Date	Total	Time		Since verhaul	Engine Service and Ma	aintenance Recon
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Modifications and Service Bulletins	Directives, Special Inspection
rought Forwar	d ——	-				
Surracues 1	Promi	vo Air	Carri	co In	0	
Syracuse Reg #: N8		ve All		: Cirrus	Model: SR22	Englis
AC S/N: 067			100000000000000000000000000000000000000	: 172.7	Hobbs: 172.7	Tach: 0.0
	•			1	110000. 172.7	
ENG M/N:		0 8	ENG S/N:	: 0.0	TSO: 0.0	TSN: 0.0
Drained oil,n Replaced #2 Run up and	alternato leak chec	Iter,insp r SN of k good.	pected,i	installed 81 SN c	new filter and serviced with 8qts 20	TSN: 0.0

JET CENTER MFR

POGUE VALLEY INTERNATIONAL AIRPORT #17 MEDFORD, OREGON 97504 (541)770-5314 CRS: GCPR185E **Engine Log Entry**

Date: 8-31-04 Hobbs Time: 237.8 EXEC4IR

- Changed oil and filter (lea CH48109-1 Filter, 8 quarts Shell 15w-50 Oil).
- Oil analysis was taken (1ea GA-001 Oil Analysis).
 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 me to service. Pertinent details on file at this agency under work order no. 14832.

211 Tuskegee Road

Syracuse NY 13211

Date: 10/15/2004, Aircraft: N8146J, Hobbs: 258.6, Tach: 0.0, Total Time: 258.6, Work Done At - Airframe Time: 259, Shoo Des 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 washed to the engine with washed to the engine with washed to the engine with the 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 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 cleaning solution and dried with compressed air. Attached the nozzles to the fuel injection lines and performed a fuel flow open test, noted proper operation. Installed each nozzle to a cylinder, attached the metal fuel injection lines and pressurized the

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 an analysis the first few threads of each spark plug and installed to the top only appropriate cylinder. Torqued the spark plugs to the appropriate cylinder. 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 5 Bulleting # SB95-2.

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

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

	lotal	Time		Since verhaul	Engine Service and Maintenance Record
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directure, Special Inspection
		-			Modifications and Service Bulletins
"Installe "Removand nut "Checke "Taped "Installe "Cleane noted o "Filled o "Safetie	ed the miss ved nut and l, secured h ed torque d off properle ad lower en ad area aro in outgoing ut crack at ed the EGT	d washer hardware. on B-nuts an blades ngine cow bound oil pround the corner the corner clamps with the corner clamps with the corner clamps with the sorres with the corner clamps with the clamps wi	w and wash from oil te and safeti and touch and touch anti-chaft ressure re	ed TKS lir ed TKS lir ed up the e foam on lief valve v	lifted the side baffle enough to apply high temp RTV between the flange and the ten the #1 cylinder intake and exhaust rocker covers. It sensor wire terminal, installed terminal boot, p/n MS25171-1S. Reinstalled washine fittings with .025" safety wire. Conductive cement. the right hand side. with solvent and re-torqued the housing. Safetied housing as necessary. No leak cont baffle triangular support with files.
_				END	
Neyson	Airways C	orporation	1 FAA CR	S KNMR86	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 Static under the work order listed. Date: / O /
	ail Number:		463		FAA Certified Repair Station #KNMR864S rk Order #: 9690 Hobbs/Tach Time: 319.4
wa val	cessive metal of sessive metal of sessiv	was noted. alled a new of quarts of ne using a st	Removed the pill filter Part f Across	oil filter, cut Number Cl hell t. Performed	aint strainer and examined the contents, no topen and inspected, no excessive metal 1507 and torqued to the appropriate 150 oil. Throughly I an engine run-up for no less than 5 e and none was noted. Reinstalled the
			n 1 ₂ - 38		17205
					Keyson Arrange Companies
	£	140			Keyson Airways Corporation FAA Certified Repair Station UNARB045 Form 98
		440.00			Keysto Airweys Corporation FAA Certified Repair Station UNA/R8645 Form #8
E R W 3	NGINE MODE NGINE S/N: 9 IEG. NO: 8146 VORK ORDER 458-06-2005	13913 SJ E:	non Of the property	Repair Sta 1850 JOE El Cajon,	erformance Aircraft, Inc. ation No. HPFR569X CROSSON DRIVE CROSSON DRIVE HOBBS: 413.7 BR 576-5000
EI R R S S S S S S S S S S S S S S S S S	NGINE S/N: 9' EG. NO: 8146 VORK ORDER 458-06-2005 Engine Ent PRAINED OIL REPLACED (GROUND RU The aircraft and	tries L. RETAIN OIL FILTEF JN PERFO	NED SAMPL R WITH CH/ RMED. OP	Repair Sta 1850 JOE El Cajon, Phone: 85 E FOR TES AMPION P/I ERATIONA ed above was	erformance Aircraft, Inc. ation No. HPFR569X ENGST: 413.7 ECROSSON DRIVE CA 92020 B-576-5000 STING. CUT OPEN AND INSPECTED OIL FILTER-NO METAL FOUND. N CH48108-1. SERVICED ENGINE WITH 8 QUARTS AEROSHELL 15W50 OIL. AL AND LEAK CHECK OK AT THIS TIME.
E R R R R R R R R R R R R R R R R R R R	NGINE S/N: 9' EG. NO: 8146 VORK ORDER 458-06-2005 Engine Ent PRAINED OIL REPLACED (GROUND RU The aircraft and	tries L. RETAIN OIL FILTEF JN PERFO	NED SAMPL R WITH CH/ RMED. OP	Repair Sta 1850 JOE El Cajon, Phone: 85 E FOR TES AMPION P/I ERATIONA ed above was	erformance Aircraft, Inc. ation No. HPFR569X ENG TT: 413.7 ENG TT: 413.7 ENG TSN. 413.7 ENG TT: 413.7 HOBBS: 413.7 ENG TSN. 413.7 HOBBS: 413.7 ENG TT: 413.7 HOBBS: 413.7 ENG TSN. 413.7 ENG TSN. 413.7 HOBBS: 413.7 ENG TSN. 413.7 ENG TSN

