

Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				
<b>Syracuse Executive Air Service, Inc.</b>					
Reg #: N8146J	Make: Cirrus		Model: SR22		Engine:
AC S/N: 0675	ACTT: 172.7		Hobbs: 172.7		Tach: 0.0
ENG M/N:	0 ENG S/N: 0.0		TSO: 0.0		TSN: 0.0
Drained oil, removed filter, inspected, installed new filter and serviced with 8qts 20w 50 Exxon Elite Replaced #2 alternator SN off: 0431881 SN on: 0342593 Run up and leak check good.					
<small>All work performed IAW current FAA regulations and current manufacturers technical data. The work performed above is approved for return to service.            For details of work performed, see workorder on file with repair station.</small>					
Signature: 			Date: 05/27/2004		Work Order: 3908
For: Syracuse Executive Air Service, Inc. - CRSBJFR481C 211 Tuskegee Road Syracuse, NY 13211					

## JET CENTER MFR

ROGUE VALLEY INTERNATIONAL AIRPORT #17

MEDFORD, OREGON 97504  
(541) 770-5314 CRS: GCPR185E

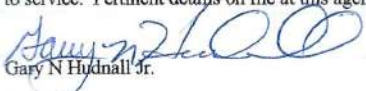
Engine Log Entry

Date: 8-31-04

Hobbs Time: 237.8

- 1) Changed oil and filter (1ea CH48109-1 Filter, 8 quarts Shell 15w-50 Oil).
- 2) Oil analysis was taken (1ea GA-001 Oil Analysis).
- 3) Engine was washed down, run and leak checked. No leaks were noted at this time.

The component identified above was inspected and repaired in accordance with current FARs and was found airworthy and is approved for return to service. Pertinent details on file at this agency under work order no. 14832.

  
Gary N. Hudnall Jr.

Date: 10/15/2004, Aircraft: N8146J, Hobbs: 258.6, Tach: 0.0, Total Time: 258.6, Work Done At - Airframe Time: 259, Shop Order 04-9289

\*Performed a 100 Hour/Annual Inspection of the Engine & Propeller in accordance with the inspection checklist contained in the SR22 Maintenance Manual.

\*Performed a Differential Compression Check with the following results: Cylinder #1 67/80, Cylinder #2 70/80, Cylinder #3 70/80, Cylinder #4 70/80, Cylinder #5 73/80, Cylinder #6 70/80.

\*Drained and screened the oil for particles with none noted. Removed, cut open and inspected the oil filter for particles with none noted. Installed a new oil filter torqued and saftied. Added 7 quarts of Aeroshell 15W-50 motor oil. Washed the engine with varcol and dried with compressed air. Placarded oil filler door with the next oil change interval date.

\*Examined each propeller blade to assess the severity of each nick and abrasion. Carefully dressed each blade to remove minor nicks and abrasions using files and sandpaper as required. Painted each blade face with flat black paint.

\*Removed the fuel nozzles from each cylinder. Soaked the nozzles in a suitable cleaning solvent. Removed the nozzles from the cleaning solution and dried with compressed air. Attached the nozzles to the fuel injection lines and performed a fuel flow operational test, noted proper operation. Installed each nozzle to a cylinder, attached the metal fuel injection lines and pressurized the fuel system to check each nozzle for leaks, none were noted.

\*Removed and replaced the induction air filter p/n. BA-24

\*Disconnected the ignition leads and removed each spark plug noting cylinder position. Cleaned, gapped and spark tested each spark plug. Rotated the spark plugs in the spark plug tray and verified the spark plug part numbers are correct. Applied anti-seize to the first few threads of each spark plug and installed to the top only appropriate cylinder. Torqued the spark plugs to the appropriate value as specified by the Textron Lycoming. Reinstalled the ignition leads hand tight and torqued 1 flat.

\*Performed the inspection and maintenance requirements of the engine control cables and linkages in accordance with TCM Service Bulletin # SB95-2.

\*Installed lower cowl, checked for chafing, removed cowl, ground and dressed out area at nose bowl, sanded edges smooth, painted with Cirrus centennial white.

\*Removed and replaced alternate air bracket, p/n 15196-002 at the #5 exhaust pipe and secured clamps.



Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
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Brou

\*Removed right side baffle support screws and lifted the side baffle enough to apply high temp RTV between the flange and the baffle to prevent chafing, reinstalled the screws.  
 \*Installed the missing screw and washer between the #1 cylinder intake and exhaust rocker covers.  
 \*Removed nut and washer from oil temperature sensor wire terminal, installed terminal boot, p/n MS25171-1S. Reinstalled washer and nut, secured hardware.  
 \*Checked torque on B-nuts and safetied TKS line fittings with .025" safety wire.  
 \*Taped off propeller blades and touched up the conductive cement.  
 \*Installed lower engine cowl anti-chafe foam on the right hand side.  
 \*Cleaned area around oil pressure relief valve with solvent and re-torqued the housing. Safetied housing as necessary. No leaks noted on outgoing run.  
 \*Filed out crack at the corner radius of the left front baffle triangular support with files.  
 \*Safetied the EGT clamps with .032" safety wire.  
 \*Performed post annual inspection engine run up and found satisfactory. Checked for fuel and oil leaks with none noted.  
 END

Keyson Airways Corporation FAA CRS KNMR864S PAGE 2 OF 2

I certify that this engine has been inspected in accordance with an Annual/100 hour Inspection and was determined to be in airworthy condition and is approved for return to service. Pertinent details of this inspection are on file at this Repair Station under the work order listed.

