

Cirrus VK-30 Model Guide

The Cirrus VK-30 is a composite, rear-engine pusher built as a homebuilt kit by Cirrus Design from 1988 to 1994. It is listed as a single-engine piston aircraft with 4 to 5 seats. The 1990 prototype report describes a four-place cabin and fast cruise from a Lycoming IO-540.

KEY TAKEAWAYS

- Kit-built composite pusher. A 1990 report says eight kits were sold and deposits taken on 16 more, so expect one-off builds.
- Prototype cruised at 205 knots true airspeed at 4,500 ft, using about 15.5 gph at about 70 percent power.
- The engine drives the propeller through a long graphite-wrapped shaft and a dry fluid clutch. Inspect this system closely.
- Cruise flaps add about four to six knots, but the flap system is complex and needs careful checking.

LAYOUT AND CABIN

The VK-30 is a four-place pusher with the engine behind the cabin on the aft wing. Entry is by a clamshell airstair door on the right side. A small baggage area sits behind the rear bench seat. Front occupants step through a narrow aisle between the two front seats.

DRIVE SYSTEM AND ENGINE

The prototype used a 290-hp Lycoming IO-540. The engine drives a 78 x 4-inch graphite-wrapped aluminum shaft through a dry fluid clutch to a 12-inch steel stub shaft. The prototype propeller was a three-blade, 74-inch composite and wood unit. The report says the shaft was mostly trouble-free over 450 flight hours.

FLAPS AND KNOWN ISSUES

Cruise flaps on the Fowler flap trailing edges trim the angle of attack and can be moved independently for roll trim. On the prototype the flap-track bushings bound under load, and the report says bearings were to replace them. The long oil line to the propeller governor made the propeller slow to respond.

SPECIFICATIONS

Engine Hp	290
Propeller Diameter Inches	74
Drive Shaft Length Inches	78

PERFORMANCE

Cruise Speed Kts	205
Cruise Altitude Ft	4500
Fuel Flow Gph	15.5

SAFETY NOTES

- In the prototype, the oil line chafed on a bulkhead and broke. The engine seized and the crew landed in a plowed field. Inspect the oil line routing and chafe points.
- Prototype Fowler flap-track bushings bound under air loads unless the cruise flaps were unloaded first. Check the flap tracks and actuators for binding.
- The engine sits inside the fuselage and is cooled by a ground fan and one electric cowl flap. Check these cooling components.