Date	Total	Time		Since verhaul	Engine Service and Maintenance Record
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections Modifications and Service Bulletins
rought Forward		-			
					Corporate Jets, Inc. 14600 North Airport Drive • Scottsdale, Arizona 85260 • (480) 948-2400
					14600 North Airport Drive • Scottsdale, Arizona 85260 • [480] 948-2400
					N 8146J Date: March 10, 2004 Model # Cirrus SR22 S/N 0675
				-	AFTT 133.0
					ENGINE LOG ENTRY
	_				it arrayed engine oil filter. Cut filter open,
-		-			
- 9					OLIAGAGO oil tiltor Serviced ellulle will o sco. s.
					AeroShell W15-50 Oil. Ran engine, leak checked No problems noted.
					L
					accordance with the current FAR's and this arrotation
					for return to service. W.O. 021584
					FAA CRS# LN3R663L
					CORPORATE JETS, INC. FAA CRS# LN3R663L
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D-1 0/04/004	E A!	G. NIG4 40		75 U.S.	460.2 Total Time: 460.2 Shan Order # 10356
					: 469.2 Total Time: 469.2 Shop Order # 10356
Manual					ccordance with the inspection checklist contained in the SR-22 Maintenance
*Examined eac	h propell	er blade t	o assess t	the severit	y of each nick and abrasion. Carefully dressed each blade to remove minor uired. ⊇ainted each blade face with flat black paint. Painted each blade tip
matching the p	revious c	olor.	iu saliupa	per as red	union. Linted Sport practices with his practice frames of annex up
Keyson Airway	s Corpora	ation FAA	CRS KNI	MR864S	PAGE 1 OF 1
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Hrs. Min. Hrs. Min. Installations Modification Brought Forward I certify that Inspection an return to servender the wood Date: 47	Service and Maintenance Record
Date: 9/21/2005, Aircraft: N8146J, S/N: 0675, Hobbs: 469.2, Total Ti Performed an Annual Inspection of the Engine in accordance with the Manual. * Performed an Differential Compression Check with the following resured and screened the oil for particles with none noted. Remove noted. Also, took an oil sample for testing. Installed a new oil filter Ch. 15W-50 motor oil. Washed the engine with varsol and dried with compressed air. Attached the nozzles cleaning solution and dried with compressed air. Attached the nozzles cleaning solution and dried with compressed air. Attached the nozzles cleaning solution and dried with compressed air. Attached the nozzles or the fuel system to check each nozzle for leaks, none were noted. Performed the inspection and maintenance requirements of the eng SB95-2. Also, lubricated the exhaust slip joints with Mouse Milk lubric. Disconnected the ignition leads and removed each spark plug noting spark plug. Rotated the spark plugs in the spark plug and installed to the appropriate season spark plug. Rotated the spark plug and installed to the appropriate season season as specified by the Textron Lycoming. Reinstalled the ignition leads he as specified by the Textron Lycoming. Reinstalled the ignition leads he as specified by the Textron Lycoming. Reinstalled the ignition leads he complied with the TCM Top Care Health Checklist Form, in accorda with the shop copy of this work order. * Adjusted the anti-ice line to prevent further chafing on the spinner. Descendence of the propeller slinger ring by the mounting bold Keyson Airways Corporation FAA CRS KNMR864S PAGE 1 OF 2 * Re-secured the drain line to the governor cable to prevent further capplied epoxy primer as required. * Cleaned hub and reshimmed the propeller spinner to ensure prope Applied spiral wrap to spark plug leads as required to prevent further. Removed and replaced the rubber seal on the lower cowl. * Installed a rubber sleeve on propeller cable with tie-wraps to prevent Applied growed and replaced the fulls and the d	nspections, Airworthiness Directives, Special Inspections and Service Bulletins
Date: 9/21/2005, Aircraft: N8146J, S/N: 0675, Hobbs: 469.2, Total Ti * Performed an Annual Inspection of the Engine in accordance with ti Manual. * Performed a Differential Compression Check with the following result Cylinder #4 74/80, Cylinder #5 71/80, Cylinder #6 73/80. * Drained and screened the oil for particles with none noted. Remove noted. Also, took an oil sample for testing. Installed a new oil filter Ch 15W-50 motor oil. Washed the engine with varsol and dried with compressed air. Attached the nozzles cleaning solution and dried with compressed air. Attached the nozzles operational test, noted proper operation. Installed each nozzle to a cy the fuel system to check each nozzle for leaks, none were noted. * Performed the inspection and maintenance requirements of the eng S895-2. Also, lubricated the exhaust slip joints with Mouse Milk lubric. * Disconnected the ignition leads and removed each spark plug tray and verified to the first few threads of each spark plug and installed to the approprias specified by the Textron Lycoming. Reinstalled the ignition leads in Removed and replaced the induction air filter (BA-24). Cleaned the Complied with the TCM Top Care Health Checklist Form, in accorda with the shop copy of this work order. * Adjusted the anti-ice line to prevent further chafing on the spinner. Described spiral wray to spark plug leads as required to prevent further capplied epoxy primer as required. * Cleaned hub and reshimmed the propeller spinner to ensure prope Applied spiral wray to spark plug leads as required to prevent further capplied spiral wray to spark plug leads as required to prevent further Removed and replaced the rubber seal on the lower cowl. * Installed a rubber sleeve on propeller cable with tie-wraps to prevent Applied spiral wrap to spark plug leads as required to prevent further. Removed and replaced the rubber seal on the lower cowl. * Installed a rubber sleeve on propeller cable with tie-wraps to prevent Applied with the 500 hour inspection and reassembly of th	and Service Builetins
Date: 9/21/2005, Aircraft: N8146J, S/N: 0675, Hobbs: 469.2, Total Ti * Performed an Annual Inspection of the Engine in accordance with ti Manual. * Performed a Differential Compression Check with the following result Cylinder #4 74/80, Cylinder #5 71/80, Cylinder #6 73/80. * Drained and screened the oil for particles with none noted. Remove noted. Also, took an oil sample for testing. Installed a new oil filter Ch 15W-50 motor oil. Washed the engine with varsol and dried with compressed air. Attached the nozzles cleaning solution and dried with compressed air. Attached the nozzles operational test, noted proper operation. Installed each nozzle to a cy the fuel system to check each nozzle for leaks, none were noted. * Performed the inspection and maintenance requirements of the eng S895-2. Also, lubricated the exhaust slip joints with Mouse Milk lubric. * Disconnected the ignition leads and removed each spark plug tray and verified to the first few threads of each spark plug and installed to the approprias specified by the Textron Lycoming. Reinstalled the ignition leads in Removed and replaced the induction air filter (BA-24). Cleaned the "Complied with the TCM Top Care Health Checklist Form, in accorda with the shop copy of this work order. * Adjusted the anti-ice line to prevent further chafing on the spinner. It is Dressed the corners of the propeller slinger ring by the mounting boll Keyson Airways Corporation FAA CRS KNMR864S PAGE 1 OF 2 * Re-secured the drain line to the governor cable to prevent further capplied epoxy primer as required. * Cleaned hub and reshimmed the propeller spinner to ensure prope Applied spiral wrap to spark plug leads as required to prevent further applied epoxy primer as required. * Cleaned hub and reshimmed the propeller spinner to ensure prope Applied spiral wrap to spark plug leads as required to prevent further. * Removed and replaced the minutes each incident of the magnance of the complex of the magnance of the complex of the magnance of the complex of the magnanc	0.00
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* Performed an Annual Inspection of the Engine in accordance with the Manual. * Performed a Differential Compression Check with the following result of the Cylinder #4 74/80, Cylinder #5 71/80, Cylinder #6 73/80. * Drained and screened the oil for particles with none noted. Remove noted. Also, took an oil sample for testing. Installed a new oil filter Ch-15W-50 motor oil. Washed the engine with varsol and dried with compinerval and date. * Removed the fuel nozzles from each cylinder. Soaked the nozzles operational test, noted proper operation. Installed each nozzle to a cythe fuel system to check each nozzle for leaks, none were noted. * Performed the inspection and maintenance requirements of the eng SB95-2. Also, lubricated the exhaust slip joints with Mouse Milk lubric. * Disconnected the ignition leads and removed each spark plug noting spark plug. Rotated the spark plugs in the spark plug tray and verified to the first few threads of each spark plug and installed to the approprias specified by the Textron Lycoming. Reinstalled the ignition leads has Removed and replaced the induction air filter (BA-24). Cleaned the Complied with the TCM Top Care Health Checklist Form, in accorda with the shop copy of this work order. * Adjusted the anti-ice line to prevent further chafing on the spinner. Despendent of the propeller slinger ring by the mounting bold the spiral wrap to spark plug leads as required to prevent further capplied epoxy primer as required. * Cleaned hub and reshimmed the propeller spinner to ensure prope Applied spiral wrap to spark plug leads as required to prevent further Removed and replaced the rubber seal on the lower cowl. * Installed a rubber sleeve on propeller cable with tie-wraps to prevent Applied RTV as a buffer between the mixture control cable and fuel Complied with the 500 hour inspection and reassembly of the magr. Removed and replaced both impulse coupling springs and points.	
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* Re-secured the drain line to the governor cable to prevent further capplied epoxy primer as required. * Cleaned hub and reshimmed the propeller spinner to ensure prope * Applied spiral wrap to spark plug leads as required to prevent further * Removed and replaced the rubber seal on the lower cowl. * Installed a rubber sleeve on propeller cable with tie-wraps to prevent * Applied RTV as a buffer between the mixture control cable and fueld * Complied with the 500 hour inspection and reassembly of the magnon and replaced both impulse coupling springs and points. Removed and replaced the felts and the distributor gas retaining the state of th	cut open and inspected the oil filter for particles with none 109, torqued and saftied. Added 7 quarts of Aeroshell ssed air. Placarded the oil door with the next oil change a suitable cleaning solvent. Removed the nozzles from the othe fuel injection lines and performed a fuel flow der, attached the metal fuel injection lines and pressurized control cables in accordance with TCM Service Bulletin # 1. If the properties of the spark plug part numbers are correct. Applied anti-seize cylinder. Torqued the spark plugs to the appropriate value of tight and torqued 1 flat. If the properties of the properties of the service Information Directive 97-2A and filed
 Cleaned hub and reshimmed the propeller spinner to ensure prope Applied spiral wrap to spark plug leads as required to prevent further Removed and replaced the rubber seal on the lower cowl. Installed a rubber sleeve on propeller cable with tie-wraps to prever Applied RTV as a buffer between the mixture control cable and fuel Complied with the 500 hour inspection and reassembly of the magner. Removed and replaced both impulse coupling springs and points. Removed and replaced the felts and the distributor areas extraining the coupling springs. 	
Keyson Airways Corporation FAA CRS KNMR864S PAGE 2 OF 2	t. chafing. urther chafing. ose to prevent further chafing. os in accordance with TCM Bendix Manual, Sections 6 and