Date: 10-1-04 Work Order # 04-9289

Tach. or Hobbs Time: 358.6 Aircraft Total Time: 358.6

Engine total time since new or overhaul 358.6

Signature [Signature]

Keyson Airways Corporation  
FAA Certified Repair Station #KNMR864S

A/cft Tail Number: 81463 Work Order #: 9690 Hobbs/Tach Time: 319.4

Removed the engine cowl. Drained the oil thru a paint strainer and examined the contents, no excessive metal was noted. Removed the oil filter, cut open and inspected, no excessive metal was noted. Installed a new oil filter Part Number CH48108-1 and torqued to the appropriate value. Added 6 quarts of Aeroshell 15W50 oil. Thoroughly cleaned the engine using a suitable solvent. Performed an engine run-up for no less than 5 minutes of run time. Examined the oil filter for leakage and none was noted. Reinstalled the engine cowl.

Signature [Signature]

Work Order #: 9690

Date: 1-12-05

Keyson Airways Corporation  
FAA Certified Repair Station KNMR864S Form 28

ENGINE MODEL: IO550N  
ENGINE S/N: 913913  
REG. NO: 8146J  
WORK ORDER:  
3458-06-2005



High Performance Aircraft, Inc.

Repair Station No. HPFR569X  
1850 JOE CROSSON DRIVE  
El Cajon, CA 92020  
Phone: 858-576-5000

DATE: 6/9/2005  
A/C TSN: 413.7  
ENG TT: 413.7  
HOBBS: 413.7

#### Engine Entries

DRAINED OIL. RETAINED SAMPLE FOR TESTING. CUT OPEN AND INSPECTED OIL FILTER-NO METAL FOUND. REPLACED OIL FILTER WITH CHAMPION P/N CH48108-1. SERVICED ENGINE WITH 8 QUARTS AEROSHELL 15W50 OIL. GROUND RUN PERFORMED. OPERATIONAL AND LEAK CHECK OK AT THIS TIME.

The aircraft and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. Pertinent details of this repair are on file at this repair station under Work Order No. 3458-06-2005


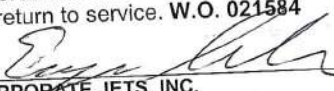

DATE: 6/9/2005

SIGNED

Dan Salzman  
Certified Repair Station No. HPFR569X

Work Order: 3458-06-2005

Printed by EBis 3 (datcomedia.com)

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				<div style="text-align: center;">  <b>Corporate Jets, Inc.</b>  <small>14600 North Airport Drive • Scottsdale, Arizona 85260 • (480) 948-2400</small>  <b>N 8146J Date: March 10, 2004</b>  <b>Model # Cirrus SR22 S/N 0675</b>  <b>AFTT 133.0</b> </div> <div style="text-align: center; margin-top: 10px;"> <b>ENGINE LOG ENTRY</b> </div> <p>Drained engine oil, removed engine oil filter. Cut filter open, inspected, no problems noted. Took SOAP sample. Installed new CH48109 oil filter. Serviced engine with 8 Qts. of AeroShell W15-50 Oil. Ran engine, leak checked No problems noted.</p> <p>I certify that the above stated maintenance was performed in accordance with the current FAR's and this aircraft is approved for return to service. <b>W.O. 021584</b></p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">   <b>CORPORATE JETS, INC.</b> </div> <div style="text-align: right;"> <b>FAA CRS# LN3R663L</b> </div> </div> <div style="margin-top: 20px; text-align: center;"> <p><i>precedes prior entry p. 3</i></p>  </div>

Date: 9/21/2005, Aircraft: N8146J, S/N: 0675, Hobbs: 469.2 Total Time: 469.2 Shop Order # 10356

\*Performed an Annual Inspection of the Propeller in accordance with the inspection checklist contained in the SR-22 Maintenance Manual.

\*Examined each propeller blade to assess the severity of each nick and abrasion. Carefully dressed each blade to remove minor nicks and abrasions using files and sandpaper as required. Painted each blade face with flat black paint. Painted each blade tip matching the previous color.

Keyson Airways Corporation FAA CRS KNMR864S PAGE 1 OF 1










Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	

Date: 9/08/2006; Aircraft: N8146J; Type: SR22; S/N: 0675; Hobbs: 630.60; Total Time: 630.60  
 Shop Order #111158

- \* Performed an Annual Inspection of the Engine in accordance with the inspection checklist contained in the SR22 Maintenance Manual.
- \* Performed a Differential Compression Check with the following results: Cylinder #1 67/80, Cylinder #2 68/80, Cylinder #3 70/80, Cylinder #4 69/80, Cylinder #5 70/80, Cylinder #6 65 /80.
- \* Reset the left and right magneto timing to 22 degrees in accordance with the Service Manual.
- \* Cleaned, gapped, and tested spark plugs.
- \* Lubricated engine controls per TCM SB95-2. (also lube slip joints)
- \* Drained and screened the oil for particles with none noted. Removed, cut open and inspected the oil filter for particles with none noted. Installed a new oil filter CH48109-1, torqued and saftied. Added 7 quarts of Aeroshell 15W-50 oil. Washed the engine with varsol and dried with compressed air. Ground ran the engine and checked for oil leaks with no leaks noted.
- \* Removed Fuel Nozzles and placed them in a suitable cleaning solution. Performed a fuel flow check, no discrepancies were noted. Reinstalled each fuel nozzle and injector line B nut to original cylinder and torqued.
- \* Complied with TCM Service Information Directive 97-2A which requires the completion of the TCM Top Care Health Checklist Form. This checklist requires specific maintenance functions to be performed and documented which are in addition to the inspection checklist. The Top Care Health Checklist is on file at Keyson Airways under this Shop Order. You do not need a copy of this Checklist unless and until a parts warranty claim is required for cylinder (s) repair. However, we will provide a copy to you if requested.
- \* Removed the valve cover and staked the intake valve several times. Removed the original gasket. Rechecked the compression on the #3 cylinder with the following results 70/80. Reinstalled the valve cover using a new gasket.
- \* Removed the propeller TKS line and all the adel clamps for the alternator wire and spark plug leads. Removed the right side baffle. Fabricated and installed a patch for the baffle. Reinstalled the baffle and all the adel clamps. Reinstalled the TKS line and secured as required.
- \* Reattached and secured the Reif heater wires forward of the throttle lever using adhesive.
- \* Cleaned and applied adhesive to the orange seal on the lower cowlng. Applied a second coat of adhesive to sections of the seal and reattached as required.
- \* Drilled out and removed the broken rivet on the right rear baffle by the alternator air cable. Installed a screw, washer and a nut in place of the rivet.
- \* Performed a fuel set up in accordance with SID 97-3C. Performed a ground engine run with satisfactory results
- \* Cleaned the area on the lower cowlng at the landing light wire. Applied aluminum tape to the area to better secure the wire.

