AIRCRAFT REPORT · OPERATING RECORD

N591QX

2016 Cirrus SR22T · based at Centennial, CO

Detected operations 1 Oct 2025 – 26 Sep 2026 · ADS-B coverage on 98% of days · Previously registered as N27QJ



143
DETECTED FLIGHTS

220 h
OBSERVED FLIGHT TIME

29,210 nm
FLOWN, GREAT-CIRCLE

25
AIRPORTS · 13 STATES + THE BAHAMAS

SUMMARY

A hard-working high-country traveller that also went island hopping.

N591QX flew **143 detected flights and about 220 hours** between 1 Oct 2025 and 26 Sep 2026, mostly from Centennial, CO. Mountain hops make up 46% of flights. The longest leg reached 822 nm to KMRY, 9 legs touched the Bahamas, it sat for one 43-day stretch from 9 Nov 2025.

43 days — ASK ABOUT IT

One parked stretch

No detected flights 9 Nov 2025 to 21 Dec 2025, with source coverage throughout. Ask what the airplane was doing; an annual inspection is the most common reason.

46% of flights — MISSION

Mountain hops lead

66 of 143 flights, to places like Eagle / Vail, Montrose, Aspen; typically 51 min.

9 island legs — ASK ABOUT IT

Salt air and open water

Flights to or from the Bahamas. Over-water, salt-air flying is worth a corrosion look.

81% of range — PERFORMANCE

Legs get stretched

Longest leg 822 nm, KAPA to KMRY in 4h 59m: about 81% of the SR22T G5 range figure of 1,021 nm (POH range table: 55% power at 25,000 ft).

90% above 10k ft — ENGINE

Flies high

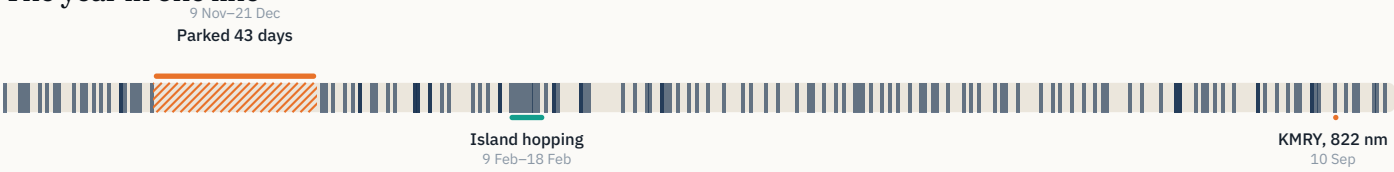
29 flights reached the flight levels (max 22,000 ft). Expect oxygen use and a turbo that works hard.

84% landings — ENVIRONMENT

Hot, high and short

120 landings at fields above 5,000 ft, up to KTEX at 9,070 ft. Brakes, tires and density-altitude performance matter.

The year in one line



What this means if you're buying it

- Ask about the **43-day parked stretch** and what maintenance happened during it.
- Match logbook hours to the observed pace of **about 223 hours a year**.
- Environments to inspect for: **high-altitude, high-power flying, salt-air exposure, hot-and-high airports**.

