Logbooks
For
Cirrus Design SR-22

N62CH
S/N 2180

ARAPAHOE AERO
12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

SUPPLEMENT TO AIRCRAFT EQUIPMENT LIST AND WEIGHT & BALANCE

(N) Number: N62CH

Manufacturer: Cirrus Aircraft

Model Number: SR22 ___ AIRCRAFT WEIGHED

Serial Number: 22-2108 _x_ EQUIPMENT CHANGE

IN=Installed
RE=Removed

	Aircraft Empty per Weight & Balance Dated: 29 October 2010 ITEM INSTALLED OR REMOVED	WEIGHT 2424.00	ARM 138.24	MOMENT 335,095.00
RE	COMDAT Com/Weather antenna P/N: CI 420-420	-.26	136.20	-35.41
IN	COMDAT WAAS/XM antenna P/N: CI-428-410	.41	136.20	55.84
		2424.15		335,115.43

_x_ COMPUTED
___ AS WEIGHED 138.24

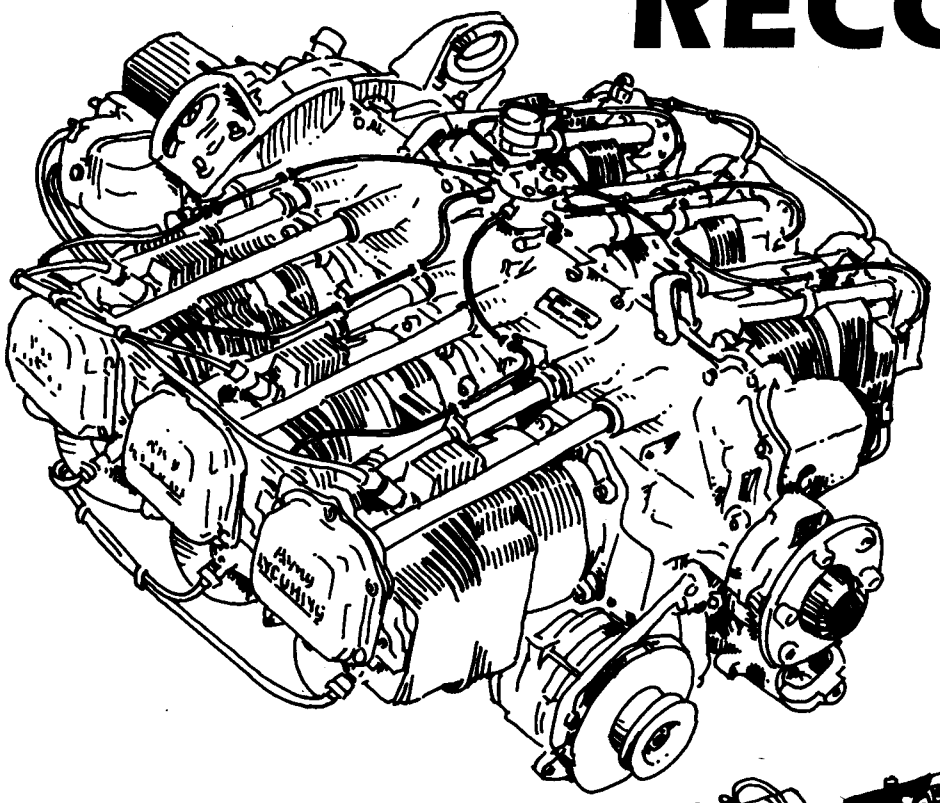
Aircraft Empty Weight: **2424.15**
Aircraft Empty CG: **138.24**
Aircraft Empty Weight Moment: **335,115.43**

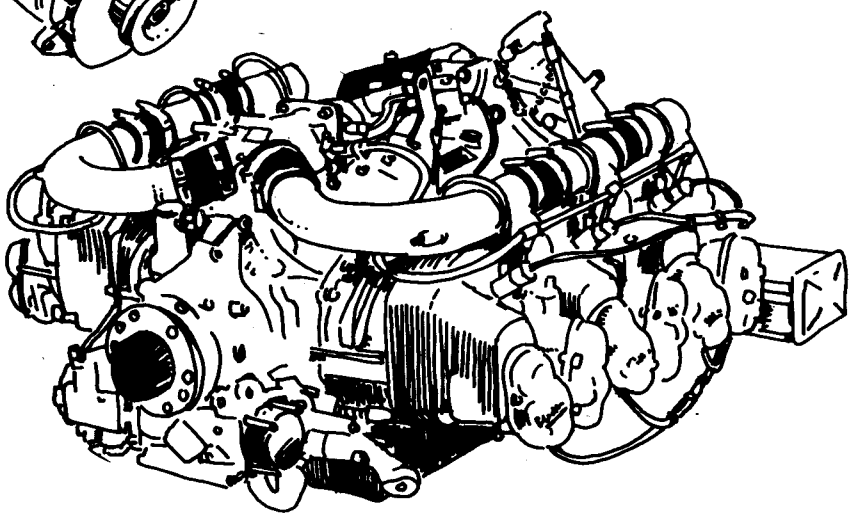
Computed Useful Load: **975.85** LBS
Max Take-Off Weight: **3400.00** LBS

SEE: _x_ LOG BOOK ___ FAA 337 FOR DETAILS
Work Order Number: 30795

Scott S. Fisher A&P 3290363 — 24 August 2011
SIGNATURE & CERTIFICATE NUMBER — Date:

ENGINE MAINTENANCE RECORDS





1-800-624-6680

(IN NY 631-298-8330

TELEDYNE MATTITUCK SERVICES, INC.

410 AIRWAY DRIVE, MATTITUCK, NY 11952

TELEDYNE MATTITUCK SERVICES, INC./ Limited Piston Engine Warranty

Effective 2/5/88, Teledyne Mattituck Services, Inc., (hereinafter called "TMSI"), makes the following warranty to its customer, subject to the limitations, conditions and exclusions set forth below.

WARRANTY COVERAGE - For a period of six (6) months after date of delivery to customer, or 240 hours of operation, whichever occurs first, TMSI shall repair or replace, at its option, any aircraft engine accessory, or part which is found to be defective, to TMSI satisfaction, within said warranty period.

For engine warranty after six (6) months from the date of delivery to customer and prior to the expiration of the original manufacturer's recommended time between overhaul ("TBO"), the cost of repair or replacement (including the cost of parts and labor), at TMSI's option, shall be prorated in the following manner. The customer shall pay the net price for a newly rebuilt engine equal to the current list price for the engine divided by the manufacturer's recommended TBO, and then multiplied by the number of hours on the repaired or replaced engine (which shall be deemed the greater of the actual logbook hours, recorded tachometer hours or time at forty (40) hours per month from the date of delivery). Reasonable labor costs associated with the repair of a warranteed engine shall be prorated in the same manner on the basis of a flat rate schedule established by TMSI.

After the initial six (6) months from date of delivery or 240 hours of operation, TMSI will not assume any responsibility for the repair or replacement of engine accessories, e.g. magneto, starter, alternator, ignition harness, turbocharger, etc.

Replacement parts supplied for warranteed engines still covered by manufacturer's warranty are supplied on an exchange basis. TMSI will pursue warranty claims with the manufacturer on the owner's behalf. Any allowance by the manufacturer will be credited to the operator's account.

The repair or replacement of any part under the foregoing warranty shall not extend the periods of warranty coverage set forth above. TMSI reserves the right to change the price or specifications of any engine or part at any time.

CONDITIONS AND PROCEDURES FOR OBTAINING WARRANTY WORK - The foregoing warranty shall be effective only if the engine or component to be serviced is returned to TMSI's facility at customer's expense, together with particulars in writing of the nature of the defect. The customer or his representative should contact TMSI for verification and authorization of warranty prior to return and/or repair. Written authorization must be obtained from TMSI before repairs covered by warranty can be performed other than by TMSI. In no event shall allowable labor costs exceed local published shop rates. The foregoing warranty shall apply if and only if the engine has been properly installed and maintained in accordance with current approved standards of the FAA and current recommendations of the manufacturer as specified in applicable factory manuals and service bulletins. The performance of recommended inspections and maintenance must be documented by logbook entries which must accompany any engine returned for warranty work. Defects must be discovered within the warranty period and TMSI must be given prompt notice thereof in writing, within ten (10) days after discovery.

LIMITATION, EXCLUSIONS AND DISCLAIMERS - TMSI shall not assume freight charges, transportation or delivery expenses, costs, or airframe repairs, all which are excluded under this warranty. TMSI does not warrant parts, materials or services supplied which are covered by manufacturer's warranty. This warranty shall not apply to any engine which has been subject to misuse, neglect, accident or damage from the elements, or which has been installed, repaired or maintained or altered in any manner which, in the judgement of TMSI, has had an adverse effect on the engine or part. This warranty shall not apply to any engine which has been operated under conditions which exceed the manufacturer's recommendations. This warranty shall not apply to any engine which has been repaired or altered, in any manner other than by TMSI, or its representative.

THE FOREGOING WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATIONS, EXPRESSED OR IMPLIED ARISING BY OPERATION OF LAW OR OTHERWISE INCLUDING WITHOUT LIMITATION THE WARRANTY OR MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE WHICH WARRANTIES ARE HEREBY EXCLUDED. TMSI liability hereunder shall be limited to the repair or replacement of any engine or part found to be defective within the applicable warranty period as set forth above. IN NO EVENT SHALL TMSI BE LIABLE FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES OR ECONOMIC LOSS OF ANY NATURE WHETHER ARISING IN CONTRACT OR TORT, INCLUDING STRICT LIABILITY ON TORT OR NEGLIGENCE ON THE PART OF TMSI. The foregoing limitations and exclusion with respect to implied warranties and the exclusion of incidental or consequential damages may not apply in those states which prohibit such limitation or exclusions. This warranty gives customer specific legal rights, and the customer may have other rights which vary from state to state.