Keyson Airways Corporation FAA CRS KNMR864S PAGE 1 OF 1

I certify that this engine has been inspected in accordance with an Annual 100 hour Inspection and was determined to be in airworthy condition and is approved for return to service. Pertinent details of this inspection are on file at this Repair Station under the workorder listed.

Date: 9/8/06 Work Order # 11158  
 Tach. or Hobbs Time: 630.6 Aircraft Total Time: 630.6  
 Engine total time since new or overhaul 630.6

Signature [Signature]

Keyson Airways Corporation  
 FAA Certified Repair Station #KNMR864S

4/19/07 718.8

Removed the engine cowlng. Drained the oil thru a paint strainer and examined the contents, no excessive metal was noted. Removed the oil filter, cut open and inspected, no excessive metal was noted. Installed a new oil filter Part Number CH48109-1 and torqued to the appropriate value. Added 7 quarts of Aeroshell 15W-50 oil. Thoroughly cleaned the engine using a suitable solvent. Performed an engine run-up for no less than 5 minutes of run time. Examined the oil filter for leakage and none was noted. Reinstalled the engine cowlng.

Signature RICK BUTTERFIELD

Work Order 11580 Date 4/19/07

Keyson Airways Corporation  
 FAA Certified Repair Station KNMR864S Form #8



Municipal Airport, Bismarck, ND

Ph. 701.258.5024 800.932.8924 Fax 701.258.2693 www.executive-air.com

# Engine Service and Maintenance Record

Date 4/26/07

Make Continental

Model IO-550-N27

S/N 913913

N # 8142J

Hobbs 729.8

Checked fuel flow settings, & adjusted IAW Continental SID 97-3C. Raised idle fuel pressure approx. 1 psi, to approx. 8 psi. Full power fuel pressure checked ok, at approx. 31 psi. Leaned idle mixture slightly, to achieve approx. 25 rpm rise.

Executive Air Taxi Corp.  
Maintenance Release-Repair Station #CTYR019D

The aircraft, and/or component identified above was inspected and/or repaired IAW Current FAR's and is found to be in an airworthy condition, with respect to the work performed and is approved for return to service.

Details are on file on WO#211372 Date 4/26/07

Signature

*Mark McLann*



6/15/07

HOBBS: 766.4 →

Removed the engine cowl. Drained the oil thru a paint strainer and examined the contents. no excessive metal was noted. Removed the oil filter, cut open and inspected, no excessive metal was noted. Installed a new oil filter Part Number CH48109 and torqued to the appropriate value. Added 7 quarts of *ARCOshell 15W-50* oil. Thoroughly cleaned the engine using a suitable solvent. Performed an engine run-up for no less than 5 minutes of run time. Examined the oil filter for leakage and none was noted. Reinstalled the engine cowl.

INSTALLED NEW #5 CYLINDER CHT  
PROBE. GROUND RUN, OPS GOOD

Signature

*Mark McLann*

Work Order#

11667 Date 6/15/07

Keyson Airways Corporation  
FAA Certified Repair Station KNMR864S Form #8



Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	

Date: 8/22/2007; Aircraft: N8146J; Type: SR22; S/N: 0675; Hobbs: 819.30; Total Time: 819.30  
Annual Work Order #11760