Data behind this report

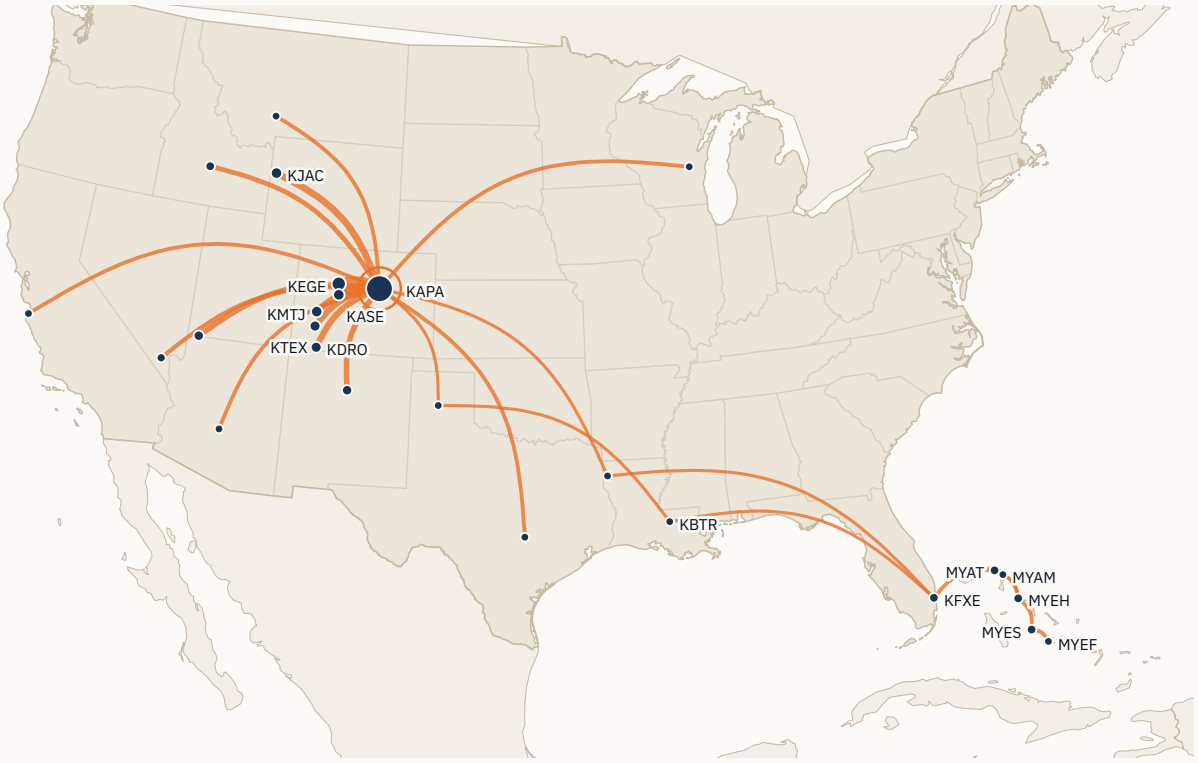
Observation window	360 days
Days with ADS-B coverage	98%
Flights with resolved airports	143 of 143
Type reference	Cirrus SR22T

Summary written from the figures on the following pages; every number traces to a chart or table.

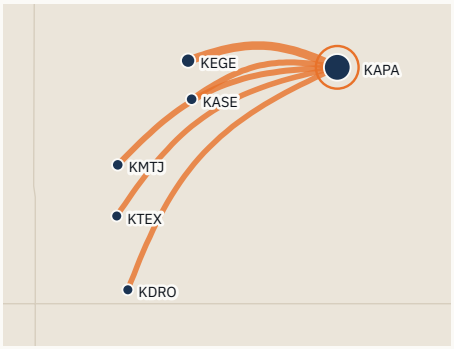
WHERE IT FLIES

Colorado-based, with reaches to 13 states and beyond.

25 airports in 13 states and the Bahamas. 56% of takeoffs and landings were at KAPA, the probable home base. Line weight shows how often each route was flown.



Around KAPA



5 airports within about 200 nm of home.

Island legs



Dashed legs had partial ADS-B coverage offshore.

AIRPORT	CITY	ELEV FT	MOVES
KAPA	Denver	5,885	161
KEGE	Eagle / Vail	6,548	24
KJAC	Jackson	6,451	10
KMTJ	Montrose	5,759	10
KASE	Aspen	7,820	10
KDRO	Durango	6,685	8
KTEX	Telluride	9,070	8
KSGU	St George	2,941	6
KSAF	Santa Fe	6,348	6
KFXE	Fort Lauderdale	13	4
MYAT	Abaco	8	4

