and-finish. Ergonomically designed, handstitched leather seats form to the body for even distribution of weight. Armrests anchor the pilot's arm so any maneuvering of the true

side stick controls can be done with exacting precision, with no more than a simple roll or push of the wrist—just like flying a jet.

The cockpit configuration is exceptionally clean, as many of the controls are either integrated into the G1000 avionics suite, or grouped by basic function and positioned for intuitive operation and easy accessibility. The design itself limits extraneous head, eye and hand movements while easing any transitioning between aviating and navigating tasks, so the pilot can remain still and focused throughout the duration of the flight.

True side stick controls



Set-and-forget climate control system



READYPad™ data entry



G1000: OVERVIEW

Custom designed for Cessna, the all-glass Garmin G1000 avionics suite integrates all primary flight, engine and sensor data to provide intuitive, at-a-glance situational awareness. Real-time flight-critical data is gathered and displayed on two configurable, large-format high-resolution screens, eliminating the clutter of endless rocker rows found in so many aircraft. And with the ergonomically positioned READYPad™ interface, everything from entering flight data and tuning radio frequencies to accessing the vast capabilities of the G1000 can be done easily and intuitively, without diverting attention from the avionics or the course ahead.

One of the most amazing capabilities of the Garmin G1000 is the GFC 700 autopilot. It provides in-flight support features that, until recently, could only be found on larger commercial aircraft, such as a Go Around button and Course Reversal. The GFC 700 is capable of performing virtually all of the necessary pilot actions between climb out and final descent. With precise vertical and horizontal guidance, it puts you right on the nose of your approach every time, and can even schedule airspeeds for both climbs and descents. And as it comes standard with every new Cessna ranging from the Skyhawk SP to the Citation Mustang, any transition to a higher performance Cessna is that much smoother and more intuitive.



G1000: FEATURES*



These magenta rectangular pathways provide a visual window to help pilots follow the intended flight route. Spaced no more than 1,000 meters apart, they have guidelines in each corner that point in the direction of the active flight plan leg.



The topographical display provides excellent situational awareness over all kinds of terrain. The color-specific overlays clearly indicate potential terrain conflict areas.



Using Synthetic Vision Technology (SVT), the Towers and Obstacles database makes awareness of non-terrain structural hazards crystal clear, even in low visibility.



Moving traffic is easy to spot in this three-dimensional format. Using familiar TAS symbology, SVT shows the altitude of other traffic in the area. As potential intruders get closer, their symbols grow larger.

**Simulated flight information*

SERVICE AND SUPPORT

No matter where you fly, your Corvalis TT is always close to home. Our network of more than 300 service stations worldwide can provide you with exceptional service and support to ensure the maximum uptime for your aircraft, and the utmost safety for its occupants.

With satellite locations around the world, Cessna Service Parts & Programs (CSP&P) ensures even the most pressing parts demands are met with minimal AOG time. Whether the order is for a 1935 C34 or a brand new Corvalis TT, it doesn't rest until the right part is in the safe hands of one of our knowledgeable service and repair experts.

And no matter your need, one easy point of contact puts you in touch with a Cessna expert who can deliver: simply call 1-800-4-CESSNA, or go to Cessna.com. Wherever you are, you'll always find us standing ready to serve you.



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cessna.com

1.800.4.CESSNA in the U.S.

+1.316.517.6056 outside the U.S.