- \* Performed a 100 Hour/Annual Inspection of the Engine in accordance with the inspection checklist contained in the SR22 Maintenance Manual.
- \* Performed a Differential Compression Check with the following results: Cylinder #1 70/80, Cylinder #2 72/80, Cylinder #3 72/80, Cylinder #4 66/80, Cylinder #5 66/80, Cylinder #6 72/80.
- \* Checked the Magneto Timing.
- \* Cleaned, gapped, and tested the spark plugs.
- \* Lubricated the engine controls and slip joints after cleaning.
- \* Drained and screened the oil for particles with none noted. Removed, cut open and inspected the oil filter for particles with none noted. Installed a new oil filter CH48109-1, torqued and safetied. Added 7 quarts of Aeroshell 15W50 oil. Washed the engine with varsol and dried with compressed air. Ground ran the engine and checked for oil leaks with no leaks noted.
- \* Removed the fuel nozzles and placed them in a suitable cleaning solution. Performed a fuel flow check, no discrepancies were noted. Reinstalled each fuel nozzle and injector line B nut to original cylinder and torqued.
- \* Complied with TCM Service Information Directive 97-2A which requires the completion of the TCM Top Care Health Checklist Form.
- \* Checked the fuel set up and performed an fuel adjustment per SID 97-3. Also, possible fuel leaning problem caused by an ignition lead, reference item # 110.
- \* Removed the existing alternator, p/n 646843R, s/n 003GAA022. Removed the alternator drive coupling and installed in the overhauled alternator in accordance with Service Bulletin 89-5. Installed the overhauled alternator, s/n 005HA598R using a new gasket. Inspected the c/c for defects with no faults noted.
- \* Removed and replaced the left side exhaust hanger spring, p/n 51381-001.
- \* Resealed the governor cable at the firewall as required.
- \* Sealed the wires on the Reif heater plug using RTV.
- \* Disassembled the #3 cylinder lower spark plug lead. Removed the wire at the pin hole. Reassembled the lead using a new spring/eyelet, p/n 10-400093.
- \* Stop drilled the oil cooler flange to prevent from further cracking. Trimmed the baffle and sealed using silicone.
- \* Applied RTV as a buffer in between the fuel drain line and the aluminum breather line to prevent further chaffing.
- \* Removed the rubber seal around the lower cowl. Cleaned the flange and installed a new seal.
- \* Complied with Service Bulletin 2X-24-03, MCU Lubrication and Sealing IAW the accomplishment instructions. Opened the MCU and lubricated the interior using film per MIL-C-81309E type III. Closed the MCU cover and resealed the edges per the Service Bulletin.

I certify that this engine aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition and is approved for return to service. Pertinent details of this inspection are on file at this facility. Infinity Aviation Services LLC, under the work order listed.

Date 8/22/2007  
Hobbs time 819.3

W/O 11760  
Aircraft TT 819.3

Signature

*[Signature]*

79504149 AHP JA



**INFINITY**  
AVIATION SERVICES LLC

117 Perimeter Road, Nashua NH 03063  
1-800-247-0102

ENGINE MODEL: IO-550-N ENGINE S/N: 913913 REG. NO: 8146J WORK ORDER: 3710	<b>Troutdale Aircraft Services, Inc.</b> Repair Station No. T9ZR725Y 1250 NW Perimeter Way Troutdale, OR 97060 Phone: 503-566-3838	DATE: 8/18/2008 A/C TSN: ENG TT: HOBBS: 819.3
<b>Engine Entries</b>		
Cleaned, inspected, gapped & tested spark plugs.		
The aircraft and/or components identified above were repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station under the above work order number. Chief Inspector Scott K. Kenney		
DATE: 8/18/2008	SIGNED: <i>[Signature]</i> Todd Barry Certified Repair Station No. T9ZR725Y	Work Order: 3710 Printed by EBIS 3 (datcomedia.com)




N8146J

Cirrus SR22

S/N 675

Hobbs 945.6

9/3/08 100 Hour Inspection completed. Changed oil and inspected and replaced oil filter (no metal noted). Checked engine compression (#1-70, #2-73, #3-75, #4-72, #5-73, #6-75 / all over 80 p.s.i.). Engine serviced with 7 quarts of Aeroshell 15W-50. Inspected magneto contacts and timing to engine. Replaced pitted and worn contact assemblies (TCM P/N 10-382584) from right and left magnetos. Cleaned, gapped and tested spark plugs. Replaced induction air filter (Brackett P/N BA-24). Engine run-up checked good. "I certify this engine has been inspected in accordance with a 100 Hour Inspection and has been determined to be in airworthy condition". Engine time since new is 945.6 hours.

  
Jeffrey T. Nuttall AP2694634IA  
Aero Services, Inc.

133 Municipal Dr.

Nampa, ID 83687

W.O. # 6816

ENGINE MODEL: IO-550-N  
ENGINE S/N: 913913  
REG. NO: 8146J  
WORK ORDER: 4074

**Troutdale Aircraft Services, Inc.**

Repair Station No. T9ZR725Y  
1250 NW Perimeter Way  
Troutdale, OR 97060 USA  
Phone: 503-666-3838

DATE: 5/15/2009  
A/C TSN: 82.3  
ENG TT: 82.3  
HOBBS: 999.1

**Engine Entries**

Changed oil using Aeroshell 15 W-50. Filter was removed, cut, inspected and OK. Installed CH48108-1 filter and safety wired. Engine was washed, ran and checked for leaks and OK.

TCM - C/W SB 95-2 Lubrication of engine controls after washing engine. Recurring each 100 / Annual inspection or after washing engine.

I certify that this Aircraft and or components identified above were repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station under the above work order number. Chief Inspector Scott K. Kenney

DATE: 5/15/2009

SIGNED: 

Jeff Graham  
Certified Repair Station No. T9ZR725Y

Work Order: 4074

Printed by EBis 3 (datcomedia.com)

ENGINE MODEL: IO-550-N  
ENGINE S/N: 913913  
REG. NO: 8146J  
WORK ORDER: 4277  
*annual*

**Troutdale Aircraft Services, Inc.**

Repair Station No. T9ZR725Y  
1250 NW Perimeter Way  
Troutdale, OR 97060 USA  
Phone: 503-666-3838