Work Order No. 33205

Engine Serial No. 689951

Airway Drive
Mattituck, N.Y.
Tel (631)-298-8330

FORM WAR-04 REV.(NOV. 2005)

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
UNITED STATES	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG**	0708091

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Teledyne Mattituck Services, Inc. Airway Drive Mattituck NY 11952 REPAIR STATION CERTIFICATE NO. T10R507Y	33205

6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Teledyne Continental Aircraft Engine	IO-550-N	TBV by installer	1	689951	Overhauled

13. Remarks:

This engine has been overhauled to manufacturer's new parts limits by Teledyne Mattituck Services, Inc. on July 8, 2009. Engine disassembled, cleaned and inspected in accordance with manufacturer's instructions. All steel parts magnfluxed. Engine reassembled. All applicable Airworthiness Directives thru biweekly issue 2009-14 are in compliance. Engine overhauled and preserved in accordance with Teledyne Continental Overhaul Manual X30568A, dated 10/00.

I certify that this engine has been inspected and tested per FAA Approved Process Specification SP1012C and found to be operating to manufacturer's specifications.

Total Engine Time: 1665.5 Hrs. Time since Overhaul: 0 Hrs.

14. Certifies the items identified above were manufactured in conformity to:	19. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
☐ Approved design data and are in condition for safe operation. ☐ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
		Mahlon P. Russell	**T10R507Y**
17. Name (Typed or Printed):	**18. Date:**	**22. Name (Typed or Printed):**	**23. Date (m/d/y):**
		Mahlon P. Russell	**July 8, 2009**

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness accepts parts/components/assemblies from the airworthiness authority of the country specified in Block1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

INVOICE

Teledyne Mattituck Services, Inc.
Airway Drive
Mattituck, NY 11952
(631) 298-8330 305
310

Inv # : 00000
Date : 07/13/2009

0000 Satsair
100 Tower Drive
Hangar #4
Greenville, SC 29607

Satsair
100 Tower Drive
Hangar #4
Greenville, SC 29607

P O Date : 07/13/2009 Due Date : ASAP Ship Via :

Qty	Part #	Description
1	CASE-6	Ovh Crankcase - Cont.
1	CSOTH	Tin Plate - Shaft Flange
1	646550A2M	Gasket Set
1	MS9144-01	Gasket - MS9144-01/AMS7283
1	646592A2	Bearing Set
12	642398	Bearing - Connecting Rod
6	654439-2	Hose 2.00 id x 2.50
12	655958	Bolt - Connecting Rod
12	654490	Nut - Connecting Rod
1	641250	Seal Asm - Nose
6	656990	Bolt .3125-24 x .88 long
— 1	EQ7003	Camshaft & Lifter Kit
4	654587-.44	Bolt - .3125-24
2	643626-103	Pin - Crkshsft Cwt
2	643626-104	Pin - Crkshsft Cwt
4	643626-105	Pin - Crkshsft Cwt
8	350998	Bushing - Crankshaft Cwt
16	629104	Ring-Cwt Plate Retaining
16	643629	Plate
16	639193	Bushing - Crksh Cwt
2	641909	Plate - Tab Lock
4	649205	Screw - Hex .31-24 X .41
6	630046	Pin & Plug Asm - Piston
3	652436-1	Clamp Asm
4	655269	Bushing - Magneto Dr
1	CH48109-1	Oil Filter
1	ES48109	Oil Filter
1	MS9970-116	O-Ring .842 od
1	MS9970-117	O-Ring .903 od
1	642892	Gasket -Oil Filler 2.28 od
1	EQ7276	Kit - Maj Ovh Thru Bolt
12	652963	Bushing .875 od X .75 id
6	530658	Bushing
2	646414	Bumper - Rubber Button
2	AS3578-016	O-Ring
1	642892	Gasket -Oil Filler 2.28 od
5	AN737TW82	Clamp 2.00 id - Hose
1	631016	Gear - O.P. Driven
1	631014	Shaft Gear Asm
1	643359	Support-Baffle 5050103-12
1	646868	Support - Baffle
1	632018	Gear
1	646385	Baffle - Support #2 Cyl
1	EQ7248M	Hardware IO-550-G,N
12	RHB32S	Spark Plug
1	10-823674-25	Harness

6x 657077, 6x 657088

Form PS-012 Rev New (Dec 2005)

ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N62CH

Engine Manufacturer T.C.M

Model IO-550-N

Serial No. 689951

Date installed on aircraft _____

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☐ Right ☐ Left
☐ Front ☐ Rear

PUBLISHED BY AEROTECH PUBLICATIONS, INC. FOR TELEDYNE MATTITUCK SERVICES, INC.

Teledyne Continental Motors, Inc.
Teledyne Mattituck Services
410 Airway Drive
Mattituck, NY 11952

ENGINE REPAIR OR OVERHAUL WORK ORDER

FAA REPAIR STATION: T10R507Y

DATE: 8 Jul 09	WORK ORDER: 33205
ENGINE MODEL: IO-550-N	ENGINE SERIAL NUMBER: 689951
DESCRIPTION OF WORK TO BE ACCOMPLISHED:	CORRECTIVE ACTION TAKEN
1. INSPECT ENGINE FOR METAL CONTAMINATION	ENGINE MAJOR OVERHAULED.
2. COMPLY WITH APPLICABLE SERVICE BULLETINS.	COMPLIED WITH, SEE LOG ENTRY AND SERVICE BULLETIN LIST
3. COMPLY WITH APPLICABE AIRWORTHINESS DIRECTIVES	COMPLIED WITH, SEE LIST THERE ARE NO AIRWORTHINESS DIRECTIVES APPLICABLE AT THIS TIME
4. REPLACE PARTS AS NECESSARY	SEE PARTS LIST
5.	
6.	
7.	

AUTHORIZED SIGNATURE : Charles P. Russell

Compliance	SB	AD	Date	Subject
n/a	SB08-8B		04/10/2009	SLICK SERVICE BULLETIN SB0-08A
c/w	SB08-13		10/14/2008	INDUCTION SYSTEM HOSE AND CLAMP INSTALLATION
n/a	CSB08-9A		10/14/2008	SLICK SERVICE BULLETIN SB03-8A
c/w	MSB96-10A	97-26-17	10/14/2008	CRANKSHAFT ULTRASONIC INSPECTION
c/w	SB97-6A		9/9/2008	MANDATORY REPLACEMENT PARTS
n/a	CSB08-11		7/16/2008	KELLY AEROSPACE POWER SYSTEMS BULLETIN 033
n/a	SB96-11B		7/10/2008	PROPELLER STRIKES AND HYDRAULIC LOCKS
c/w	SID97-3E		6/25/2008	PROCEDURES AND SPECIFICATIONS FOR ADJUSTMENT OF TELEDYNE CONTINENTAL MOTORS (TCM) CONTINOUS FLOW FUEL INJECTION SYSTEMS
c/w	SB08-3		3/25/2008	THROTTLE AND MIXTURE CONTROL ARMS
c/w	SB08-4		3/25/2008	FUEL INJECTION SYSTEM CONTAMINATION
c/w	MSB94-8C		4/25/2007	MAGNETO TO ENGINE TIMING
c/w	SB07-1		3/19/2007	CONNECTING ROD PISTON PIN BUSHING INSTALLATION
n/a	SB663A		2/5/2007	TWO WIRE MAGNETO TACHOMETER BREAKER (CONTACT) POINTS ASSEMBLY PART NUMBER 10-400507
n/a	X-09-06		9/26/2006	ACTIVE SERVICE BULLETIN INDEX
n/a	SIL93-11A		9/20/2006	SERVICE DOCUMENT FORMAT
n/a	SIL06-3		5/1/2006	CRANKSHAFT GEAR RETAINING SCREW
n/a	SB06-1A		4/28/2006	TELEDYNE CONTINENTAL MOTORS (TCM) FUEL SYSTEM FUEL NOZZLE INSPECTION AND REPLACEMENT
n/a	SIL99-2B		10/20/2005	CURRENT LISTING OF SEALANTS, LUBRICANTS & ADHESIVES AUTHORIZED BY TCM
n/a	SB05-9		10/20/2005	SLICK SERVICE BULLETIN SB1-88B
n/a	SB05-8		8/12/2005	IMPROVED CAMSHAFT GEAR P/N 656818
c/w	SID05-7		6/24/2005	TELEDYNE CONTINENTAL MOTORS (TCM) POSITION TUNED FUEL INJECTION NOZZLES
n/a	SB643B		4/12/2005	MAINTENANCE INTERVALS FOR ALL TCM AND BENDIX AIRCRAFT MAGNETOS AND RELATED EQUIPMENT
n/a	SIL642B		3/10/2005	MANUFACTURING NUMBER (SERIAL NUMBER) INTERPRETATION
c/w	SB96-7C		2/9/2005	TORQUE LIMITS
n/a	SB05-2		2/9/2005	OVERSPEED LIMITATIONS
n/a	SIL05-3		2/9/2005	ENGINE SPECIFICATION NUMBERS
n/a	SB04-11		11/2/2004	VALVE GUIDE APPLICATION, INSTALLATION AND REAMING PROCEDURES
n/a	SIL04-12		11/2/2004	TCM AUTHORIZED ENGINE ADJUSTMENTS, COMPONENT REPLACEMENT AND REPOSITIONING OF FITTING ORIENTATION (OEM AND CONVERTERS)
n/a	SIL00-9A		9/10/2004	ENGINE DATA PLATES
n/a	CSB04-5A		8/30/2004	TELEDYNE CONTINENTAL MOTORS IGNITION SYSTEMS CRITICAL SERVICE BULLETIN CSB665A
n/a	SIL00-11B		5/24/2004	RELEASE OF NEW CYLINDER INDUCTION PORT DRAIN CONNECTOR
n/a	SID97-2B		4/19/2004	THIS SERVICE INFORMATION DIRECTIVE (SID) SUMMARIZES INFORMATION PERTINENT TO THE DESIGN, OPERATION, MAINTENANCE AND WARRANTY FOR
n/a	SIL04-2		3/30/2004	CYLINDER BARREL ULTRASONIC INSPECTION
n/a	SIL98-9A		3/28/2003	TIME BETWEEN OVERHAUL PERIODS. (TBO)
n/a	SB03-3		3/28/2003	DIFFERENTIAL PRESSURE TEST AND BORESCOPE INSPECTION PROCEDURES FOR CYLINDERS.
n/a	SIL03-1		1/28/2003	COLD WEATHER OPERATION - ENGINE PREHEATING
n/a	CSB02-2C		12/11/2002	STARTER ADAPTER SHAFT SEAL INSPECTION.
n/a	SB01-3A		12/10/2002	TELEDYNE CONTINENTAL MOTORS P/N 649304A1 AND P/N 649305A1 GEAR-DRIVEN ALTERNATORS.
n/a	SIL02-6A		10/25/2002	PRODUCTION RELEASE OF OPTIONAL INTAKE AND EXHAUST VALVES.
n/a	CSB02-8		9/6/2002	TELEDYNE CONTINENTAL MOTORS IGNITION SYSTEM CRITICAL SERVICE BULLETIN CSB664.
n/a	CSB664		9/6/2002	MAGNETO CAPACITOR P/N 10-400558 REPLACEMENT.
n/a	SIL02-4		4/2/2002	PRODUCTION RELEASE OF NEW LIGHT WEIGHT STARTER MOTORS.
n/a	SB02-3		1/31/2002	MAGNETO TACHOMETER SENSORS.
n/a	MSB00-5D	00-08-51	10/17/2001	CRANKSHAFT MATERIAL INSPECTION.
n/a	CSB01-1		4/25/2001	FUEL PUMP INSPECTION AND SEAL LEAK TEST.
c/w	SIL00-7A		2/5/2001	OIL GAUGE ROD APPLICATION.
n/a	SB00-10		12/19/2000	FUEL PUMP SEAL P/N 649198.
n/a	SB00-4A		3/7/2000	AUSTRALIAN AVGAS CONTAMINATION.
n/a	SB99-8		11/18/1999	ENGINE FUEL INJECTION SYSTEM PRESERVATION.
n/a	SIL661		9/15/1999	BL - PREFIX MARKING ON REBUILT MAGNETOS AND REBUILT D-3000 IGNITION SYSTEMS.
n/a	SIL98-6B		8/23/1999	FUEL INJECTION SYSTEM APPLICATION GUIDE.
n/a	MSB99-3C	99-09-17	7/27/1999	CRANKSHAFT INSPECTION.
c/w	SID97-4C		4/1/1999	CYLINDER BORE AND PISTON FIT SPECIFICATIONS.
c/w	SIL99-1		3/25/1999	ENGINE PRESERVATION FOR ACTIVE AND STORED AIRCRAFT.
n/a	SIL98-5		6/12/1998	PRODUCTION RELEASE OF P/N 654837A1 CAMSHAFT ASSEMBLY.
n/a	SIL98-3A		6/12/1998	PRODUCTION RELEASE OF NEW INTAKE AND EXHAUST VALVE SPRINGS.