Date	lotal	Time	Time Last O	Since verhaul	Engine Service and Maintenance Record
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
ought Forward		-			Modifications and Service Bulletins
2/21/05	53 f.	5	53f.	5	Removed the engine cowling. 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 CHT ACC and torqued to the appropriate value. Added quarts of the filter part Number CHT ACC and torqued to the oil. Throughly 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 cowling.
					- Installed a new filled p/o 652171-
					Signature Joseph Q & med
					Work Order# / C 578 Date /2/31/05
					Keyson Airways Corporation FAA Certified Repair Station KNMR864S Form #8
	-				*
- Eug	Long	_			
- N	81	165		HOBE	\$ 558.0
				10000	5-31-06
	3 1		was n value cleane minut	oted. Install Added	ne cowling. Drained the oil thru a paint strainer and examined the contents, no as noted. Removed the oil filter, cut open and inspected, no excessive metal ed a new oil filter Part Number (21.15/15)—W and torqued to the appropriate quarts of (20.15/15)—W oil. Throughly using a suitable solvent. Performed an engine run-up for no less than 5 e. Examined the oil filter for leakage and none was noted. Reinstalled the
			was n value cleane minut	oted. Install Added ad the engine as of run time	as noted. Removed the oil filter, cut open and inspected, no excessive metal ed a new oil filter Part Number of 15 15 10 and torqued to the appropriate quarts of 622 15 15 15 5 oil. Throughly using a suitable solvent. Performed an engine run-up for no less than 5 e. Examined the oil filter for leakage and none was noted. Reinstalled the Signature Signat
	. 1		was n value cleane minut	oted. Install Added ad the engine as of run time	de a new oil filter Part Number (24.58757-01 and torqued to the appropriate quarts of Assault 15.05 oil. Throughly using a suitable solvent. Performed an engine run-up for no less than 5 e. Examined the oil filter for leakage and none was noted. Reinstalled the Signature Sig
			was n value cleane minut	oted. Install Added ad the engine as of run time	de a new oil filter Part Number Cut Sys 1-or and torqued to the appropriate quarts of Constitution 15 W 50 oil. Throughly using a suitable solvent. Performed an engine run-up for no less than 5 e. Examined the oil filter for leakage and none was noted. Reinstalled the Signature System 1 2 74 Date 5-31-06 Keyson Airways Corporation
			was n value cleane minut	oted. Install Added ad the engine as of run time	as noted. Removed the oil filter, cut open and inspected, no excessive metal ed a new oil filter Part Number (1.4.57/5 1-0) and torqued to the appropriate quarts of (2.4.54/5 1-0). Throughly using a suitable solvent. Performed an engine run-up for no less than 5 e. Examined the oil filter for leakage and none was noted. Reinstalled the Signature Work Order# / 0.3.74 Date 5-31-06 Keyson Airways Corporation
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			was n value cleane minut	oted. Install Added ad the engine as of run time	as noted. Removed the oil filter, cut open and inspected, no excessive metal ed a new oil filter Part Number (1.4.27/3 1-0) and torqued to the appropriate quarts of (2.2.22/2 1-0). Throughly using a suitable solvent. Performed an engine run-up for no less than 5 e. Examined the oil filter for leakage and none was noted. Reinstalled the Signature Work Order# / 0.3.74 Date 5-31-06 Keyson Airways Corporation