DATE: 10/13/2009  
A/C TSN: 1039.4  
ENG TT: 1039.4  
HOBBS: 1039.4

**Engine Entries**

- 2 100 hour - Engine - I certify that this Engine has been inspected for a 100hr inspection in accordance with the maintenance manual and FAR 43 appendix D and was found airworthy for return to service. Oil was changed using Aero Shell 15 w50. The filter was removed, inspected and OK. Installed new filter and safetied. A compression check was performed this date and are as follows using 80lbs as standard: 1) 72 2) 70 3) 72 4) 68 5) 66 6) 71
- 4 TCM - C/W MSB 94-8C Magneto to engine timing. Date of revision 4-27-07.
- 5 TCM - C/W SB03-3 Differential Pressure test and bore scope inspection procedures for cylinders.
- 7 TCM - C/W SB 95-2 Lubrication of engine controls after washing engine. Recurring each 100 / Annual inspection or after washing engine.
- 8 TCM - C/W SID 05-7 Positioned tuned fuel injection nozzles Due each annual or 300 hours.
- 9 TCM - C/W SB 96-12 Continued Airworthiness Instructions for TCM Cylinders. Visually inspect cylinders and cylinder heads for cracks and stains.
- 10 TCM - C/W SID 97-3C dated 2-28-05 Procedures and specifications for the adjustment of TCM continuous flow fuel injection systems.
- 12 TCM - C/W SB 08-3 Induction system hose and clamp installation, to include the intercooler hose connections. Due AT EVERY induction hose installation.

I certify that this Aircraft and or components identified above were repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station under the above work order number. Chief Inspector Scott K. Kenney

DATE: 10/13/2009

SIGNED: 

Scott Kenney  
Certified Repair Station No. T9ZR725Y

Work Order: 4277

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Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
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Brought Forward	→				



11-2-09  
S/N 0675

N8146J

Cirrus SR-22  
Hobbs 1058.7

Airframe

\* Removed #2 alternator and found drive sheared. Installed new drive P/N 13565-020 on alternator and installed on engine using new gasket P/N 653487. Function test OK.

The aircraft and/or component identified were repaired/serviced in accordance with current Federal Aviation Regulations and are approved for return to service. Details on file at this agency on Work Order # 5999 Signed Blake Braun AP2777059

Quest Aviation INC.

4440 East Hwy 12

Aberdeen, South Dakota

Phone (605) 225-8008

1/3/2010

Removed right magneto & sent in for repair. Reinstalled after repair, tested, all conditions normal. IA1522953

*Ronald L Wright*

N8146J

Cirrus SR22

S/N 675

Hobbs 1108.8

4/16/10 Changed oil and inspected and replaced oil filter (no metal noted). Engine serviced with 7 quarts Aeroshell 15W-50. Engine run-up checked good.

*Jeffrey T. Nuttall*  
Jeffrey T. Nuttall AP2694634IA  
Aero Services, Inc.

133 Municipal Dr.

Nampa, ID 83687

W.O. # 7324

N8146J

Cirrus SR22

S/N 675

Hobbs 1122.7

7/27/2010 Troubleshoot inoperable No. 1 alternator. Checked voltage at field and battery terminal on alternator. Removed alternator, disassembled and inspected. Found field circuit to be open. Replaced with TCM rebuilt alternator (TCM P/N 646843R, S/N 008DA307R). Engine run-up and operational checked good.

*R. M. Metcalf*  
R. M. Metcalf AP2122305IA  
Aero Services, Inc.

133 Municipal Dr.

Nampa, ID 83687

W.O. # 7401



Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	

N8146J

Engine Log Entry

Hobbs 1151.7

November 4, 2010

Eng/Prop Total Time 1151.7

Auburn Flight Service WO# 8017

1. Removed engine fuel strainer, inspected, cleaned and reinstalled with new seals PNs MS29513-137 and NAS1523-8B.
2. Cleaned, gapped, rotated and reinstalled all spark plugs.
3. Lubed prop hub using Aeoshell 22 grease.
4. Inspected muffler/heat exchange with no defects noted.

AD's to thru 2010-23

Jay Bordelon AP460199293

N8146J

November 4, 2010

Hobbs 1151.7

TTENG 1151.7

1. Performed an Annual Inspection in accordance with Cirrus Aircraft SR22 Series Maintenance Manual Chapter 5 (applicable sections).
2. Performed a compression check: #1 72/80, #2 72/80, #3 76/80, #4 49/80, #5 70/80 and #6 78/80. Per TCM SB03-3, Table 1, cylinder #4 is ok for continued service (slight air discharge into exhaust system). Master orifice= 43/80.

I certify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition.

Gregory T. Woodruff A&P 553697406 I.A.

Aug. 6, 2011 1201.5

oil change 7 quarts 15W-50 Aero Shell

filter Champion CH48108-1

Owner PP# 2792345

November 19<sup>th</sup> 2011

N8146J CIRRUS SR 22 G1 S/N 675

TT 1220.3 Hrs

Hobbs 1220.3 Hrs

Continental IO 550 N27 S/N 913913

TT 1220.3 Hrs

Hobbs 1220.3 Hrs

Removed top cowling, adjusted magneto to engine timing from Left +2.0 degrees and Right +2.2 degrees from nominal of 22 degrees BTDC to both at nominal. Adjusted fuel pressure at idle and high power and idle mixture rise per SID 97-3E. Ground run found satisfactory. Checked dynamic propeller balance, found at .127IP/S at 2550 rpm. Compression tested #4 cylinder, 60/80 with M/O at 46, no leaks from exhaust. Installed top cowling.

THE AIRCRAFT, ENGINE, PROPELLER AND OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE.