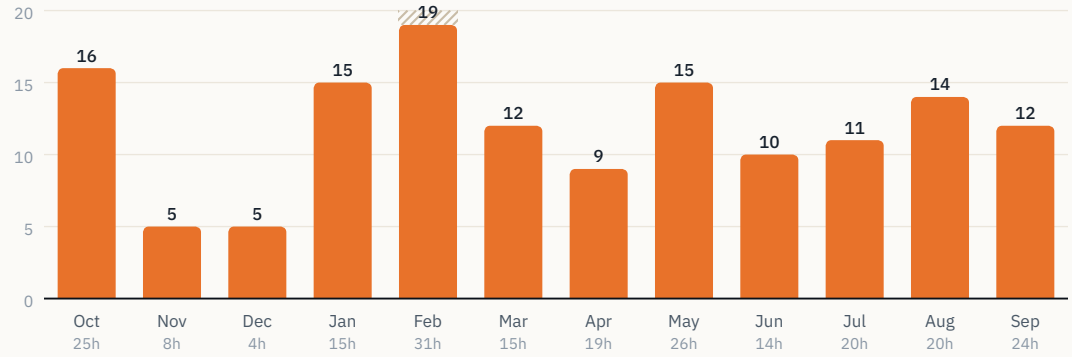
Moves = takeoffs + landings with a resolved airport.

HOW MUCH IT FLIES

Busy most of the year, with one quiet stretch.

130 flying days out of 360. ADS-B coverage reached 98% of days; missing days are shown as missing, never as zero.

Detected flights by month



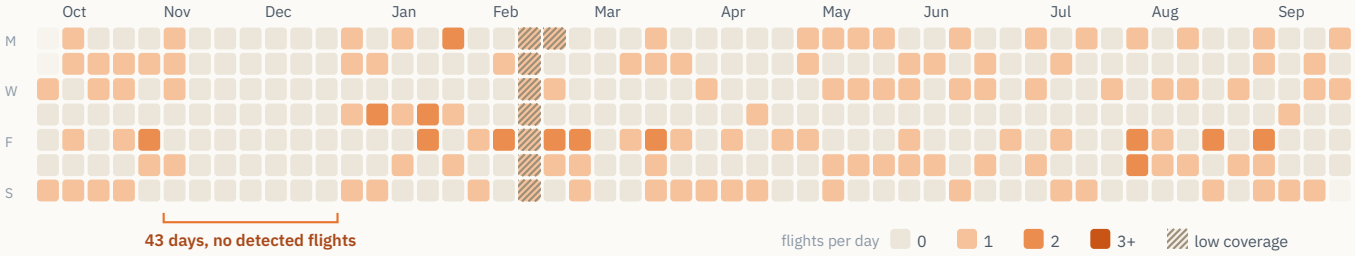
220 h
observed in the window

1h 11m
median flight

29,210
nautical miles, great-circle

Hatched months had ADS-B coverage below 90% of days (Feb 86%). Counts there are a floor.

Every day of the window



The 43-day parked stretch

9 Nov 2025 – 21 Dec 2025. ADS-B receivers had coverage throughout, so this is a real absence, not a data gap. Six weeks or so in one block is the classic shape of an annual inspection with some squawks; it could also be avionics work, storage or the owner travelling.

Ask: the annual sign-off date and the squawk list from that visit.

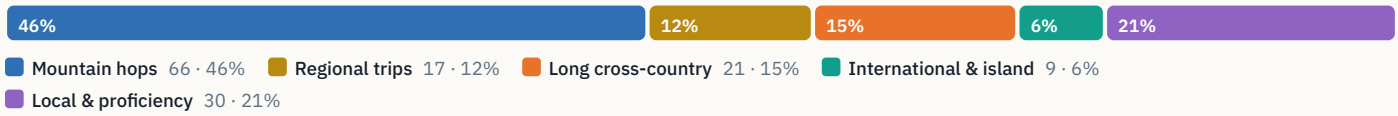
By quarter

QUARTER	FLIGHTS	HOURS	DISTANCE	AIRPORTS
Q4 2025	26	37.6	4,512 nm	7
Q1 2026	46	60.8	7,507 nm	15
Q2 2026	34	58.4	8,352 nm	10
Q3 2026	37	63.5	8,839 nm	10