Date	Total	Time	Time Since Last Overha	Linging Service and Maintenance Record
	Hrs.	Min.	Hrs. Mi	Installations, Inspections, Airworthiness Directives, Special Inspections
Date: 9/08/2006; Shop Order # I11		I8146J; T	ype: SR22; S/N	N: 0675; Hobbs: 630.60; Total Time: 630.60
Shop Order #111	150			
* Performed a Di	fferential C	Compress	ion Check with	accordance with the inspection checklist contained in the SR22 Maintenance Manual. the following results: Cylinder #1 67/80, Cylinder #2 68/80, Cylinder #3 70/80,
Cylinder #4 69/80				5 /80. rees in accordance with the Service Manual.
* Cleaned, gappe				ees in accordance with the Service Manual.
 Lubricated engine 				
Installed a new oi	I filter CH4	8109-1,	torqued and saf	ne noted. Removed, cut open and inspected the oil filter for particles with none noted ftied. Added 7 quarts of Aeroshell 15W-50 oil. Washed the engine with varsol and
				nd checked for oil leaks with no leaks noted. able cleaning solution. Performed a fuel flow check, no discrepancies were noted.
Reinstalled each	fuel nozzle	and inje	ctor line B nut t	to original cylinder and torqued.
* Complied with	TCM Servi	ce Inform	nation Directive	97-2A which requires the completion of the TCM Top Care Health Checklist Form.
				ns to be performed and documented which are in addition to the inspection checklist. Airways under this Shop Order. You do not need a copy of this Checklist unless and
until a parts warra	anty claim	is require	d for cylinder (s	s) repair. However, we will provide a copy to you if requested.
				alve several times. Removed the original gasket. Rechecked the compression on
				nstalled the valve cover using a new gasket. Slamps for the alternator wire and spark plug leads. Removed the right side baffle.
Fabricated and in				stalled the baffle and all the adel clamps. Reinstalled the TKS line and secured as
required.	d speciment	the Daif	eater wires for	ward of the throttle lever using adhesive.
				on the lower cowling. Applied a second coat of adhesive to sections of the seal and
reattached as req	uired.			
* Drilled out and of the rivet.	removed t	he broke	n rivet on the rig	ght rear baffle by the alternator air cable. Installed a screw, washer and a nut in place
	el set up in	accorda	nce with SID 97	7-3C. Performed a ground engine run with satisfactory results
				ing light wire. Applied aluminum tape to the area to better secure the wire
Keyson Airways (Corporation	n FAA CF	RS KNMR864S	PAGE 1 OF 1
			Person	I certify that this engine has been inspected in accordance
	-			Inspection and was determined to be in airworthy condition and is appeared for
				return to service. Pertinent details of this inspection are on file at this Remain Survival
				under the workforder listed.
				Tach. or Hobbs Time: (30.) Aircraft Total Tack
				Engine total time since new at the since
				Signatuse
				- Signatus
	1			_ \
				Keyson Airways Corporation = K
				PAA Celulied Repair Standil - S.
				-
1/19/07	7/8.	8		
	- 4			Removed the engine cowling. Drained the oil the
				excessive meta! was noted. Removed the oil filter can was noted. Installed a new oil filter Part Number.
				value. Added / quarts of 120502
				cleaned the engine using a suitable solvent. Performance of run time. Examined the oil filter for leading the control of the c
	-			engine cowling.
				Signature KICK BUTTERFIELD
				Work Orders / 1580 Date 4/19/07
				Keyson Airways Corporation
				FAA Certified Repair Station KNMR864S Form #8



Municipal Airport, Bismarck, ND

Make Continental

S/N 913913

N # 8142J

Hobbs 729.8

Ph. 701.258.5024 800.932.8924 Fax 701.258.2693 www.executive-air.com 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 Details are on file on WO#211372

Signature Mich McCom

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6/15/07	повв:	766.4->	Removed the engine cowling. 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 (1980) and torqued to the appropriate value. Added
			INSTALLED NEW #5 CYLINDER CHT PROBE. GROUND RAN, OPS GOOD
			Signature SUNDL Work Order# 1166 Z Date 6/15/07 Keyson Airways Corporation FAA Certified Repair Station KNMR864S Form #8