Jim Barker A&P 2755069

Jim @ Aviationvibes.com

715 822 5787 Hangar

715 491 1303 Cell

www.aviationvibes.com

Aviation Resources

Hangar 7

101 Airport Ave

Cumberland, WI 54829

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
2012					
Brought Forward	→				
Apr 2	1221.2		1221.2		Inspect IAW Cirrus SR22 inspection guide. Compression checked 1-72, 2-67, 3-68, 4-60, 5-69, 6-74. Change oil & filter. Aeroshell 15/50 added. Install new starter C# 45TS, SINACE-291123. Starter drive overhauled by Premier Aircraft. Fuel pump overhauled by B+S Accessories. Cleaned fuel injectors. Adjusted fuel pressures IAW SID 97-3E.
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>FAA - PMA</p> <p>This tag certifies that Sky-Tec Model No. C24ST5 Serial No. 4C5-391123 was manufactured new on 04 Oct 2011 by Sky-Tec under the authority of FAA PMA No. PQ0852SW Supplement No. 6 per CFR 14 Part 21 in accordance with Sky-Tec's FAA-Approved Fabrication Inspection System (CFR 14 Part 21 §21.303) and conforms to the relevant FAA-approved drawings. This part has been determined to be airworthy.</p> <p>For installation eligibility see <a href="http://www.skytec.com/eligibility.htm">www.skytec.com/eligibility.htm</a></p> <p>Starter installed on N 81764 by J. Richards (Mechanic) AP1932751</p> </div> <div style="width: 30%; text-align: center;"> <p>Form CC1108-1</p> </div> <div style="width: 30%;"> <p>Date: Apr 2, 2012 Tach. Time: 1221.2</p> <p>I certify that this engine has been inspected in accordance with a annual inspection and was determined airworthy.</p> <p>By: James Richards AP1932751 IA</p> </div> </div>					
9/21/12	1253.7		1253.7		Changed oil & filter. 7 QTS. 15-50W AeroShell, CH48108-1 Filter. Part 2. Bng. AP3404767
May 6, 2013	1267.5		1267.5		Inspect IAW Cirrus SR22 inspection guide. Compression check 1-75, 2-72, 3-74, 4-68, 5-74, 6-75. Change oil & filter. Aeroshell 15/50 added. Replace air filter.
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"></div> <div style="width: 30%; text-align: center;"> <p>Date: May 6, 2013 Tach. Time: 1267.5</p> <p>I certify that this engine has been inspected in accordance with a annual inspection and was determined airworthy.</p> <p>By: James Richards AP1932751 IA</p> </div> <div style="width: 30%;"></div> </div>					



Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				
12/16/13	1309				Changed Oil + Filter 7Qts Aeroshell 15-50W 1100 Camguard, AA48109 Tempest (Tail) Owner PP# 2792345 COMMA Engine run up to temp. Dist. C Insp. no leaks. Annual inspection completed this date using current inspection form. Compression check #1 69 #2 66 #3 64 #4 51 #5 77 #6 69. Oil change & filter and spark plugs to be signed off by owner. EXPD 6/1/14 Tach. Time 1341.0 I certify that this Engine has been inspected in accordance with: <u>COMMA</u> Inspection and was determined airworthy. D. Jaskie 3660291EA.
6/1/14	1341.0				
10/1/14	1341				Changed oil + Filter 7 quarts Aeroshell 15W100 1200 Camguard, AA48109 Tempest Replaced Champion Ignition plugs 12 W48B32E Tempest Grepped out torque 30 ft lbs. w/antiseize Owner removed + replaced seats, carpets, access panels, inspection panels. Tires and tubes on main replaced with assistance of A+P. Owner removed + replace engine cooling Owner PP# 2792345 COMMA
11/30/14	1361				Changed Oil + Filter AA48109 Tempest 7 quarts Phillips 20/50 Owner PP# 2792345 COMMA

Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				
July 1, 2015	1379	1			Inspect IAW cirrus inspection guide. Compression check 1-71, 2-75, 3-60, 4-75, 5-71, 6-77. Change oil and filter. Aeroshell 15/50 added. Replace air filter. Date 7/1/15 Tach Time 1379.1 I certify that this <u>engine</u> has been inspected in accordance with a <u>annual</u> inspection and was determined airworthy. By <u>James H. Richards</u> AP19327517A



## JET CENTER MFR

5000 Cirrus Drive  
 MEDFORD, OREGON 97504  
 (541) 770-5314 CRS: GCPRI85E  
 Engine Log Entry N8146J

Date: 10-8-2015 Engine TT: 1393.9  
 Total Time: 1393.9  
 Hobbs Time: 1393.9

- 1) Changed oil and filter (1ea CH48108-1 Filter, 8 quarts Phillips x/c 20w/50 Oil & 1 pint Camguard).
- 2) Accomplished cylinder ring wash per Camguard instruction as required.
- 3) Cleaned, gapped and tested all spark plugs; re-installed and secured.
- 4) Ran engine, systems ops and leaked checked with no problems noted at this date.

The component(s) identified above was inspected and repaired in accordance with current FARs and was found airworthy and is approved for return to service. Pertinent details on file at this agency under work order no. 29719.

Richard T. Fontes

*Richard T. Fontes*

ENGINE MODEL:  
 C-350C127  
 ENGINE S/N: 811813  
 REG NO: 5146J  
 WORK ORDER: 28096



Aircraft Solutions, LLC.  
 6095 E Ruder Ave. Suite 2  
 Sookanah, WA 98012  
 Phone: (360) 878-3883

DATE: 8/3/2016  
 A/C TSN: 1417.2  
 ENG TT: 1417.2  
 TSMCH:  
 HOBS: 1417.2

### Engine Entries

Annual inspection completed. Ins time and date in accordance with FAR 43, Appendix D and Continental Motors 100 Hr inspection complied with 5146J-3 Fuel pressure functional inspection. Checked aircraft records for any applicable AD notes that are due at this time. Compression test, over 80 psi. 1-66, 2-70, 3-73, 4-77, 5-70, 6-71, MO-44. Drained oil and changed filter. Inspected air filter for contamination. Serviced with 15W/50 Aeroshell 100W plus with Camguard. Re-matched and RH mags to 24 degrees. Ground run and leak check good, approved for return to service.