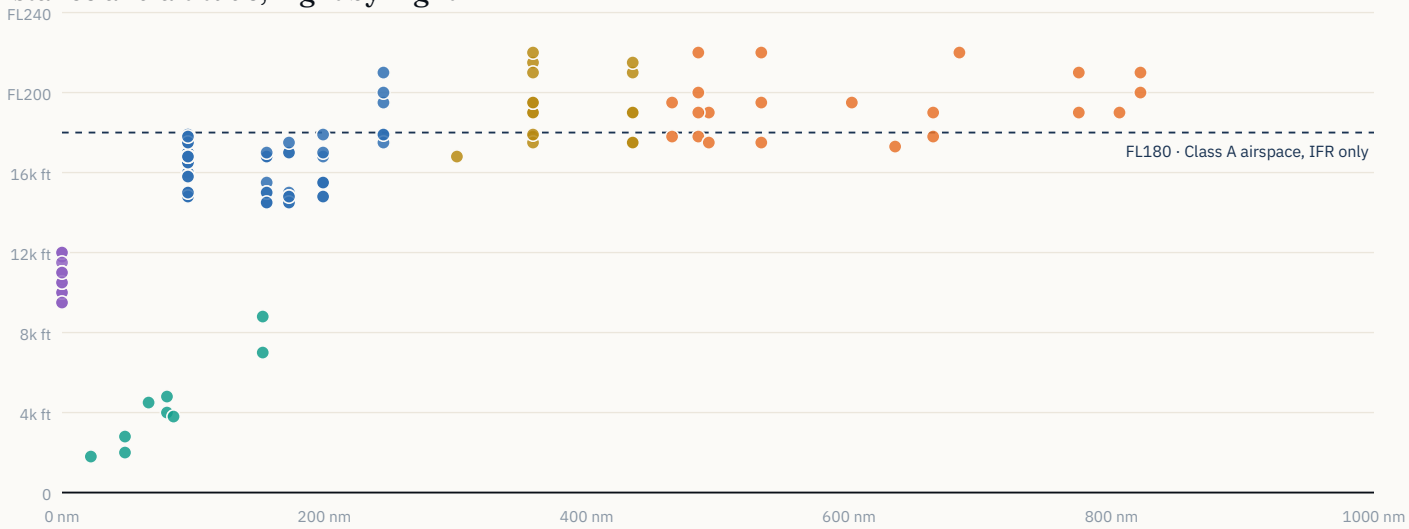
HOW IT'S FLOWN

Mostly mountain hops, with local & proficiency mixed in.

Each flight is classified from its distance, its endpoints and their field elevations. Short legs into fields above 5,000 ft count as mountain hops; legs of 450 nm or more count as long cross-country.

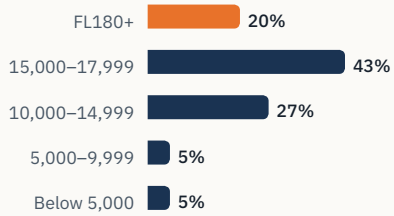


Distance and altitude, flight by flight

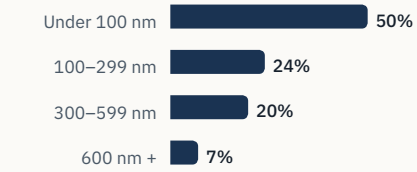


Each dot is one detected flight: distance flown against the highest altitude observed.

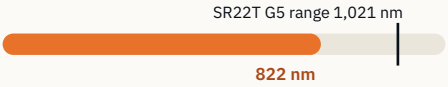
Highest altitude per flight



Leg length



Longest leg vs. range



Reading the envelope

Highest altitude observed **22,000 ft** (max operating altitude 25,000 ft for the SR22T G5).