Date: 9/22/200				Since verhaul			e and Maintenance Reco Airworthiness Directives, Special Inspeci	
Date: 9/22/20	Hrs.	Min.	Hrs.	Min.		ns and Service		uons
* Performed a Maintenance N * Performed a Cylinder #4 66 * Checked the * Cleaned, ga * Lubricated th * Drained and noted. Installed varsol and drie * Removed the noted. Reinsta * Complied wit Form.	Jorder #111. 100 Hour, Manual. Differentia 5/80, Cyline Magneto pped, and screened d a new oil d with come e fuel nozz alled each th TCM Se	### Annual II ### An	nspection ession Ch 6/80, Cylin e spark pl and slip joi r particles 48109-1, t air. Grour blaced the le and inje	of the Engleck with the der #6 72 ugs. Ints after continued and ran the min a suit ector line Edirective 97	gine in according following re 2/80. Ileaning, noted, Remod d safetied, Adengine and cleaning able cleaning 8 nut to origina 7-2A which re	oved, cut open ar lded 7 quarts of a necked for oil leal solution. Perform al cylinder and to quires the comple	pection checklist contained in the SR22 1 70/80, Cylinder #2 72/80, Cylinder #3 72/8 and inspected the oil filter for particles with none deroshell 15W50 oil. Washed the engine with sex with no leaks noted.	
* Removed the overhauled alte gasket. Inspect Removed an Resealed the Sealed the Disassemble spring/eyelet, proceeding the Applied RTV Removed the Complied with and lubricated Bulletin.	e existing a ernator in a cted the c/c d replaced e governor rires on the dd the #3 co he oil coole as a buffe e rubber se h Service I the interior s engine ai s approved	em # 110 alternator accordanc c for defe- d the left s cable at e Reif hea cylinder lor 093. er flange er in betwe eal around Bulletin 2 r using filr ircraft has d for return	, p/n 6468 ce with Sects with no side exhauthe firewa after plug uwer spark to preventeen the full the lowe X-24-03, Imper MIL.	43R, s/n 0 rivice Bulle of faults no ist hanger Il as requir sing RTV. plug lead. It from furth el drain lin r cowl. Cl MCU Lubri- -C-81309E	bo3GAA022. stin 89-5. Instated. spring, p/n 5 red. Removed the per cracking. e and the aluncation and Section and Section and Section and Section accordance were still still section accordance were still still section.	Removed the alteral led the overhau last-001. Trimmed the baffminum breather linge and installed balling IAW the accept the MCU cover lith an Annual installed lith an Ann	emator drive coupling and installed in the led alternator, s/n 005HA598R using a new hole. Reassembled the lead using a new le and sealed using silicone.	
Date 8/22/2007				W/O I	11760			
	M	MI	2	Aircraft	memory on the same		IN LETT LITTLE	٦.
	111111	40		i	TT 019.3		INFINITY	٦.
	4.00-6	P		79509	- 235	HP JA A	INFINITY AVIATION SERVICES LLC	
	1.000			<i>795</i> 09	- 235	HP JA D	INFINITY AVIATION SERVICES LLC 117 Perimeter Road, Nashua NH 03063 1-800-247-0102	``.
				79509	- 235	HP IA	117 Perimeter Road, Nashua NH 03063	
Signeture	Repair 1250 N Troutd	utdale Air r Station No. T NW Perimeter tale, OR 9706 s: 503-666-383	Way 0		- 235	HP JA D	117 Perimeter Road, Nashua NH 03063	
Signeture	Repair 1250 N Troutd Phone	r Station No. T NVV Perimeter dale, OR 9706 e: 503-656-383	r9ZR725Y Way 0 0 38		- 235	HP IA	117 Perimeter Road, Nashua NH 03063 1-800-247-0102 DATE 6/18/2008 AC TSN ENG TT	
NE MODEL: 10-550-N NE SIM: 913913 NO: 81491 K ORDER: 3710 ine Entries ned, inspected, gap aircraft and or compor a work order number.	Repair 1250 N Troutd Phone	r Station No. T NW Perimeter Jale, DR 9706 a: 503-566-383 spark plugs d above were otor Scott K. F	F9ZR725Y Way 0 38 38 s. e repaired in a Kenney	ices, Inc.	1149 H	wiation Regulations. Pe	117 Perimeter Road, Nashua NH 03063 1-800-247-0102 DATE 618/2008 A/C TSN ENG TT HOBBS 916 8	
NE MODEL: 10-550-N NE S/N: 913913 NO: 8146J K ORDER: 3710 Inne Entries ned, inspected, gap aircraft and or compore work order number. E: 6/18/2008	Repair 1250 N Troutd Phone	r Station No. T NW Perimeter Jale, DR 9706 a: 503-666-383 spark plugs d above were stor Scott K. H	rezR725Y Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ices, Inc.	1149 H	Wiation Regulations. Pe	117 Perimeter Road, Nashua NH 03063 1-800-247-0102 DATE 6/18/2008 A/C TSN ENG TT HOBBS 915 8	
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NE MODEL: 10-550-N NE 978: 913913 NO: 8149. K ORDER: 3710 tine Entries ned, inspected, gap aircraft and or compo- e work order number.	Repair 1250 N Troutd Phone	r Station No. T NVV Perimeter tale, CR 9705 e: 503-666-383 I spark plugs d above were stor Scott K. H SIGNED Todd Ba	rezR725Y Way 0 38 6. e repaired in a Kenney	ices, Inc.	h current Federal A	wiation Regulations. Pe	117 Perimeter Road, Nashua NH 03063 1-800-247-0102 DATE 6/18/2008 A/C TSN ENG TT HOBBS 915 8	
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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 assembling 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 Jeffrey T. Nuttall AP2694634IA	ons,
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 Engine Entries Troutdale Aircraft Services, Inc. Repair Station No. 192R725Y 1250 NW Perimeter Way Troutdale, OR 97050 USA Phone: 503-666-3838	
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: Work Order: 4074 —	
Jeff Graham Certified Repair Station No. T9ZR725Y Printed by EBis 3 (datcomedia.com)	
	march.
ENGINE MODEL: 10-550-N Troutdale Aircraft Services, Inc. DATE: 10/13/2009 A/C TSN: 1039.4	
ENGINE S/N: 913913 REG. NO: 8146J ROD: 8146J WORK ORDER: 4277 Troutdale, OR 97080 USA	
Phone: 503-666-3838	
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 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	
2 100 hour - Engine - I certify that this Engine has been inspected to a footh inspected and a local managed using the 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.	
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Date	lota	Time		Since verhaul	Engine Service and			
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airwork Modifications and Service Bulleti	unness Directives, ins	Special Inspection	ns,
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Airframe * Removed #2 alt 653487. Function	S ernator a			red. Install	N8146J led new drive P/N 13565-020 on alternate		Cirrus SR-22 Hobbs 1058.7 gine using new gasket	P/N
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on file at this agency Quest A	on Work viation IN		99 Signed <u>Bl</u> 4440 East H		Aberdeen, South Dakota	Phone (605) 225	8008	
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N81461 November 4, 2010 Engine Log Entry Hobbs 1151.7 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. ADS CO Final ZOIO Z 3 Jay Bordelon AP460199293 B1461 Demokr 4, 2010 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 S803-3, Table 1, cylinder #4 is ok for continued service (slight air discharge into exhaust system). Master orifice 43/80. Performed in Annual Inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. G. J.	Date	Total	Time	C. 497.61100	Since verhaul	Engine Service and Maintenance Recor
N81461 Engine Log Entry Hobbs 1151.7 November 4, 2010 Engine Log Entry Hobbs 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. ADS CV ##### ZOIC = Z3 Jay Box Bellon AP460199293 81461 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. Perlify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. G. J. Charge T. Quarta 15 W 50 Aur Schl. Gregory T. Woodruff A&P 553697406 I.A. G. J. Charge T. Quarta 15 W 50 Aur Schl. Gregory T. Woodruff A&P 553697406 I.A. G. J. Charge T. Quarta 15 W 50 Aur Schl. Gregory T. Woodruff A&P 553697406 I.A. G. J. Charge T. Quarta 15 W 50 Aur Schl. Gregory T. Woodruff A&P 553697406 I.A. G. J. Charge T. Quarta 15 W 50 Aur Schl. Gregory T. Woodruff A&P 553697406 I.A. G. J. Charge T.		Hrs.	Min.	Hrs.	Min.	installations, inspections, Airworthiness Directives, Special Inspection
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. ADS CO #120 Z010 Z 3 Jay Bordelon AP460199293 B146J Demonstrated and Annual Inspection in accordance with Cirrus Aircraft SR22 Series Maintenance Manual Chapter 5 (applicable sections). 2. 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. Perfix that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. Gregory T.	· · ·					The same state of the building