n/a	CSB98-1B		6/1/1998	INTAKE AND EXHAUST VALVE INSPECTION.
n/a	SB660		12/5/1997	POSSIBLE MALFUNCTION IN CERTAIN PUSH-TO-START IGNITION/STARTER SWITCHES.
n/a	SB97-15		12/5/1997	TCM IGNITION SYSTEM SERVICE BULLETIN SB660.
n/a	SIL657A		10/9/1997	SUPERSEDURE OF P/N 10-163136 AND 10-361638 COVERS AND OF 10-361637 COVER KIT.
c/w	SB97-11		8/10/1997	INSTALLATION OF SINGLE PIECE ROCKER ASSEMBLY BUSHINGS PART NUMBERS 652129 AND 652963.
c/w	CSB97-10A		7/15/1997	PISTON PIN PLUG WEAR.
n/a	SIL97-1		1/3/1997	AIRWORTHINESS LIMITATIONS.
n/a	SB96-12		9/10/1996	CONTINUED AIRWORTHINESS INSTRUCTIONS FOR TCM CYLINDERS.
n/a	SB658		8/16/1996	DISTRIBUTOR GEAR MAINTENANCE.
c/w	MSB96-10	87-23-08	8/15/1996	CRANKSHAFT ULTRASONIC INSPECTION.
n/a	SID96-6		5/3/1996	TCM IGNITION SYSTEMS SERVICE BULLETIN SB653.
n/a	SB95-7		12/8/1995	MANIFOLD VALVE COVER INSPECTION
n/a	SIL95-5		8/30/1995	HOSE AND TUBING INSTALLATION.
n/a	SB653		5/23/1995	HOT MAGNETO TEST
n/a	SB95-2		4/21/1995	INSPECTION AND MAINTENANCE OF ENGINE CONTROL CABLES AND LINKAGE.
n/a	SIL648		10/18/1994	OPTIONAL CONVERSION TO "SHOWER-OF-SPARKS" IGNITION
n/a	SIL94-5		6/14/1994	MOBIL AV1 OIL
n/a	MSB645	96-12-07	4/4/1994	INSPECTION OF RIVETED IMPULSE COUPLINGS AND STOP PINS
c/w	SB94-2		2/10/1994	OIL FILTER ADAPTER MOUNTING STUD
n/a	SIL640		2/1/1994	NEW SERVICE DOCUMENT FORMAT
c/w	SIL93-15		9/13/1993	GENERAL PRACTICES FOR USE OF LOCK WIRE, TAB WASHERS AND COTTER PINS.
n/a	SIL93-14		8/17/1993	CFC WARNING STATEMENT
c/w	639	96-12-07	3/1/1993	PROPER INSTALLATION OF IMPULSE COUPLINGS
c/w	M93-8		2/19/1993	ROCKER ARM TO ROTOCOIL CLEARANCE
c/w	M93-4		2/12/1993	CRANKSHAFT COUNTERWEIGHTS
n/a	M92-12		8/27/1992	NEW AND REBUILT ALTERNATOR THRU-BOLT TORQUE INSPECTION, P/N's 649304, 649305 (WITH DRIVE COUPLING), 649304R and 649305R (WITH DRIVE COU
n/a	636		8/1/1992	BENDIX/TCM IGNITION SWITCH INSPECTION
c/w	M92-9		5/29/1992	FLANGED .500 THRU BOLT NUT, P/N 652541
n/a	M92-7		5/26/1992	CRANKCASE CYLINDER DECK STUDS
c/w	M91-9		8/9/1991	CAM AND LIFTER LUBRICATION DURING ENGINE BUILD
n/a	635		5/1/1991	GOLD SEAL HARNESS
n/a	M90-13		7/16/1990	EXHAUST VALVE STEM CORROSION/EROSION
n/a	631		9/1/1989	RECOMMENDED LUBRICANT FOR TAPERED DRIVE ON TCM MAGNETOS
n/a	M89-18		8/10/1989	EXHAUST GAS TEMPERATURE (E.G.T.) RECOMMENDATIONS FOR STANDARD ENGINES (Leaning Lean)
n/a	M89-7R1		8/4/1989	ENGINE OPERATION AFTER CYLINDER REPLACEMENT AND/OR MAJOR OVERHAUL
n/a	M89-9		4/21/1989	EXCESSIVE CRANKCASE PRESSURES
n/a	M89-5		2/9/1989	ALTERNATOR AND DRIVE COUPLING INSTALLATION
n/a	M88-10	95-21-15	8/24/1988	CONTAMINATED FUELS
n/a	M88-9		8/24/1988	LIGHTNING STRIKES
c/w	M87-23		11/24/1987	CRANKSHAFT COUNTERWEIGHT IDENTIFICATION AT OVERHAUL
n/a	M87-16		8/14/1987	SLICK SERVICE BULLETIN SB1-86A
n/a	M87-15		7/13/1987	ALTERNATOR GROUND STRAP
n/a	M81-25		11/30/1981	EXHAUST FLANGE TO CYLINDER INSTALLATION PROCEDURES
c/w	M76-4		3/12/1976	INSTALLATION INSTRUCTIONS FOR PROPELLER SHAFT OR CRANKSHAFT OIL SEALS
n/a	556C	74-26-09	7/1/1975	SHOULDERED MAGNETO DRIVE SHAFT BUSHING, CHANGE FROM SINTERED IRON TO MACHINED STEEL.
n/a	M74-18	74-08-05	9/16/1974	COMPLIANCE WITH SLICK BULLETIN 1-74
n/a	M71-14	74-18-05	6/21/1971	SLICK SERVICE BULLETIN NO. 1-71
n/a	M70-11		6/22/1970	SLICK ELECTRO BULLETIN 1-70
n/a	M64-18		10/7/1968	FIELD CONVERSION TO TURBOCHARGING OF CONTINENTAL AIRCRAFT ENGINES
	Air Worthiness Directives Listings			
n/a		2000-23-21	12/12/2000	CRANKSHAFT MATERIAL INSPECTION
n/a		99-19-01	9/30/1999	TCM ENGINE - CRANKSHAFT ULTRASONIC INSPECTION.
n/a		70-14-07	11/22/1974	TCM ENGINE - FUEL INJECTION PUMP ADJUSTABLE BYPASS NEEDLE

DATE 8-JUL-09

W/O NO. 33205

CUST. SATS AIR

MFG. TCM

LOG OF AIRCRAFT ENGINE TEST

TELEDYNE MATTITUCK SERVICES Inc.
Mattituck, N.Y., U.S.A
UNITED STATES FEDERAL AVIATION ADMINISTRATION
APPROVED REPAIR STATION NO. T10R507Y

MM ( ) SS ( )
MH (X) MISC ( )