I certify that Aircraft 5146J has been inspected in accordance with an Annual inspection and determined to be in airworthy condition. Aircraft 5146J and/or component(s) identified above were repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at this Agency under Work Order 28096 dated 8/3/2016.

DATE: 8/3/2016

SIGNED:

Pete Reed - A 3013502

*Pete Reed*

Work Order: 28096

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Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives; Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				
7/16/17					Changed oil - 6 qts 20-50 X/C Phillips. Did not change filter. owner CP #474822109

ENGINE MODEL:  
IO-550N27  
ENGINE S/N: 913913  
REG. NO. 8146J  
WORK ORDER: 28462



**Aircraft Solutions, LLC.**

6095 E Rutter Ave. Suite 2  
Spokane, WA 99212  
Phone: (509) 838-8883

DATE: 9/11/2017  
A/C TSN: 1454.9  
ENG TT: 1454.9  
TSMOH:  
HOBBS: 1454.9

**Engine Entries**

Annual inspection completed this time and date in accordance with FAR 43, Appendix D and Continental Motors 100 Hr Inspection complied with Fuel pressure functional inspection... Checked aircraft records for any applicable AD notes that are due at this time... Compression test, over 80 psi: 1=72, 2=62, 3=78, 4=72, 5=68, 6=72, MO=40... changed filter. Inspected old filter for contamination... Ground run and leak check good, approved for return to service.

I certify that Aircraft 8146J has been inspected in accordance with an Annual inspection and determined to be in airworthy condition. Aircraft 8146J and/or component(s) identified above were repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at this Agency under Work Order 28462 dated 9/11/2017.

DATE: 9/11/2017

SIGNED:

Pete Reed IA: 3018502

Work Order: 28462

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7/10/18					Changed oil - 7 qts 20-50 x/c Phillips changed oil filter owner CP #474822109
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DATE 9-13-18 TAC 1488.9 TT 1488.9 SM NA  
INSTALLED (OAP) SKY-TEC STARTER MODEL  
CZ4ST5 SN H-5081173 - Returned to  
STEADICK for the work performed

SIGNED

Clifton R Dyer

CERT# A&P 2829026

**ENGINE LOG**

LEADING EDGE  
JET CENTER

N8146J  
ETSN: 1490.2

ENGINE Model: IO-550-N7  
Flight Hobbs: 1490.2

S/N: 9139132  
W.O.# CSV-18-0370

Date: 11/8/2018

Performed an Annual Inspection on this engine in accordance with Cirrus SR22 Maintenance Manual, P/N 13773-01, Rev. B8 dated 9/4/2018, Chapter 5 Checklist. Compressions: #1) 71/80, #2) 71/80, #3) 60/80, #4) 65/80, #5) 78/80, #6) 72/80. Removed oil filter for inspection, no defects noted. Serviced with 8 quarts of Phillips X/C 20W50 oil and new CH48108-1 filter. Reinstalled oil cooler after overhaul, P/N 10281A, S/N G03-2147-367, see FAA Form 8130-3 dated 11/1/2018 by Pacific Oil Cooler Services. Repositioned fuel mixture lever on fuel pump and adjusted rigging on mixture control, no defects noted. Removed tail pipe clamps, cleaned pipes and applied metal sealing tape, reinstalled clamps and pressurized exhaust, performed leak check, no defects noted. Repositioned #1 cylinder fuel injector line clamp to support line. Checked AD's for compliance through bi-weekly update 2018-22. Performed operational and leak checks, no leaks noted.

I certify this engine has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Pertinent detail of work performed on file at this location.

Signature: *Norfas*

For:

LEADING EDGE JET CENTER, LLC.

FAA certified Repair Station #46MR683L  
60132 Powell Suite Hwy 92nd, OR 97701 541-308-0019

Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	

Bro

**ENGINE LOG**LEADING EDGE  
JET CENTERN8146J  
ETSN: 1513.1ENGINE Model: IO-550-N7  
Flight Hobbs: 1513.1S/N: 9139132  
W.O.# CSV-19-0388

Date: 2/1/2020

Performed an Annual Inspection on this engine in accordance with Cirrus SR22 Maintenance Manual, P/N 13773-01, Rev. B8 dated 9/4/2018, Chapter 5 Checklist. Compressions: #1) 68/80, #2) 70/80, #3) 46/80, #4) 68/80, #5) 60/80, #6) 74/80. Removed oil filter for inspection, no defects noted. Serviced with 8 quarts of Phillips X/C 20W50 oil and new CH48108-1 filter. Removed both magnetos and replaced with overhauled units, P/N 10-500556-1, S/N H-09012 (right side) and S/N H-09013 (left side), timing set to 22 degrees BTDC. Cleaned, tested and rotated all spark plugs. Checked AD's for compliance through bi-weekly update 2020-03. Performed operational and leak checks, no leaks noted.

I certify this engine has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition.

Pertinent detail of work performed on file at this location.

Signed: \_\_\_\_\_

For: \_\_\_\_\_

LEADING EDGE JET CENTER, LLC.