November 4, 2010 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. A D'S CO + Huan 2010 = 2/3 Jay Bordelon AP460199293 B146J Demomber 4, 2010 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. Performed has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. TT 1220.3 Hrs Hobbs 1220.3 Hrs Hobbs 1320.3 Hrs Hobbs 1320.3 Hrs Hobbs 1320.3 Hrs						_
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. A D S CO + Hubo ZOIC - Z 3 Jay Bordelon AP460199293 8146J 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. Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. G D Charge 7 great 15 / SW - 50 Acro Scall Charge CH 48/08 - 1 Charge CH 48	N8146J			En	gine Log	Fintry
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. A D'S CO FLOOR 2010 ZOIC ZO JAY BOY BOY BOY BOY BOY BOY BOY BOY BOY BO	November 4,	2010			5 202	110003 1131.7
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. A D S CD HURE ZOIC Z 3 Jay Bordelon AP460199293 B146J 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. Performed as been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. OI Charge 7 quests 15 W 50 Aug Spl Filler Charge of CH 48/08 - 1 Charge of CH 48/08						Eng/Prop Total Time 1151.7
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. ADS CO HURO ZOIO Z 3 Jay Bordelon AP460199293 3. Jay Bordelon AP460199293 3. Lubed prop hub using Aeoshell 22 grease. 4. Inspected muffler/heat exchange with no defects noted. ADS CO HURO ZOIO Z 3 Jay Bordelon AP460199293 3. Jay Bordelon AP460199293 3. Jay Bordelon AP460199293 4. Inspected muffler/heat exchange with Cirrus Aircraft SR22 Series Maintenance Manual Chapter 5 (applicable sections). 2. 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. Performed a handle sections. Gregory T. Woodruff A&P 553697406 I.A. Gregory T. Woodruff A&P 553697406 I.A						
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. ADS CO HULLO ZOIO ZO JAY BORDEN AP460199293 3. Lubed prop hub using Aeoshell 22 grease. 4. Inspected muffler/heat exchange with no defects noted. ADS CO HULLO ZOIO ZO JAY BORDEN AP460199293 3. Lubed prop hub using Aeoshell 22 grease. 4. Inspected muffler/heat exchange with no defects noted. ADS CO HULLO ZOIO ZOIO ZOIO ZOIO ZOIO ZOIO ZOIO Z	1. Removed e	ngine f	uel stra	ainer, in	spected,	cleaned and reinstalled with new seals PNs MS29513-137
3. Lubed prop hub using Aeoshell 22 grease. 4. Inspected muffler/heat exchange with no defects noted. A D'S CO HURO ZOIC Z 3 Jay Bordelon AP460199293 3. Hobbs 1151.7 TTENG 1151.7	and MA31323	-0B.				
Jay Bordelon AP460199293 B146J Devember 4, 2010 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. 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. 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. 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. 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. 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. 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, #6 70/80 and #6 78/80. Per TCM SB03	2. Cleaned, ga	ipped, i	rotated	and rei	nstalled	all spark plugs.
Jay Bordelon AP460199293 Jay Bordelon AP460199293 Hobbs 1151.7 TTENG 1151.7 TENG 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. Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. OIL Charge 7 quarks 15 W 50 Acro Stall Charge 10 Charge 123 45 November 19th 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 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. Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. OIL Charge 7 guests 15W-50 Acrossol Owner PR# 2 7 9 23 45 November 19th 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 1320.3 Hrs	inspected in	iumer/	neat e	xchange	with no	defects noted.
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. 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. Performed an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. OIL Charge 7 guerls 15 W 50 Acro Scall Filler Change or CH 48/08 — 1 Owner PR# 2 7 9 23 45 November 19 th 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	AD'S EL	· Ju	nu Z	010-	23	lay Bordolon ADASO100202
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. Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. OII Chapter 7 guards 15 W -60 Aur Stall Filter Chapter 7 guards 15 W -60 Aur Stall Owner PR# 27 9 23 45 November 19 th 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 1320.3 Hrs		ř.				
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. Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. OIL Charge 7 quarks 15W 50 Auro Stall filler Change on CH 48/08 — 1 (May May May May May May May May May May	3146J					
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. Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. OIL Charge 7 queries 15 W -50 Acro Stall Filter Change of CH 48/08 - 1 Chapter 19th 2011 November 19th 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 1320.3 Hrs	vember 4, 2010					
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Master orifice = 43/80. Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. Gregory T. Woodruff A&P 553697406 I.A. Gregory T. Woodruff A&P 553697406 I.A. OIL Change 7 guerls 15 W -50 Auro Sull filter Change on CH 48/08 - 1 Change Owner PR# 27 9 23 45 November 19 th 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 1320.3 Hrs	Performed	a comp	ression	check: #	1 72/80,	#2 72/80, #3 76/80, #4 49/80, #5 70/90 and #6 70/90 p
Pertify that this Engine has been inspected in accordance with an Annual Inspection and was determined to be an airworthy condition. Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. The second To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A&P 553697406 I.A. Filler Change To Gregory T. Woodruff A		o, iddic	- T' CALL	nder #4 is	ok for co	ontinued service (slight air discharge into exhaust system)
Gregory T. Woodruff A&P 553697406 I.A. g. 6, 2001 1201. 5 Oil Charge 7 guards 15 W -50 Acro Shell filter Changian CH 48108 - 1 (reg Minus) November 19th 2011 N8146J CIRRUS SR 22 G1 S/N 675 Continental IO 550 N27 S/N 913913 TT 1220.3 Hrs Hobbs 1320.3 Hrs Hobbs 1320.3 Hrs	The second contract to	1100 70	100.			
Continental IO 550 N27 S/N 913913 Continental IO 550 N27 S/N 9	an airworthy con	dition.	3 Deen	mspected	a irr acco	rdance with an Annual Inspection and was determined to be
Continental IO 550 N27 S/N 913913 Continental IO 550 N27 S/N 9			71			Gregory T. Woodruff A&P 553697406 I A
November 19th 2011 N8146J CIRRUS SR 22 G1 S/N 675 Continental IO 550 N27 S/N 913913 Filter Chemoion CH 48/08 - 1 Owner PR# 27 9 23 45 TT 1220.3 Hrs Hobbs 1220.3 Hrs Hobbs 1320.3 Hrs	9.6.2001 1	301.5			/	111
November 19 th 2011 N8146J CIRRUS SR 22 G1 S/N 675 Continental IO 550 N27 S/N 913913 TT 1220.3 Hrs Hobbs 1220.3 Hrs Hobbs 1320.3 Hrs	,					
N8146J CIRRUS SR 22 G1 S/N 675 Continental IO 550 N27 S/N 913913 TT 1220.3 Hrs Hobbs 1220.3 Hrs Hobbs 1320.3 Hrs						Duner Det 27 623/1
N8146J CIRRUS SR 22 G1 S/N 675 Continental IO 550 N27 S/N 913913 TT 1220.3 Hrs Hobbs 1220.3 Hrs Hobbs 1320.3 Hrs	November 10	0th 201	11			714 2/92373
Continental IO 550 N27 S/N 913913 TT 1220.3 Hrs Hobbs 1320.3 Hrs	N8146J CIR	PITIC (ED 22	C1 0A	T 655	
110005 1320.3 Hrs	Continental	IO 550) N27	GI 5/1	2012	TOTAL ADDRESS OF THE STATE OF T
P .			- 200 m	5/14 91	3713	11 1220.3 Hrs Hobbs 1320.3 Hrs
Removed top cowling, adjusted magneto to engine timing from L. C. 12 o. 1	Removed top	cowlir	ng, adi	usted m	agneto	to engine timing from I C 12 0 1
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 hig power and idle mixture rise per SID 97-3E. Ground run found entirefront.	degrees from	nomina	al of 2	2 degre	es BTD	C to both at nominal Adjusted feel
power and idle mixture rise per SID 97-3E. Ground run found satisfactory. Checked dynamic propell balance, found at .127IP/S at 2550 rpm. Compression tested #4 cylinder (0/02)	nower and idl	e mixti	ure rise	e per SI	D 97-3]	E. Ground run found satisfactory. Cheeked the
balance, found at .127IP/S at 2550 rpm. Compression tested #4 cylinder, 60/80 with M/O at 46, no	power and run	1	7TD/C	at 2550	rpm. (Compression tested #4 and a 100 100 in a gramic propel
leaks from exhaust. Installed top cowling.	balance, found	1 at .12	11P/S	40 2000	-Laure	ompression tested #4 cvlinder, 60/x0 with M/O at 16
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.	balance, found leaks from ext	haust. 1	Installe	ed ton c	owling.	ompression tested #4 cylinder, 60/80 with M/O at 46, no
FAA AND IS APPROVED FOR RETURN TO SERVICE.	balance, found leaks from ext THE AIRCRA	haust. I AFT. EI	Installe NGINI	ed top c	PELLE	P. AND OR APPLIANCE TO THE PROPERTY OF THE PRO