Engine Total Time 1665.5 HRS

Model	10-550-N	Starter Serial	4C3190920	Manifold Valve	C08RA408R
Serial No.	689951	Gen/Alt Model		Nozzle Ident	TCM SYS
S.L. RatedH.P.@ R.P.M.	310 @ 2700	Gen/Alt Serial		Mag. Model	10-500556-1 10-500556-1
FuelOctane	AVGAS 100	Carb. Model	N/A	R.H. Mag Serial	D031A228
Fuel Pump Model	TCM SYS* RG49053A5-12	Carb. Serial	N/A	L.H. Mag Serial	D05AA165
Fuel Pump Serial	B09FA101R	Fuel Inj. Model	TCM SYS	Ign Timing	22°
Starter Model	657596	Fuel Inj. Serial	A09FA126R	Spark Plugs	RHB32S

TIME		POWER		OIL SYSTEM			FUEL SYSTEM			ATMOSPHERE					CYLINDER HEAD TEMP								EGT
Read-ing	Min.	RPM	M.P.	Press. PSI	Temp °F	Cons lbs/hr	Flow pph/gph	Nozzle Press	Pump Press	Room °F	Inlet °F	Turbo Press	Case Press	Corr. Bar.	No.1	No.2	No.3	No.4	No.5	No.6	No.7	No.8	R/S
1	3	1000	WARM-UP																				
2	10	1200	10	66/60	130	N/A	16	N/A	12.0	70	N/A	N/A	N/A	30.2	228	220	213	241	215	202	N/A	N/A	870
3	10	1500	14	61/55	165		24		14.8	73				30.2	251	241	235	270	238	224			932
4	10	1800	17	57/54	172		40		18.4	74				30.2	276	260	256	290	248	240			1090
5	10	2000	18.5	56/54	175		60		21.0	77				30.2	282	272	260	295	255	244			1097
6	10	2200	20	56/53	182		80		23.8	78				30.2	312	290	282	317	271	253			1120
7	10	2400	22	54/52	178		98		27.0	79				30.2	337	306	302	337	284	267			1150
8	15	2700	27	54/51	200		150		31.2	84				30.2	364	333	327	377	300	305			1230
9	15	2700	OIL CONSUMPTION RUN .13 #/HR							PASSED,			CRANKCASE		BREATHER		TEST		PAST				
10	3	1000	COOL DOWN RUN																				

COMPRESSION TEST	77	76	76	75	75	76	N/A	N/A	ENGINE PERFORMANCE TEST		
	80	80	80	80	80	80	80	80	Both Mags	R.P.M.	1800
CYLINDER TYPE	Chrome	Steel	Nitride	Cerminil	TEST CLUB NO.	#14 m 27°			R.H 1720	L.H.	1720
		*							Drop R.H. 80	L.H.	80
OIL FILTER/SCREEN INSP OK MC					Idle Speed MC				Idle Mixture MC	Fuel Cut Off MC	

TEST OPERATOR

ACCEPTED

Form RS-24 rev. NEW (Nov. 2005)

1. Approving National Aviation Authority/Country:	2. **AUTHORIZED RELEASE CERTIFICATE** **FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG**	3. Form Tracking Number:
FAA/United States		SAME AS BLOCK 5

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Teledyne Continental Motors PC #508 2039 Broad Street Mobile, Alabama 36601	0000011875

6. Item	7. Description	8. Part Number:	9. Eligibility:*
1	FUEL INJ. SERVICE KIT	R-649053A5-12	N/A
10. Quantity:	**11. Serial/Batch Number:**	**12. Status/Work:**	
1	SEE BELOW	See Block 13	

13. Remarks: RETURN TO SERVICE, Rebuilt to Original PAH's Specifications

SN's: T/CONT - A09FA126R, F/PMP - B09FA101R, C08RA408R

14. ☐ Certifies the items identified above were manufactured in conformity to ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.

19. ☐ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13

Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate Number:
XXXXXXXXXXXXXXXXX	XXXXXXXXX	Daniel L Nicholas	PC #508
17. Name (Typed or Printed):	**18. Date (m/d/y):**	**22. Name (Typed or Printed):**	**23. Date (m/d/y):**
XXXXXXXXXXXXXXXXX	XXXXXXXXX	Daniel L. Nicholas	JUN/24/2009

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving National Aviation Authority/Country:	2. **AUTHORIZED RELEASE CERTIFICATE** **FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG**	3. Form Tracking Number:
FAA/United States		SAME AS BLOCK 5

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Teledyne Continental Motors PC #508 2039 Broad Street Mobile, Alabama 36601	0000010588

6. Item	7. Description	8. Part Number:	9. Eligibility:*
1	STARTER MOTOR-24V	657596	N/A
10. Quantity:	**11. Serial/Batch Number:**	**12. Status/Work:**	
1	4C3-190920	NEW	

13. Remarks:

AIRWORTHINESS APPROVAL

14. Certifies the items identified above were manufactured in conformity to:

☒ Approved design data and are in a condition for safe operation.

☐ Non-approved design data specified in Block 13.

XXXX☒XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Certifies that unless otherwise specified in Block 13 the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations part 43 and in respect to that work the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate Number:
Daniel L Nicholas	DMIR#CE-511010	XXXXXXXXXXXXXXXXX	XXXXXXXXX
17. Name (Typed or Printed):	**18. Date (m/d/y):**	**22. Name (Typed or Printed):**	**23. Date (m/d/y):**
Daniel L. Nicholas	JUN/17/2009	XXXXXXXXXXXXXXXXX	XXXXXXXXX

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	QAA # 55636

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Quality Aircraft Accessories Inc. (QYIR334Y) Phone: 1-877-833-6948 5746 East Apache 918-835-6948 Tulsa, OK 74115 Fax: 918-835-2804	INV# 83457

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	MAGNETO	10-500556-1	(VARIOUS)	1	D05AA165	OVERHAUL

13. Remarks:

- [X] CSB641 CONDENSOR
- [X] MSB644 COIL & ROTOR (AD 94-01-03R2)
- [X] MSB645 500 HR. IMPULSE INSPECTION (AD 2005-12-06)
- [ ] SB2-80C 500 HR. INSPECTION
- [ ] SB1-98 500 HR. IMPULSE INSPECTION (AD-99-04-04)
- [ ] SB2-08 BREAKER POINT CAM
- [ ] SB3-08 CARBON BRUSH

The work identified in Block 12 and described in Block 13 except as otherwise specified was carried out in accordance with EASA 145 and in respect to that work the aircraft component is considered ready for release to service under EASA acceptance Certificate number EASA 145.5982

See Attached Work Order Summary for details. (2) pages (MECH: KW)

14. Certifies the items identified above were manufactured in conformity to:		19. [X] 14 CFR 43.9 Return to Service [X] Other regulation specified in Block 13	
[ ] Approved design data and are in a condition for safe operation. [ ] Non-approved design data specified in Block 13.		Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
			QYIR334Y
17. Name (Typed or Printed):	18. Date (m/d/y):	22. Name (Typed or Printed):	23. Date (m/d/y):
		OVETTE MITCHELL	05/28/09

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG**	QAA # 55637

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Quality Aircraft Accessories Inc. (QYIR334Y) **Phone: 1-877-833-6948** **5746 East Apache** **918-835-6948** **Tulsa, OK 74115** **Fax: 918-835-2804**	INV# 83457

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	MAGNETO	10-500556-1	(VARIOUS)	1	D03IA228	OVERHAUL

13. Remarks:

- ☒ CSB641 CONDENSOR
- ☒ MSB644 COIL & ROTOR (AD 94-01-03R2)
- ☒ MSB645 500 HR. IMPULSE INSPECTION (AD 2005-12-06)
- ☐ SB2-80C 500 HR. INSPECTION
- ☐ SB1-98 500 HR. IMPULSE INSPECTION (AD-99-04-04)
- ☐ SB2-08 BREAKER POINT CAM
- ☐ SB3-08 CARBON BRUSH

The work identified in Block 12 and described in Block 13 except as otherwise specified was carried out in accordance with EASA 145 and in respect to that work the aircraft component is considered ready for release to service under EASA acceptance Certificate number EASA 145.5982

See Attached Work Order Summary for details. (2) pages (MECH: KW)

14. Certifies the items identified above were manufactured in conformity to:		19. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.		Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
		Ovette Mitchell	QYIR334Y
17. Name (Typed or Printed):	18. Date (m/d/y):	22. Name (Typed or Printed):	23. Date (m/d/y):
		OVETTE MITCHELL	05/28/09

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

Page No. _____

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Engine Model:	Engine S/N:	Engine Time:
IO-550-N	689951	1665.5 HRS.

Teledyne Mattituck Services
FAA Repair Station T10R507Y
410 Airway Drive
Mattituck, New York 11952

This engine was disassembled, cleaned, inspected and repaired as necessary. Parts replaced per the supplied parts list. Engine reassembled and test cell run per Teledyne Mattituck Special Process SP1012C. **Engine Major Overhauled.**

Complied with the following Service Bulletins: SB08-13, MSB96-10A, SB97-6A, SID97-3E, SB08-3, SB08-4 MSB94-8C, SB07-1, SID05-7, SB96-7C, SIL00-7A, SID97-4C, SIL99-1 SB97-11, CSB97-10A, MSB96-10, SB94-2, SIL93-15, C39, M93-8, M93-4, M92-9, M91-9, MB7-23 M76-4

Complied with the following AD Notes: NO APPLICABLE AD NOTES AT THIS TIME

This engine is airworthy and returned to service with respect to the work performed.