FAA certified Repair Station #HOMR003L  
63132 Powell Butte Hwy Bend, OR 97701 541-388-0019

4/13/2021	1526.1	1526	1	<p>100 hour inspection clw using Cirrus SR22 AMM. Compression check as follows #1 73/80 #2 63/80 #3 56/80 #4 61/80 #5 72/80 #6 74/80. checked engine to magneto timing. Serviced engine with 8 qts. Phillips X/C 20W50.</p> <p>Date <u>4/13/2021</u> Tach. Time <u>1526.1</u></p> <p>I certify that this engine has been inspected in accordance with a <u>100 hr.</u> inspection and was determined airworthy.</p> <p>By <u>Daniel K. Bergstrom AP3423143</u></p>
7/1/2022	1532.7	1532.7		<p>Performed annual inspection using Cirrus SR22 AMM check list. Compressions #1) 64/80 #2 60/80 #3 60/80 #4 60/80 #5 64/80 #6 61/80. Drained oil. Removed oil filter, cut open and inspected. NO metal found. Installed New oil filter and serviced w/ 8 Qts Phillips X/C 20W50. Cleaned Grappel and tested Spark Plugs. Set magneto timing to 22° BTDC.</p> <p><u>EWD</u></p> <p>Date <u>7/1/2022</u> Tach. Time <u>1532.7</u></p> <p>I certify that this engine has been inspected in accordance with a <u>100 hr.</u> inspection and was determined airworthy.</p> <p>By <u>Daniel K. Bergstrom AP3423143</u></p>



Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				



## JET CENTER MFR

5000 Cirrus Drive  
MEDFORD, OREGON 97504  
(541) 770-5314 CRS: GCPR185E  
Engine Log Entry N8146J

Date: 09-21-2023  
Total Time: 1586.8  
Hobbs: 1586.8

Engine  
TT: 1586.8  
TSO: N/A

- 1) Accomplished 50/100 Hr inspection per FAR 43 Appendix D.
- 2) Compression Taken, Readings are: #1 66/80, #2 71/80, #3 72/80 #4 72/80 #5 72/80, #6 70/80. Note: minimum compression is 43/80 per master orifice.
- 3) Changed oil and filter (1ea CH48109-1 Filter, 8 quarts Phillips X/C 20W50 Oil).
- 4) Oil analysis was taken (1ea Blackstone Oil Analysis).
- 5) Ran engine, systems ops and leaked checked with no problems noted.

The component(s) identified above was inspected and repaired in accordance with current FARs and was found airworthy and is approved for return to service. Pertinent details on file at this agency under work order no. 39355.

*Torrence George*

Aircraft: N8146J      Make: Cirrus      Model: SR22      S/N: 0675  
Eng Time: 1620.2      Prop Time: 1620.2

### ENGINE LOG ENTRY

1. I certify that the 50Hr Inspection have been accomplished in accordance with FAR 43 and was determined to be in airworthy condition.
2. Changed oil and filter (1ea CH48109-1 Filter, 8 quarts Phillips X/C 20W50 Oil).
3. Oil analysis was taken (1ea Blackstone Oil Analysis).
4. Changed Induction system filter (1ea BA24)
5. Accomplished SB2X-74-01 dated 11/15/2011 by replacing spark plugs with Fine Wire Spark Plugs (P/N: URHB32S).
6. Engine, systems ops tested, and no leaks nor problems noted.

The component(s) identified above was inspected and repaired in accordance with current FARs and was found airworthy and is approved for return to service.

*PIEDRO CHAVEZ 2480197 A/P*  
*06 MAR 2024*

Page 1 of 1

Aircraft: N8146J      Make: Cirrus      Model: SR22      S/N: 0675  
Eng Time: 1717.2      Prop Time: 1717.2

### ENGINE LOG ENTRY

1. Changed oil and filter (1ea CH48109-1 Filter, 8 quarts Phillips X/C 20W50 Oil, 1 pint of CamGuard).
2. Oil analysis was taken (1ea Blackstone Oil Analysis).

The component(s) identified above was inspected and repaired in accordance with current FARs and was found airworthy and is approved for return to service.

*DR 2480197 A/P*  
*15 AUG 24*

Page 1 of 1



## JET CENTER MFR

5000 Cirrus Drive  
MEDFORD, OREGON 97504  
(541) 770-5314 CRS: GCPR185E  
Engine Log Entry N8146J

Date: 11/14/2024  
Total Time: 1839.0  
Hobbs Time: 1839.0

Engine  
TT: 1839.0

- 1) Accomplished 50/100 Hr inspection per FAR 43 Appendix D.
- 2) Compression Taken. Readings are: #1 63/80, #2 74/80, #3 72/80, #4 70/80, #5 74/80, #6 64/80. Note: minimum compression is 43/80 per master orifice.
- 3) Changed oil and filter (1 ea AA48109 Filter, 8 quarts Phillips X/C 20W50 Oil)
- 4) Oil analysis was taken (Blackstone Oil Analysis)
- 5) Performed magneto timing on left magneto to 22 degrees in accordance with Continental SPM 6-9.4 1.2.
- 6) Ran engine, systems ops and leaked checked with no problems noted.

The component(s) identified above was inspected and repaired in accordance with current FARs and was found airworthy and is approved for return to service. Pertinent details on file at this agency under work order no. 40655.

 Torrance George



### Glendale Aero Services

6841 N. Glen Harbor Blvd  
Glendale, AZ 85307  
623-414-4935

Registration: N8146J

### ENGINE LOG

Date: 12/13/2024

W/O: 70002863


Model: SR-22

Flt Hobbs: 1862.8

S/N: 0675

Hobbs:

Installed new #4 CHT sensor p/n 14880-001. Operation check, normal. MX performed IAW Cirrus SR22/SR22T AMM CH 77-20.

SIGNATURE: Matt Hatfield 

FAA AUTHORIZATION: CRS# 4GNR229D