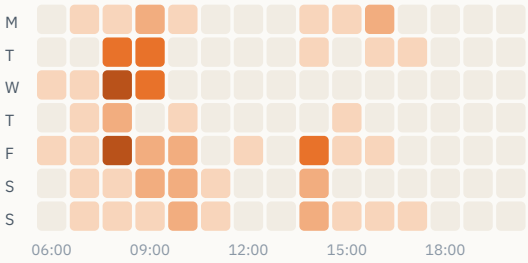
Longest leg **822 nm** in 4h 59m, 81% of the SR22T G5 range figure.

Cruise speed isn't published for this airframe yet; it needs complete per-flight telemetry.

WHEN IT FLIES · FLIGHT LOG

Fridays are the busiest day, and it flies almost only in daylight.

Departures by day and hour



Local departure time (Denver time). Darker = more departures.

69% weekday flights

1% after dark

1.1 flights per flying day

130 distinct flying days

Most recent 22 detected flights

Full log of 143 flights in the web report.

DATE	ROUTE	NM	TIME	PEAK ALT FT	TYPE	COVERAGE
23 Sep	KAPA → KHND	533	3h 00m	17,500	Long cross-country	Full
21 Sep	KAPA local	0	49 min	11,000	Local	Full
20 Sep	KSUN → KAPA	485	2h 39m	19,000	Long cross-country	Full
16 Sep	KAPA → KSUN	485	2h 55m	20,000	Long cross-country	Full
15 Sep	KAPA local	0	53 min	10,500	Local	Full
13 Sep	KMRY → KAPA	822	4h 23m	20,000	Long cross-country	Full
10 Sep	KAPA → KMRY	822	4h 59m	21,000	Long cross-country	Full
6 Sep	KEGE → KAPA	96	43 min	16,800	Mountain hops	Full
5 Sep	KAPA → KEGE	96	47 min	16,800	Mountain hops	Full
4 Sep	KEGE → KAPA	96	46 min	16,800	Mountain hops	Full
4 Sep	KAPA → KEGE	96	48 min	17,800	Mountain hops	Full
1 Sep	KAPA local	0	1h 00m	10,500	Local	Full
31 Aug	KAPA local	0	1h 04m	11,000	Local	Full
29 Aug	KJAC → KAPA	359	2h 03m	17,900	Regional trips	Full
26 Aug	KAPA → KJAC	359	2h 18m	21,000	Regional trips	Full
23 Aug	KAPA local	0	1h 03m	11,000	Local	Full
21 Aug	KEGE → KAPA	96	48 min	16,500	Mountain hops	Full
21 Aug	KAPA → KEGE	96	46 min	17,500	Mountain hops	Full
15 Aug	KJAC → KAPA	359	2h 25m	17,500	Regional trips	Full
12 Aug	KAPA → KJAC	359	2h 10m	19,500	Regional trips	Full
10 Aug	KASE → KAPA	96	48 min	15,000	Mountain hops	Full
8 Aug	KAPA → KASE	96	46 min	17,900	Mountain hops	Full

OPERATING ENVIRONMENT

What the flying says about wear, and what to check.

These link how the airplane is flown with public, model-level reference data. They're **prompts for an inspection**, not findings about this airplane's condition.