Work Order:	Authorized Signature:
33205	7-8-2009

Form RS-061 Rev (Aug 2008)

Engine Component Serial Number Summary:

ITEM	Serial Number	Item	Serial Number
Camshaft	Z09DA117	Left Magneto	D05AA165
Crankshaft	N06FA325	Right Magneto	D031A228
Crankcase	R03DA454	Starter	4C3190920
Connecting Rod	AE06FA627	Manifold Valve	C06HA175
Connecting Rod	AE06FA605	Fuel Pump	B06HA167
Connecting Rod	AE06FA615	Metering Unit	A06HA171
Connecting Rod	AE06FA584	Oil Cooler	7147
Connecting Rod	AE06FA583	Alternator	
Connecting Rod	AE06FAB26	Turbocharger	
Cylinder -1	AC06EC865	Turbocharger	
Cylinder-2	AC06BA099	Turbo Controller	
Cylinder-3	AC06BA068	Turbo Controller	
Cylinder-4	AC06AA715	Overboost Valve	
Cylinder-5	AC06E0109	Wastegate	
Cylinder-6	AC06AB927		

Form RS-062 New (July 2008)

			SUB-TOTALS this page
			TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

MAKE TCM MODEL IO-550-N SERIAL No./N No. 689951

TOTAL TIME	1665.5 HRS	TACH READING	N/A	DATE	2-MAR-10

REMOVE ROCKER COVERS, ROCKER ARMS, PUSHRODS, TUBES AND LIFTERS INSPECT CAMSHAFT FOR CORROSION AND BORESCOPE CYLINDERS. NO ABNORMALTIES FOUND ON EITHER INSPECTION. INSTALLED NEWLY REBUILT ALT. P/N R649305 SN 009KA083R. ENGINE TEST CELL RUN AFTER RE ASSEMBLY. LEAK AND OPERATIONAL CK SATISFACTORY. THIS ENGINE IS AIRWORTHY WITH RESPECT TO THE WORK PERFORMED AND IS APPROVED FOR RETURN TO SERVICE. Ref W/O # 33453

TELEDYNE MATTITUCK SERVICES, INC.
FAA Repair Station T10R507Y
W.O. No. 33454

Authorized Signature

AD 2009-9-07 + AD 2009-24-52 N/A Escaped Parts Not Installed.

FORM RS-36 REV.(NOV. 2005)

MODEL: SR22
S/N: 2180
REG. №: N509SR

CFM
CORPORATE FLIGHT MANAGEMENT

276 Doug Warpoole Road
Smyrna, TN 37167
615.534.4600

DATE: 11-01-2010
HOBBS: 1936.3,
TACH: 1707.7

Engine S/N 689951

2291
193.6
355

Inspections:
-Complied with Annual Inspection IAW AMM 5-00.
AD's:
-AD 2009-16-03 (*To Prevent the Separation of the cylinder head)* N/A per cylinder manufacture installed.
-AD 2010-11-04 (*To Prevent Excessive Hydraulic Lifter wear)* N/A per hydraulic lifters PN 657077 and P/N 657088.
Maintenance Accomplished:
-Installed Overhauled TCM IO-550-N Engine S/N 689951 with 1,665.5 TET, IAW TCM MM and Cirrus AMM 72-00. For more details on Engine, see work order 19095 task#102.
-Installed Engine mount P/N 16546-001 S/N 3147, IAW AMM 71-00.
-Installed new propeller governor P/N C290D3R/T23 S/N 03-0638, IAW AMM 61-00.
-Cleaned forward face of engine firewall, IAW AMM 20-30.
-Installed Alternator #2 P/N BC410-1 S/N 0231730 after repair with new field wire connectors, IAW AMM 24-00.
-Replaced EGT probes with new P/N 16579-002 on cylinder #1, #3, #5, #2, and #6, IAW AMM 77-00.
-Adjusted oil pressure, idle RPM, and mixture rise, IAW TCM OHM.
-Performed engine ground run and leak check. Prepared aircraft for test flight, IAW AMM 71-00 and AMM 4-00.
-Installed new Vibration Lord Mounts P/N J9613-76, IAW AMM 72-00.
-Installed new Fuel Transducer P/N 15415-001, IAW AMM 72-00.
-Installed new engine hoses P/N 50903-008, IAW AMM 72-00.
-Installed new CHT sensor P/N 16578-001, IAW AMM 72-00.
-Installed new MAP sensor P/N 16235-001, IAW AMM 72-00
-Installed new oil temperature sensor P/N 12634-001, IAW AMM 72-00.

The engine identified above was inspected and repaired in accordance with the current Federal Aviation Regulations and is approved for return to service with only with respect to the work performed. Pertinent details of the work performed are on file at this repair station under Work Order №**19095**.

Signed: _____

For: ***Corporate Flight Management, Inc.*** ***Certified Repair Station*** ***FJTR920D*** Form CFM 007

Page No. _____

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

MODEL: SR22
S/N: 2180
REG. №: N509SR

CFM CORPORATE FLIGHT MANAGEMENT
276 Doug Warpoole Road
Smyrna, TN 37167
615.534.4600

DATE: 1-21-2011
HOBBS: 1975.8
TACH: 1740.7

Engine S/N 689951

Maintenance Accomplished:
-Performed Oil Change IAW AMM 12-00. Drained and removed oil filter, cut open filter, no metal particles found. Serviced With 8 quarts of Phillips X/C 20W50 and oil filter AA48108-2. Run up performed, no leak noted at this time.

The engine identified above was inspected and repaired in accordance with the current Federal Aviation Regulations and is approved for return to service with only with respect to the work performed. Pertinent details of the work performed are on file at this repair station under Work Order №**19659**.

Signed: _____

For: ***Corporate Flight Management, Inc.*** ***Certified Repair Station*** ***FJTR920D*** Form CFM 007

MODEL: SR22
S/N: 2180
REG. №: N62CH

CFM CORPORATE FLIGHT MANAGEMENT
276 Doug Warpoole Road
Smyrna, TN 37167
615.534.4600

DATE: 5/5/2011
HOBBS: 2016.7
TACH: 1775.4

Engine S/N 689951

Inspections:
-Complied with Annual Inspection IAW AMM 5-00.
AD's:
-None due at this time.
Maintenance Accomplished:
-Performed cylinder compression checks. #1) 78/80 #2) 78/80 #3) 76/80 #4) 78/80 #5) 78/80 #6) 76/80
-Removed oil cooler P/N 8000953 S/N 7147 and replaced with new P/N 8000953 S/N 4041018 IAW TCM overhaul manual.
-Performed oil change IAW AMM 12-00. Drained and removed oil filter, cut open filter, no metal particles found. Serviced with 8 quarts of Phillips 20W50X/C and oil filter AA48108-2. Run up performed, no leak noted at this time.

The engine identified above was inspected and repaired in accordance with the current Federal Aviation Regulations and is approved for return to service with only with respect to the work performed. Pertinent details of the work performed are on file at this repair station under Work Order №**19961**.

Signed: _____

For: ***Corporate Flight Management, Inc.*** ***Certified Repair Station*** ***FJTR920D*** Form CFM 007

ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD; ENGLEWOOD, COLORADO 80112 (303) 799-8386

N62CH **Continental** **IO-550-N** **S/N: 689951** **Engine Log Entry**

14 June 2011 **Flight Hobbs: 1810.2** **Hobbs Meter: 2067.3**

Completed 50 hour inspection this date using Cirrus 50 Hour inspection items as a guide. Drained oil and changed engine oil filter. Serviced engine using 7 quarts **(Aeroshell 15W-50)**. Installed, torqued and safetied new Champion CH48108-1 filter. Old filter cut open and inspected - no ferrous contaminates noted. Oil sample taken and submitted. Inspected engine case breather tube for obstructions. Inspected engine exhaust system-no defects noted. Checked lubrication and operation of engine and propeller controls. Post inspection and maintenance engine ground run operational and leak check satisfactory.

_____ **L. John Wells A&P 3221132** w/o 30665

			SUB-TOTALS this page
			TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

N62CH Continental IO-550-N(42) S/N: 689951 Total Time: 1823.2

24 August 2011 Flight Hobbs: 1865.4 Hobbs Meter: 2137.0

100 Hour Inspection for Annual completed this date using the Cirrus Design SR22 Maintenance Manual Inspection Form as a guide. Compression test: #1) 76/80, #2) 74/80, #3) 76/80, #4) 78/80, #5) 76/80, #6) 75/80. Changed oil and filter **(Aeroshell 15W-50)**. Cut oil filter open and inspected, no ferrous contaminates noted. Cleaned, gapped, tested, and rotated spark plugs. Checked timing of magnetos to engine. Inspected fuel injection system for component condition and security. Repositioned #1) cylinder fuel injection line to prevent further chafing on induction tube. Leak checked fuel system. Fabricated and installed center cooling baffle left corner riveted surface doubler repair. Fabricated and installed right rear cooling baffle riveted surface doubler repair. Installed right aft cooling baffle support and reinstalled and torqued upper case through bolt. Installed new aft cooling baffle throttle cable pass through elastic grommet. Installed oil cooler seal between cooler and baffle using high temperature RTV sealant. Rerouted and secured air conditioning compressor hoses, to prevent further chafing on starter. Installed (8) new air compressor rubber coupling drive bushings. Secured air conditioning wiring harness. Secured cabin heat SCEET air induction hose using new cushion type clamp. Washed engine down using solvent. Inspected and pressure tested exhaust system. Inspected induction air filter element. Checked and lubricated throttle, mixture and propeller controls. Installed new engine mount lower right braded grounding strap P/N: MS25083-6BB6. AD's checked through Biweekly 2011-17. Post inspection engine ground run-up, operational check and leak check good. **I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.**

_____ **Scott S. Fisher A&P 3290363** w/o 30906

ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

N62CH Continental IO-550-N(42) S/N: 689951 Engine Log Entry

28 December 2011 Flight Hobbs: 1931.5 Hobbs Meter: 2220.5

Troubleshoot #2 alternator intermittent operation. Cleaned connection at #2 alternator. Removed MCU cover and inspected MCU. Opened circuit breaker panel and inspected. No issues were found. Reassembled and reinstalled all parts. Ground run checks satisfactory.