Jim Barker A&P 2755069

Jim @ Aviationvibes.com 715 822 5787 Hangar

www.aviationvibes.com

715 491 1303 Cell

Aviation Resources

Hangar 7

101 Airport Ave

Cumberland, WI 54829

	Date	Total	Time		Since verhaul	Engine Service and Maintenance Record
	2011	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
Bro	ought Forward	-	-			meanioation and convice Building
Å	Dr 2	122	1.2	122	1.2	FASDECT LAW CINNUS
/	<i>f</i> . • • • • • • • • • • • • • • • • • •				7	SR32 inspection oxide.
						Compression checked 1-72
	and) and	-	٢ _			2-64 3-68 4-60 5-68 6-74
	Oct 2 pleme 1.303	eeu	3 3			Change oil + fifter, Aeroshell
	Sup ec's 21 §2	has b	35 28			15/50 added Install near starter
	del No. C24ST5 was manufacturred new on FAA PMA No. PQ0852SW i in accordance with Sky-T tion System (CFR14 Part 2	s part	echanic			69 4575, SIN AC5-191123, STarter
	red n 2008 with With		5 EV	-		drive overhauled by Premier
	C24ST5 Lifacturre A No. PQ dance w em (CFR	wings	>			Airenelle Fuelpump overhauled
PMA	o. Cond	d drav	<u>ā</u>			by B+5 kecessores - cleaned fuel
٦	del N was r FAA 1 in a	approved dra	\$ €			injectors. Adjusted fuel
FAA	ec Mo rity of Part 2	A-apt	Vircral			pressores IAW 5110 97-3E.
1	Sky-Te	of the Part of th	100	_		
	This tag certifies that Sky-Tec Model No. C24ST6 Serial No. 4C5-391123 was manufacturred new on 04 0ct 3011 by Sky-Tec under the authority of FAA PMA No. PQ0852SW Supplement No. 6 per CFR14 Part 21 in accordance with Sky-Tec's FAA-Approved Fabrication Inspection System (CFR14 Part 21 321.303) and	conforms to the relevant FAA-approved drawings. This part has been determined to be airworthy. For installation eligibility see www.skytecal.com/engipiiity.htm	Ž C	_	Date	Apr 2 1012 Tach, Time 1221, 2
	tifies C5-3 unde unde	the r	o pall	8-1	1 ce	tify that this & K & In & has been
	No. 4	ms to nined stallat	Insta	C110		ected in accordance with a service
	This ta Serial by Sky No.	onfor letern or ins	tarter	Form CC1108-1		ection and was determined airworthy.
1	FOREE	001	<i>(</i>)	-	By	angel A Lia hours 1 A P 198175 i L A
					DYZ	and the certain tribate
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- (21/12	1253	.7	1253	,7	Changed oil 4 Filter. 7 DTS.
						15-50 N Aero Shell, CH48108-1
						Filter. Raw 2. Bright. AZP3404767
M	1 4012	11/-	, _	137		T Travid (Da.
110	y 6, 2013	1261	٠.5	10660	1.5	InspectIAW Cirras BRAZ: inspection quide Compression Check 1-75, 2-74, 3-74, 4-68, 5-74, 6-75. Change oil & Filter Acroshellis/40 added Beplace qir Filter
						inspecition quiate compression (hee)
						15 2 14, 5 14, 4-18, 5-14, 6-13. Change
						Banlar Fraid Filt
14-70-	-					Doto 201 - 1 / 0 0 / 7 - 1 7 - 10 / 7 - 1
						Date 24 1, 2013 Tach. Time 1267 5
	* ***					I certify that this engline has been
						inspected in accordance with a annag
						inspection and was determined airworthy.
						James Wie horold
	12					AP1932751 ZA

Date	Total Time		me Time Since Last Overhaul		Installations, Inspections, Airworthiness Directives, Special Inspections,			
	Hrs.	Min.	Hrs.	Min.	Modifications and Service Bulletins			
Brought Forward		-						
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					Owner PP# 2792345 COMORLISON			
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	Jan. 1				Compression chest #169#266			
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					to be signed of by owners			
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***					Date G/1/140 Tach. Time / 3 77,			
					certify that this			
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	No.	Stylen Section	A CONTRACTOR OF THE	2 es	Jastall Vyon 36602			
	0			principal -				
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					Goppel and torgone 30ft 15. WANTISEIZE M			
					Owner Removed + replaced seits, curpets,			
					Access ponels, inspector ganels. Tires			
					and tyles on main replaced with			
					assistances of 4+P. Owner removed			
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					+ replace ergine according Dwar 99#2792345 Collabora			
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11/30/14	136				Changed Oil + Filter AA48109 Tempest January XI Phillips 20/50 Uwher PP # 2792345 CMOthers			
1					Tayorty Ve Phillips 20/50			
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Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record							
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections Modifications and Service Bulletins							
ht Forward		-			The ship said and solving balloung							
1.2019	13	79.1			Inspect IAN cirrus inspection							
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33-192-332					Change oil and Filter America							
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					Certify that this English & has been							
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	inspected in accordance with a _\$46n cacs./											
					wispection and was determined airworthy.							
					By come (V-change AP1932751)							
1	JENT	MFR		5000 Cirru	Engine 11. 15/5.7							
ì	JE I	MFR	ME (541)7	5000 Cirru	Date: 10-8-2015 Engine TT: 1393.9 CRS: GCPR185E Hobbs Time: 1393.9							
2) Ac 3) Cl	complished caned, gapp	cylinder r ed and test	ME (541) 7 Eng ea CH4810 ing wash poted all spark	5000 Cirro DFORD, ORE 70-5314 gine Log E 8-1 Filter, 8 er Camguar c plugs; re-i	Date: 10-8-2015 Engine TT: 1393.9 Total Time: 1393.9 CRS: GCPR185E Intry N8146J 8 quarts Phillips x/c 20w/50 Oil & 1 pint Camguard). rd instruction as required. installed and secured.							
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Date	Tota	l Time		Since verhaul	Engine Service and Maintenance Record			
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives; Special Inspection Modifications and Service Bulletins			
ought Forward		-						
7/16/17					Chance 01/- 6 et 20-50			
7.0,7					VIDADILIAS DILA + Characa Dilha			
					ATE MILITARIO DIOS AS TO CHANGE TIME			
					OWNER CT # 77786401 /18/			
ENGINE MODE	i.							
IO-550N27 ENGINE S/N 9	13913	AIDCD	AFT Cesses	B	Aircraft Solutions, LLC. DATE. 9/11/2017 8095 E Rutter Ave. Suite 2			
REG NO 8146 WORK ORDER		AllKCIK	AFT SCHOOL SENSON	CHERUS	Spokane, WA 99212 ENG 17 1404 9 TSMOH.			
Engine Ent					Priorie: (309) 838-8883. HOBBS: 1464.9			
Annual Inspects	on complete	d this time ar	nd date in acc	ordance with	n FAR 43. Appendix D.and Continental Motors 100 Hr Inspection complied with Fuel			
2=62, 3=78, 4=	72, 5=68, 6=	on Checke 72. MO =40.	d aircraft rec changed fil	ords for any a ter, inspected	n FAR 43. Appendix D:and Continental Motors 100 Hr Inspection complied with Fuel applicable AD notes that are due at this time. Compression test, over 80 psi: 1=72, dold filter for contamination. Ground run and leak check good, approved for return to			
component(s) id	raft 8146J ha entified abov	as been inspi ve were repai	ected in acco ired and inspe	rdance with a	an Annual Inspection and determined to be in airworthy condition, Aircraft 8146J and/or indicate with current maintenance rules of the Federal Aviation Regulations and is			
approved for reti	im to service	e "Pertinent	details of the	repair are on	ridance with current maintenance rules of the Federal Aviation Regulations and is if lie at this Agency under Work Order 28462 dated 9/11/2017.			
DATE: 9/11/20	17	SIG	SNED:		Work Order: 28462			
-0		Pete	Reed, IA: 30	018502	Printed by EBis 3 (datcomedia.com)			
					(ualconiedia.com)			
1 1								
111/18		****			Changed cil - 19ts 20-50 xe thile			
					changed oil filter			
					owner C1#474822109			
					June C1 4414 822/01			
					DATE 9-13-18 TAC 1488,9 TT 1488,9 SM WA			
				1	TOCTALLED (OAP) CITY TEL THINK IN			
					EDSTALLED (OPP) SKY-TEC STARTER Model - CZYSTS SN H-SOBILTS - RETURNED to			
					STERVICE FOR the WORK Preformed			
					_ \(\)			
	-				SIGNEDCERT# A&P 2829026			
				1	Clifton R Dyer			
ENGINE N8146J ETSN: 1490.				Nodel: IO-5	Date. 11/0/2016			
Chapter 5 Ch noted. Servic 367, see FAA mixture contr	ecklist. C ed with 8 o Form 813 ol. no defe	ompression quarts of Pi 30-3 dated ects noted.	ns: #1) 71/8 hillips X/C 2 11/1/2018 I Removed t	0, #2) 71/8 0W50 oil a by Pacific C ail pipe cla	ordance with Cirrus SR22 Maintenance Manual, P/N 13773-01, Rev. B8 dated 9/4/2018, 80, #3) 60/80, #4) 65/80, #5) 78/80, #6) 72/80. Removed oil filter for inspection, no defects and new CH48108-1 filter. Reinstalled oil cooler after overhaul, P/N 10281A, S/N G03-2147-0il Cooler Services. Repositioned fuel mixture lever on fuel pump and adjusted rigging on imps, cleaned pipes and applied metal sealing tape, reinstalled clamps and pressurized sitioned #1 cylinder fuel injector line clamp to support line. Checked AD's for compliance			