WHAT WE OBSERVED	WHY IT MATTERS	ASK OR INSPECT
About 223 observed hours a year	FAA records list a TSIO-550-K; verify the installed engine and its serial number from the data plate and logbooks. Continental SIL98-9E: 2,000 h (2,200 h for engines S/N 1006000 and later), or 12 calendar years. Pace sets how quickly a mid-time engine reaches it.	Engine model and serial from the data plate; time since new or overhaul, and whether the last overhaul was a factory rebuild, factory overhaul or field overhaul (it changes the TBO); oil analysis and compression history.
29 flights in the flight levels	Sustained high-altitude cruise works the turbocharger, exhaust and oxygen system.	Turbo and exhaust inspection records; oxygen bottle hydrostatic test date.
120 landings above 5,000 ft	Higher true airspeed at touchdown means more brake and tire wear and longer takeoff rolls.	Brake and tire replacement history.
9 island legs	Salt exposure can start corrosion in landing gear, flap tracks and fasteners if the airplane isn't washed afterward.	Post-trip washing; corrosion findings at the last annual; where it's hangared.
International legs (the Bahamas)	Border crossings require eAPIS filings and a current CBP decal.	CBP user-fee decal; eAPIS records; any maintenance done outside the U.S.
43-day parked stretch from 9 Nov 2025	Long idle periods and major maintenance both show up this way.	What happened during the stretch; annual sign-off date and squawk list.
2016 airframe with a ballistic parachute	CAPS canopy repack and rocket motor each run on a 10-year life from their own manufacture dates. For this airframe the first service falls around 2026.	Date of the last parachute repack and rocket replacement. A pending one is a large bill.

TYPE REFERENCE · PUBLIC DATA

Model	Cirrus SR22T
Engine (FAA records)	TSIO-550-K
Manufacturer TBO	2,000 h (2,200 h for engines S/N 1006000 and later), or 12 calendar years
Performance figures	SR22T G5
Max cruise	213 KTAS
Max operating altitude	25,000 ft
Range	1,021 nm

Reference card rev. 2026.9.3. Performance is for the SR22T G5; range basis: POH range table: 55% power at 25,000 ft. Engine is as FAA records list it; the data plate and logbooks govern. TBO is a manufacturer recommendation; see the method page.

Not in this report

Engine and airframe total time, damage history and maintenance come from logbooks, not ADS-B. Pair this report with a pre-buy inspection by a shop that knows the type.

The Aircraft History Report adds the airframe's whole registry story: every registrant, every tail number, where it has lived, and a question list to take to the seller.

METHOD, LIMITS AND NEXT STEP

How this report was built.

Sources

ADS-B observations from community receiver networks, matched to this airframe's Mode S code. Positions are split into flights at takeoff and landing; each keeps its distance, duration, endpoints and highest altitude. **FAA Aircraft Registry** for identity and registrant. **Airport reference** (OurAirports) for names, coordinates and field elevations.

Coverage

ADS-B coverage is measured per day. Days without coverage are shown as missing, never as "not flown". Parked stretches are only reported when coverage was present throughout.

Classification

Flight types come from distance, endpoints and field elevation. Endpoints are only named when a track starts or ends close enough to an airport to be confident.

Limits

Observed flight time is not tach or Hobbs time. This report doesn't establish airworthiness, maintenance status, damage history, title or value. Stabilator is informational only; verify independently before any transaction.

Type reference

Performance comes from a generation-specific profile (model and years), with its range basis stated, and is shown only when it matches this airframe. TBO uses the engine model FAA records list for this airframe. TBO figures are manufacturer recommendations for the engine model FAA records list, which may not match what is installed (engine changes and STC conversions don't always reach the registry); the data plate and logbooks govern. For a Part 91 operator they are not regulatory limits unless an AD or an airworthiness limitation makes them one. Lycoming SI 1009BF lets qualified maintenance allow Part 91 non-commercial operation past the 12-year calendar limit after a thorough inspection. Frequent-use extensions (Lycoming note 11, Continental's 40+ hours a month provision) and factory-overhaul extensions are not applied here.

AIRCRAFT HISTORY REPORT

This report covers the last 12 months. The History Report covers the airframe's whole life.

- Every registrant on file, with dates and places
- Every tail number the airframe has carried
- Where it has lived, and what that environment wears
- A question list to take to the seller

$29 stabilatorops.com/aircraft/N591QX/history

DATA FRESHNESS · THIS REPORT

ADS-B observations	1 Oct 2025 – 26 Sep 2026
Days with coverage	98%
Airport reference	OurAirports, with FAA identifiers
Type reference card	rev. 2026.9.3
Report generated	26 Sep 2026
Report ID	SAMPLE-9-1597

Owners can correct public information at stabilatorops.com/corrections.