_____ **Scott S. Fisher A&P 3290363** w/o 31423

ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

N62CH Continental IO-550-N (42) S/N: 689951 Total Time: 1902.1

19 January 2012 Flight Hobbs: 1944.3 Hobbs Meter: 2236.1

100 Hour Inspection for Annual completed this date using the Cirrus Design SR22 Maintenance Manual Inspection Form as a guide. Compression test: #1) 70/80, #2) 73/80, #3) 75/80, #4) 75/80, #5) 74/80, #6) 75/80. Changed oil and filter **(Aeroshell 15W-50)**. Cut oil filter open and inspected, no ferrous contaminates noted. Cleaned, gapped, tested, and rotated spark plugs. Checked timing of magnetos to engine. Inspected, grouped and secured left and right magneto ignition wires. Inspected fuel injection system for component condition and security. Leak checked fuel system. Inspected and repositioned aft fuel drain lines to prevent further contact with engine mount weldments. Tightened lower bolts on engine mount weldment to specified torque. Installed new aft right cooling baffle assembly support bracket P/N: 13685-001. Inspected #1) alternator brushes and installed new field electric terminal boot. Washed engine down using solvent. Inspected and pressure tested exhaust system. Installed new induction air filter element. Checked and lubricated throttle, mixture and propeller controls. Adjusted throttle control rod-end to provide full stop-to-stop travel. **Continental AD 2011-25-51E (Starter Adapter Gear Shaft Failure)** effective 12-28-2011, supersedes Emergency AD 2011-25-51, does not apply by installed starter adapter part number, no further action required. AD's checked through Biweekly 2012-01. Post inspection engine ground run-up, operational check and leak check satisfactory. **I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.**

_____ **L. John Wells A&P 3221132** w/o 31469

ITEM: 3 ORDER: 2494069N/LOT: N/A PN: 10-320467 DESC: TERMINAL QTY: 1 U/M: EA

2494069

3

1. Approving National Aviation Authority / Country: FAA/UNITED STATES

2. **AUTHORIZED RELEASE CERTIFICATE**
FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number: 2494069

4. Organization Name and Address:
Cessna Aircraft Company (PC4)
Cessna Parts Distribution Dept. 702
5800 E Pawnee, Wichita, KS 67218

5. Work Order/Contract/Invoice Number: 951151

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
3	TERMINAL	10-320467	N/A	1	N/A	New

13. Remarks:
AIRWORTHINESS APPROVAL - PARTS. THIS FORM IS NOT AN EXPORT APPROVAL.

PO# INV-26991

14. Certifies the items identified above were manufactured in conformity to:
☒ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 13.

19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in block 13
Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
Kenneth E Wysocki Sr.	ODA-100129-CE		

17. Name (Typed or Printed):	18. Date (m/d/y):	22. Name (Typed or Printed):	23. Date (m/d/y):
KENNETH E. WYSOCKI SR.	AUG/27/2009		

User / Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.
Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130-3 (6-01) * Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
2 May 12				Hobbs 2314.3 N62CH SR22
				Flight 2012.1 SN 2180
				Complied with 50 hr inspection IAW
				Cirrus SR22 inspection guide. Drained
				oil and cut oil filter, no metal noted.
				Serviced engine with 7 qts of Aeroshell
				15w-50 operational and leak check
				good. Aircraft ok for service.
				Joshua J. Vanterpool A&P2817060 – END –
6-20-12	2078.8	493.3	2349.6	Completed a 100 Hour inspection IAW
				Cirrus M.M. inspection guide and FAR
				43 App D. Compression test 1- 72/80 2- 70/80
				3- 74/80 4- 74/80 5- 72/80 6- 70/80. Drained oil
				sump and serviced with 8qts AS. 15w50. Removed
				and inspected oil filter no metal noted. installed new
				CH48108-1. Cleaned gapped tested and rotated
				spark plugs. Installed new induction air filter BA-24.
				Removed and installed left and right magneto
				for troubleshooting. Found no defects on either
				magneto. Trimmed and reserived left and right
				magneto #1 spark plug leads. Swapped left and
				right magneto p-leads to proper location.
				AD 12-03-06 AFS Fuel Servo Diaphragm does not apply.
				part not installed. AD's checked through Bi-weekly
				2012-01. Operational and leak check good. I certify that
				this engin has been inspected IAW a 100 Hour –7
				SUB-TOTALS this page cont.
				TOTALS—Carry forward to next page

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				inspection and was determined to be
				in an airworthy condition.
				J. Vanterpool AP2817060 — END —

Aspen Flying Club

13000 E. Control Tower Rd. Box K-16 Englewood, CO 80112

08/08/12 Cirrus SR22 SN: 2180 **N62HC**

Flight: 2096.3 Hobbs: 2408.3 TTIS: 2137.5 SMOH: 472

Complied with a 50 Hour Inspection IAW Cirrus SR22 inspection guide. Drained engine oil, removed filter and cut for inspection. No metal noted. Service engine with 8 qts of Aeroshell 15W50 and installed new oil filter p/n CH40108-1. Operational and leak check good. Aircraft ok for service.

Josh Vanterpool AP2817060

R A S
ROCKY MOUNTAIN AIRCRAFT SERVICES LLC
11750 Airport Way Hanger B-12A
Broomfield CO, 80021

Date: 10-26-2012
Acft Reg: N62CH
Flight Tach: 2125.2
SMOH: 417.5
ENGINE

Performed an Annual/100 HR inspection in accordance with FAR 43 App (D) and Cirrus checklist. Drained oil and serviced sump with 8 Qts Aeroshell 15w50 oil. Removed old oil filter and cut for inspection, no defects found. Installed torqued and safetied new 48108-1 oil filter. Compressions as follows #1 73 #2 71 #3 74 #4 72 #5 73 #6 71 all over 80 PSI. Removed, cleaned, gapped, tested and reinstalled all spark plugs to 32.5 FT lbs torque using (12) new M674 gaskets. Repositioned and installed missing hardware in exhaust shroud. Cleaned fuel and oil screens as required. Inspected exhaust and intake for leaks, cracks or other defects. None noted at this time. Retorqued all valve covers. Ground run and operational check of all systems are ok at this time. A list of AD's may be found in aircraft records. I certify that this engine has been inspected in accordance with an Annual/100 HR inspection and has been determined to be in airworthy condition and is approved for return to service at this time.-----END-----

Justin C Parrow Justin C Parrow A&P3083586IA

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ROCKY MOUNTAIN
AIRCRAFT SERVICES LLC
11750 Airport Way Hanger B-12A
Broomfield CO, 80021

Date: 1-16-2014
Acft Reg: N62CH
Flight Tach: 2290.8
SMOH: 583.1
ENGINE

IK

Performed an Annual/100 HR inspection in accordance with FAR 43 App (D) and Cirrus checklist. Drained oil and serviced sump with 8 Qts Aeroshell 15w50 oil. Removed old oil filter and cut for inspection, no defects found. Installed torqued and safetied new 48108-1 oil filter. Compressions as follows #1 71 #2 73 #3 72 #4 72 #5 73 #6 76 all over 80 PSI. Removed, cleaned, gapped, tested and reinstalled all spark plugs to 32.5 FT lbs torque using (12) new M674 gaskets. Cleaned fuel and oil screens as required. Removed and cleaned induction tube of dirt and other debris and reinstalled. Inspected exhaust and intake for leaks, cracks or other defects. None noted at this time. Retorqued all valve covers. Ground run and operational check of all systems are ok at this time. A list of AD's may be found in aircraft records. I certify that this engine has been inspected in accordance with an Annual/100 HR inspection and has been determined to be in airworthy condition and is approved for return to service at this time.-----END-----

Justin C Parrow ______________________ A&P3083586IA

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ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

N62CH Continental IO-550N(42) S/N: 689951 Engine Log Entry

23 August 2013 Flight Hobbs: 2250.6 Hobbs Meter: 2595.8

Changed engine oil and filter using **Shell 15W50** oil. Cut oil filter open and inspected for foreign material, no ferrous contaminates found. Engine run up and leak check good.

Alberto Pizzato A&P 2522916 w/o 33486

Calkins Aero Service Inc
West Houston Airport FLT 2518.6
18000 Groeschke Rd.
Houston, TX 77084
DATE:12/15/2014 N62CH HOBBS:2590.0
CHANGED OIL AND FILTER. SERVICED ENGINE WITH 7QTS AEROSHELL 15W50 OIL. WASHED RUN AND LEAK CHECKED OK
Calkins Aero Service Inc.
FAA Certified Repair Station
No. GK2R849K signed

ENGINE MODEL: IO-550-N
ENGINE S/N: 689951
REG. NO: N62CH
WORK ORDER:
3731-01-2015

Houston Aviation Center, LLC
12888 Hwy 6 S Ste 113
Sugar Land, TX 77498 USA
Phone: 281-494-5800

DATE: 2/4/2015
A/C TSN: 2527.1
ENG TT: 2484.9
TSMOH: 819.4
FLIGHTTIME: 2527.1

Engine Entries

(Flight Meter: 2527.1) Completed a 100 HR/Annual Inspection this date Ref. CDC SR22 AMM 5-20 and CMI IO-550-N Maintenance Manual P/n M-16. Performed a cylinder compression check Ref TCM SB03-3 using differential compression tester with a calibrated orifice value of 42 PSI with results as follows: #1/58, 2/65, 3/62, 4/63, 5/56, 6/64 over 80 PSI. Installed (12) new Tempest spark plugs P/n URHB32E. Drained oil and inspected filter for contaminants (oil sample taken). Installed new oil filter P/n AA48108-2 and serviced engine with 7 Qts. Aeroshell 15W-50. Ran engine and checked for leaks. Inspected and tested Continuous Flow Fuel Injection system per CMI M-16. Inspected intake and exhaust system for leaks. Inspected and cleaned all fuel injectors nozzles and reinstalled nozzles with new o-rings P/n AS3578-010. Purged system and checked for leaks. Checked AD's thru BW 2015-02. Superior Air Parts Investment Cast Cylinder AD 2014-05-29 is N/A by cylinders are not installed.... Removed LH & RH magnetos P/n 10-500556-1, LH S/N DO5AA165, and RH S/N DO3TA228, for 500 hr. inspection/repair. Reinstalled LH & RH magnetos P/n 10-500556-1, LH S/N DO5AA165, and RH S/N DO3TA228, after 500 hr. inspection/repair by Quality Aircraft Accessories CRS No. QYIR334Y, under W/Os 001691 and 001690. Operational check satisfactory.... Installed new oil quick drain P/n S6250.... I certify that this Engine has been inspected in accordance with a 100 HR/Annual Inspection and was determined to be in Airworthy condition.