For:
LEADING EDGE JET CENTER, LLC.
FAA cordified Repair Station FHSMR9803.
60102 Powerle Date Intel Sec. OR 87701 - 611-508-0019

Date	100	Last O			Engine Service and Maintenance Record			
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins			
0				1				
ENG	INE LOG				LEADING EDGE			
- N8146 ETSN	J : 1513.1			Model: IO-5 bbs: 1513.1	50-N7 S/N: 9139132 Date: 2/1/2020			
Chapt noted. 10-500 Check	er 5 Checklist. Serviced with 8 3556-1, S/N H-0 ed AD's for cor y this engine ha ent detail of wor	Compression quarts of Figure 19012 (right in the political properties of the politica	ons: #1) 68/6 Phillips X/C 2 t side) and S ough bi-wee pected in acc	80, #2) 70/8 20W50 oil a VN H-09013 kly update 2 cordance wi	rdance with Cirrus SR22 Maintenance Manual, P/N 13773-01, Rev. B8 dated 9/4/2018, 0, #3) 46/80, #4) 68/80, #5) 60/80, #6) 74/80. Removed oil filter for inspection, no defects nd new CH48108-1 filter. Removed both magnetos and replaced with overhauled units, P/N (left side), timing set to 22 degrees BTDC. Cleaned, tested and rotated all spark plugs. 2020-03. Performed operational and leak checks, no leaks noted. ith an Annual Inspection and was determined to be in an airworthy condition.			
- Signed					For:			
_				LE	ADING EDGE JET CENTER, LLC. FAA cerified (repair Station #HOMROSC). 63132 Powell Edite Huy Bend, of 197701 541-388-0019			
	1			1				
113/20	2/ 1526	1	1526		100 nour inspection du using cir			
1.5/00	1700	4	1004		5R22 AMM COMPRESSION Check as			
	_		 		follows #173/80 #2 63/80 #356/80 #461			
					11 1 - 11 - 11 - 11 - 11			
					#5 72180 #6 74180. Checked engine +			
		-			magneto Hiring. Serviced evigine wi			
		-	-	-	8 gts. Milling XC 20W50.			
		-	-		U Date 4113/2021 Tach. Time 1526.			
					inspected in accordance with a LOD Mr.			
					inspection and was determined airworthy.			
					By Damik, Bergyton AP3423143			
1/2021	1532	7	1532,	7	Performed annual inspection using Gira			
					SRZZ AMM Chiecklist, Compression			
*			1		# 64/80 #7 60/80 #3 60/80#4 (1/80)			
		+		<u> </u>				
		1						
-			-		metal found. Installed New oil Filter			
		-			and serviced W/ 8 Ots Phillips XC 2005			
		-	-		Cheanned (nasped and tested SparkPlus			
					Set magneto firming to 220 BTDC,			
					- EMD)			
- 41					ate 7112022 Tach. Time 1532.7			
	*5			1	certify that this engine has been			
					aspected in accordance with a LOD W.			
					nopostou in accordance mara —			
					nspection and was determined airworthy.			
					y Davin K. Bugton AP3423143			
			-		****			
	141		III .	1	I .			

Hrs. Min	. Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
und some			
ion Taken, Read fice. oil and filter (le sis was taken (le ne, systems ops a	inspection lings are: #1 a CH48109 ea Blackstor and leaked c	5000 Ci. MEDFORD, C 541) 770-5314 agine Log El per FAR 43 /4 1 66/80, #2 71 -1 Filter, 8 qu the Oil Analys thecked with	Appendix D. 1/80, #3 72/80 #4 72/80 #5 72/80, #6 79/80. Note: minimum compression is 43/80 per larts Phillips X/C 20W50 Oil). iis). no problems noted.
e. Pertinent deta	ils on file at	this agency t	epaired in accordance with current FARs and was found airworthy and is approved for under work order no. 39355.
craft: N814	·6J	Make:	Cirrus Model: SR22 S/N: 0675
ime: 1620	.2		Prop Time: 1620.2
			ENGINE LOG ENTRY
ysis was taken d Induction sys dished <mark>SB2X-74</mark> systems ops to	(1ea Black stem filter <mark>4-01</mark> dated ested, and	(stone Oil Ar (1ea BA24) 11/15/201 no leaks no	nalysis). 1 by replacing spark plugs with Fine Wire Spark Plugs (P/N: URHB32S).
		+	
		1	
rcraft: N814	16J	Make:	Cirrus Model : SR22 S/N : 0675 —
Time: 1717	.2	4	Prop Time: 1717.2
			ENGINE LOG ENTRY
lysis was taken mponent(s) ide	(1ea Black: ntified abo	stone Oil Ana ve was inspe	8 quarts Phillips X/C 20W50 Oil, 1 pint of CamGuard). alysis). Exceeded and repaired in accordance with current FARs and was found airworthy and Page 1 of 1
	craft: N814 Time: 1620 that the 50Hr on. d oil and filter d linduction systems ops to fine that the 50Hr on. d oil and filter ysis was taken d Induction systems ops to fine that the 50Hr on. d oil and filter ysis was taken d Induction systems ops to fine that the 50Hr on. d oil and filter ysis was taken d Induction systems ops to fine that the 50Hr on. d oil and filter ysis was taken d Induction systems ops to fine that the 50Hr on. d oil and filter hyponent(s) ide fine that the 50Hr on. d oil and filter lysis was taken mponent(s) ide fine that the 50Hr on. d oil and filter lysis was taken	shed 50/100 Hr. inspection ion Taken, Readings are: # iffice. oii and filter (1ea CH48109 sis was taken (1ea Blackstone, systems ops and leaked of the control of the cont	iffice. Oil and filter (1ea CH48109-1 Filter, 8 questis was taken (1ea Blackstone Oil Analysis was taken (1ea Blackstone Oil Analysis was taken (1ea Blackstone Oil Analysis was taken of the sound of t



JET CENTER MFR

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

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

Engine TT: 1839.0

- Accomplished 50/100 Hr. inspection per FAR 43 Appendix D. 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 2) 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).
- Performed magneto timing on left magneto to 22 degrees in accordance with Continental SPM 6-9.4 1.2 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. 40655.



_Torrance George

68	ilendale Aei 341 N. Glen Harb	or Blvd	Registration: N81- Date: 12/13/2024	VV/	W/O: 70002863		
G	lendale, AZ 8530	7	Model: SR-22	Flt	Hobbs: 1862.8		
6	23-414-4935		S/N: 0675	Hol	bbs:		
Installed ne	w #4 CHT sensor	p/n 14880-001. O	peration check, normal. M	1X performed	IAW Cirrus SR22/SR	227 AMM CH 77 20	
				in periorifica	IAVV OITUS OINZZIOI	AZZT AIVIIVI GA 77-ZU.	
SIGNATUR	E: Matt Hatfield	1 /	> -	FAA AUTHO	RIZATION: CRS# 4	GNR229D	
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