Maintenance Release

The aircraft and/or component(s) on N62CH was repaired and/or inspected in accordance with current requirements of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at Houston Aviation Center, LLC under Work Order No. 3731-01-2015.

DATE: 2/4/2015 SIGNED: Work Order: 3731-01-2015

Fouad Hussain, A&P: 3204861 IA Printed by EBis 3 (datcomedia.com)

Calkins Aero Service Inc.
West Houston Airport
18000 Groeschke Rd.
Houston, TX 77084

Date: 03/16/15 N62CH HOBBS: 2566.4 FLT 2566

Changed oil and filter. Serviced with 7Qts. of Aero Shell 15W50 Wash, run, and leak check-OK.

AIRCRAFT AIRWORTHY FOR RETURN TO SERVICE

Calkins Aero Service Inc.
FAA Certified Repair Station
No. GK2R849K signed e

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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Calkins Aero Service Inc.
West Houston Airport
18000 Groeschke Rd.
Houston, TX 77084

Date: 4/21/15 N 62CH TACH/HOBBS: 2973.1

Changed oil and filter. Serviced with 7 **QTS** AeroShell 15w50
Wash, run, and leak check-OK.
AIRCRAFT AIRWORTHY FOR RETURN TO SERVICE
Calkins Aero Service Inc.
FAA Certified Repair Station
No. GK2R849K signed

Calkins Aero Service Inc.
West Houston Airport
18000 Groeschke Rd.
Houston, TX 77084

Date: 7/13/15 N 62CH TACH/HOBBS: 3016

Changed oil and filter. Serviced with 7 **QTS** AeroShell 15w50
Wash, run, and leak check-OK.
AIRCRAFT AIRWORTHY FOR RETURN TO SERVICE
Calkins Aero Service Inc.
FAA Certified Repair Station
No. GK2R849K signed

Calkins Aero Service Inc.
West Houston Airport
18000 Groeschke Rd.
Houston, TX 77084

Date:9/18/2015 N62CH HOBBS:3062.1
CHANGED OIL AND FILTER. SERVICED ENGINE WITH 7QTS AEROSHELL 15/50 OIL. WASH RUN AND LEAK CHECKED OK.
The aircraft and/or component identified above was repaired and inspected IAW current Federal Aviation Regulations and found airworthy for return to service. Pertinent details of the repair are on file at this agency under W.O. No. 25171
Calkins Aero Service Inc.
FAA Certified Repair Station
No. GK2R849K signed

MAKE: Cirrus
MODEL: SR 22
S/N: 2180
REG. NO: N62CH
WORK ORDER: 4134-10-2015

Houston Aviation Center, LLC
12888 Hwy 6 S Ste 113
Sugar Land, TX 77498 USA
Phone: 281-494-5800

DATE: 11/11/2015
A/C TSN: 2724.6
HOBBS: 3086.3

Airframe Entries

Installed customer provided drink holder P/n 51179-001.

Maintenance Release

The aircraft and/or component(s) on N62CH was repaired and/or inspected in accordance with current requirements of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at Houston Aviation Center, LLC under Work Order No. 4134-10-2015.

DATE: 11/11/2015 SIGNED: Elijah Derbecker
Elijah Derbecker, A&P: 3757478

Work Order: 4134-10-2015

TOTALS —carry forward to next page

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ENGINE MODEL: IO-550-N
ENGINE S/N: 689951
REG. NO: N62CH
WORK ORDER:
4134-10-2015

Houston Aviation Center, LLC
12888 Hwy 6 S Ste 113
Sugar Land, TX 77498 USA
Phone: 281-494-5800

DATE: 11/11/2015
A/C TSN: 2724.6
ENG TT: 2682.4
TSMOH: 1016.9
HOBBS: 3086.3

Engine Entries

Completed compression check using a differential compression tester with a master orifice value of 43 psi. Compression results are as follows: #1 60/80, #2 64/80, #3 73/80, #4 70/80, #5 70/80 and #6 72/80.... Cleaned all RH cylinder induction port drains and installed new LH cylinder induction drain tub assy. P/n 643584. Operational check satisfactory.... Installed (6) new cylinder head baffling P/n 649243 and (6) new baffling retention springs P/n 632907.... Removed #5 cylinder P/n 658595A1, and installed new #5 cylinder P/n 658595A2, and new intake lifter assembly P/n 658088. Drained oil , installed new oil filter P/n AA48108-2 and serviced engine with 8 Qts. Aeroshell 100 mineral oil. Cleaned and gapped all spark plugs. Performed engine run Ref. TCM SB M-89-7R1. Operational and leak check satisfactory.

Maintenance Release

The aircraft and/or component(s) on N62CH was repaired and/or inspected in accordance with current requirements of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at Houston Aviation Center, LLC under Work Order No. 4134-10-2015.

DATE: 11/11/2015 SIGNED: Elijah Derbecker

Elijah Derbecker, A&P: 3757478

Work Order: 4134-10-2015

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ENGINE MODEL: IO-550-N
ENGINE S/N: 689951
REG. NO: N62CH
WORK ORDER:
4245-01-2016

Houston Aviation Center, LLC
12888 Hwy 6 S Ste 113
Sugar Land, TX 77498 USA
Phone: 281-494-5800

DATE: 3/8/2016
A/C TSN: 2764.9
ENG TT: 2764.9
TSMOH: 1057.2
FLIGHTTIME: 2764.9

Engine Entries

(Flight Meter: 2764.9) Completed a 100 HR/Annual Inspection this date Ref. CDC SR22 AMM 5-20 and CMI IO-550-N Maintenance Manual P/n M-16. Performed a cylinder compression check Ref TCM SB03-3 using differential compression tester with a calibrated orifice value of 44 PSI with results as follows: #1/67, 2/68, 3/64, 4/66, 5/71, 6/62 over 80 PSI. Cleaned, gapped and tested spark plugs. Inspected and tested Continuous Flow Fuel Injection system per CMI Overhaul and Maintenance Manual M-16. Inspected intake and exhaust system for leaks. Inspected and cleaned all fuel injectors nozzles and reinstalled nozzles with new o-rings P/n AS3578-010. Purged system and checked for leaks. Checked ADs thru BW 2016-05.... I certify that this Engine has been inspected in accordance with a 100 HR/Annual Inspection and was determined to be in Airworthy condition.

Maintenance Release

The aircraft and/or component(s) on N62CH was repaired and/or inspected in accordance with current requirements of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at Houston Aviation Center, LLC under Work Order No. 4245-01-2016.

DATE: 3/8/2016 SIGNED: Fouad Hussain

Fouad Hussain, A&P: 3204861 IA

Work Order: 4245-01-2016

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TIDAL AVIATION

DATE: 01-09-2016. **ENG:** iO-550N.
REG. #: N62CH. **A/C S#:** 4126.
HOBBS: 3113.3 **FLIGHT:** 2751.7 Hrs.

Drained engine oil, took Blackstone oil sample, removed engine oil filter, inspected oil filter media for contaminants with none found, installed new oil filter Champion P/N:CH48108-1 & safetied, replenished engine with 8 qts of Aeroshell engine oil 15W50 using Cirrus (SR22) A.M.M. as reference for scope of maintenance; Engine components operational & leak checks satisfactory for return to service.

ALBERTO W. RINCON-V.
A&P #:3186786.

ENGINE

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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TIDAL AVIATION

DATE: 05-23-2016. **ENG:** iO-550N(1B).
REG. #: N62CH. **ENG S/N:** 689951.
A/C S#: 1110. **FLIGHT:** 2798.7 Hrs.

(**Hobbs:** 3160.4 Hrs) Drained engine oil, took Blackstone oil sample, removed engine oil filter, inspected oil filter media for contaminants with none found, installed new oil filter Champion P/N:CH48108-1 & safetied, replenished engine with 8 qts of Aeroshell engine oil 15W50 using Cirrus (SR22) A.M.M. as reference for scope of maintenance; R/R engine throttle body fuel mixture adjusting screw o-ring with new, adjusted engine idle speed & idle mixture rise to specifications using T.C.M. M-16 M.M. as reference; Details of work performed on file under Tidal Aviation W.O.#:N62CH-20160076; Engine components operational & leak checks satisfactory for return to service.

ALBERTO W. RINCON-V.
A&P #:3186786.

TIDAL AVIATION

DATE: 07-08-2016. **ENG:** iO-550N(1B).
REG. #: N62CH. **ENG S/N:** 689951.
A/C S#: 1110. **FLIGHT:** 2836.7 Hrs.

(**Hobbs:** 3198.4 Hrs) (excess travel on engine throttle cable) R/R engine throttle cable with new part provided by aircraft manufacturer using Cirrus (SR22) A.M.M. as reference; Details of work performed on file under Tidal Aviation W.O.#:N62CH-20160096; Engine component operational checks satisfactory for return to service.

ALBERTO W. RINCON-V.
A&P #:3186786.

TIDAL AVIATION

DATE: 07-21-2016. **ENG:** iO-550N(1B).
REG. #: N62CH. **ENG S/N:** 689951.
A/C S#: 1110. **FLIGHT:** 2846.4 Hrs.

(**Hobbs:** 3208.1 Hrs) Drained engine oil, took Blackstone oil sample, removed engine oil filter, inspected oil filter media for contaminants with none found, installed new oil filter Champion P/N:CH48108-1 & safetied, replenished engine with 8 qts of Aeroshell W100 SAE50 oil using Cirrus (SR22) A.M.M. & T.C.M. M-16 M.M. as reference for scope of maintenance; Details of work performed on file under Tidal Aviation W.O.#:N62CH-2016121; Engine components operational & leak checks satisfactory for return to service.

Alejandro Palencia

ALEJANDRO AGRAZ PALENCIA.
A&P#:3507228.

TIDAL AVIATION

DATE: 08-12-2016. **ENG:** iO-550N(1B).
REG. #: N62CH. **ENG S/N:** 689951.
A/C S#: 1110. **FLIGHT:** 2877.2 Hrs.

(Engine LH magneto check outside allowable limits) R/R Eng. Cyl. #3 bttm. spark plug with new Champion P/N: RHB32E using T.C.M. M-16 M.M. as reference; Details of work performed on file under Tidal Aviation W.O.#:N62CH-20160141; Engine component operational check satisfactory for return to service.

Alejandro Palencia

ALEJANDRO AGRAZ PALENCIA.
A&P#:3507228.

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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				TIDAL AVIATION **DATE:** 09-07-2016. **ENG:** iO-550N(1B). **REG. #:** N62CH. **ENG S/N:** 689951. **A/C S#:** 1110. **TSMOH:** 1217.2 Hrs. **FLIGHT:** 2877.2 Hrs. **HOBBS:** 3244.4 Hrs. (Engine running rough during cruise flight) Rmvd all engine fuel injector nozzles, cleaned, inspected, & re-installed in proper cylinder location using T.C.M. M-16 M.M. & T.C.M. M-0 M.M. as reference; R/R engine crankshaft seal with new part using Cirrus (SR22) A.M.M. & T.C.M. M-16 M.M. as reference; R/R all engine spark plugs with new Champion RHB32E using T.C.M. M-16 M.M. & T.C.M. SIL03-2C as reference; Details of work performed on file under Tidal Aviation W.O.#:N62CH-20160147; Engine component operational check satisfactory for return to service. Alejandro Palencia ALEJANDRO AGRAZ PALENCIA. A&P#:3507228.
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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
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				SUB-TOTALS this page
				TOTALS—Carry forward to next page

AIRWORTHINESS DIRECTIVES

A.D. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.

TELEDYNE CONTINENTAL ® AIRCRAFT ENGINE

SERVICE INFORMATION LETTER

CATEGORY 5

SIL99-1

Technical Portions FAA Approved
Supercedes M91-5

CONTAINS USEFUL INFORMATION PERTAINING TO THE CONTINENTAL AIRCRAFT ENGINE

SUBJECT: **ENGINE PRESERVATION FOR ACTIVE AND STORED AIRCRAFT**

PURPOSE: Provide current engine preservation information

COMPLIANCE: During periods as specified by this document

MODELS AFFECTED: All Continental Engine Models

GENERAL

There is no practical procedure that will insure corrosion prevention on installed aircraft engines. Susceptibility to corrosion is influenced by geographical location, season and usage. The owner/operator is responsible to recognize the conditions that are conducive to corrosion and take appropriate precautions.

ENGINE PRESERVATION

Corrosive attack can occur in engines that are flown only occasionally regardless of geographical location. In coastal areas and areas of high humidity, corrosive attack can occur in as little as two days. The best method of reducing the likelihood of corrosive attack is to fly the aircraft at least once every week for a minimum of one hour.

NOTE...
Corrosive attack may reduce engine service life. Of primary concern are cylinders, piston rings, valves, valve guides, camshaft and lifters.

TEMPORARY STORAGE (Aircraft that are not flown for 30 to 90 days)

Preparation for storage.

1. Remove oil sump drain plug and drain oil. Replace drain plug, torque and safety. Remove oil filter. Install new oil filter, torque and safety. Service engine to proper sump capacity with oil conforming to MIL-C-6529 Type II.
2. Perform a ground run-up. Perform a pre-flight inspection and correct any discrepancies. Fly the aircraft for one hour at normal operation temperatures.

WARNING

To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:

a. Disconnect all spark plug leads.

b. Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.

c. Throttle position "CLOSED."

d. Mixture control "IDLE-CUT-OFF."

e. Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.

f. Do not stand within the arc of the propeller blades while turning the propeller.

3. After flight remove all spark plug leads and remove the top spark plugs. Protect the ignition lead ends with AN-4060 Protectors. Using a common garden sprayer or equivalent, spray atomized preservative oil that meets MIL-P - 46002, Grade 1, at room temperature through upper spark plug hole of each cylinder with the piston at bottom dead center position. Rotate crankshaft as opposite cylinders are sprayed. Stop crankshaft with none of the pistons at top dead center.
4. Re-spray each cylinder. To thoroughly cover all surfaces of the cylinder interior move the nozzle or spray gun from the top to the bottom of the cylinder.
5. Install top spark plugs but do not install spark plug leads.
6. Seal all engine openings exposed to the atmosphere using suitable plugs and covers. Attach a red "REMOVE BEFORE FLIGHT" streamer at each location.
7. Tag each propeller in a conspicuous place with the following notation on the tag: DO NOT TURN PROPELLER - ENGINE PRESERVED - PRESERVATION DATE _____.

NOTE...
If the engine is not returned to flyable status on or before the 90-day expiration, it must be preserved in accordance with "Indefinite Storage" procedures in this document.

INDEFINITE STORAGE **(Aircraft that are not flown for 90 days)**

PREPARATION FOR STORAGE

1. Remove oil sump drain plug and drain oil. Replace drain plug, torque and safety. Remove oil filter Install new oil filter torque and safety. Service engine to proper sump capacity with oil conforming to MIL-C-6529 Type II.
2. Perform a ground run-up. Perform a pre-flight inspection and correct any discrepancies. Fly the aircraft for one hour at normal operation temperatures.

WARNING

To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:

a. Disconnect all spark plug leads.

b. Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.

c. Throttle position "CLOSED."

d. Mixture control "IDLE-CUT-OFF."

e. Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.

f. Do not stand within the arc of the propeller blades while turning the propeller.

3. After flight remove all spark plug leads and remove the spark plugs. Protect the ignition lead ends with AN-4060 Protectors. Install protective plugs P/N 22671 in bottom spark plug holes. Using a common garden sprayer or equivalent, spray atomized preservative oil that meets MIL-P-46002, Grade 1, at room temperature through upper spark plug hole of each cylinder with the piston at bottom dead center position. Rotate crankshaft as opposite cylinders are sprayed. Stop crankshaft with none of the pistons at top dead center.
4. Re-spray each cylinder. To thoroughly cover all surfaces of the cylinder interior move the nozzle or spray gun from the top to the bottom of the cylinder.
5. Install dehydrator plugs MS27215-1 or -2 in each of the upper spark plug holes. Make sure each plug is blue in color when installed.

6. Attach a red "REMOVE BEFORE FLIGHT" streamer to each bag of desiccant. Place a bag of desiccant in the exhaust pipes and seal the openings.
7. Seal all engine openings exposed to the atmosphere using suitable plugs and covers.
8. Tag propeller in a conspicuous place with the following notation on the tag: DO NOT TURN PROPELLER - ENGINE PRESERVED - PRESERVATION DATE _____.

INDEFINITE STORAGE INSPECTION PROCEDURES

1. Aircraft prepared for indefinite storage must have the cylinder dehydrator plugs visually inspected every 15 days. The plugs must be changed as soon as they indicate other than a dark blue color. If the dehydrator plugs have changed color in one-half or more of the cylinders, all desiccant material on the engine must be replaced.
2. The cylinder bores of all engines prepared for indefinite storage must be re-sprayed with corrosion preventive mixture every 90 days.

RETURNING AN ENGINE TO SERVICE AFTER STORAGE

1. Remove seals and all desiccant bags.
2. Remove cylinder dehydrators and plugs or spark plugs from upper and lower spark plug holes.
3. Remove oil sump drain plug and drain the corrosion preventive mixture. Replace drain plug, torque and safety. Remove oil filter. Install new oil filter torque and safety. Service the engine with oil in accordance with the manufacturer's instructions.

WARNING

To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:

   a. **Disconnect all spark plug leads.**
   b. **Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.**
   c. **Throttle position "CLOSED."**
   d. **Mixture control "IDLE-CUT-OFF."**
   e. **Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.**
   f. **Do not stand within the arc of the propeller blades while turning the propeller.**
4. Rotate propeller by hand several revolutions to remove preservative oil.
5. Service and install spark plugs and ignition leads in accordance with the manufacturer's instructions.
6. Service engine and aircraft in accordance with the manufacturer's instructions.
7. Thoroughly clean the aircraft and engine. Perform visual inspection.
8. Correct any discrepancies.
9. Conduct a normal engine start.
10. Perform operational test in accordance with "Operational Inspection," of the applicable Maintenance Manual.
11. Correct any discrepancies.
12. Perform a test flight in accordance with airframe manufacturer's instructions.
13. Correct any discrepancies prior to returning aircraft to service.
14. Change oil and filter after 25 hours of operation.

INTENTIONALLY

LEFT

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CONTINENTAL MOTORS
TOP CARE℠ CYLINDER WARRANTY

This TopCare Cylinder Warranty provides special warranty coverage for cylinders and related parts shipped from Teledyne Continental Motors' plant on or after August 1, 1999 provided certain eligibility requirements are met. In the event that the eligibility requirements for this TopCare Cylinder Warranty are not met, the terms and conditions of the Teledyne Continental Motors (TCM) Aircraft Engine Part, Component & Accessory Warranty will apply.

1. **Engines Eligible for TopCare Cylinder Warranty Coverage:** Any TCM aircraft engine meeting the eligibility requirements of Paragraph 2 of this warranty is eligible for coverage.

2. **Eligibility Requirements:** This Top Care Cylinder Warranty applies only to cylinders and related parts shipped from TCM's plant on or after August 1, 1999. For purposes of this warranty, the cylinder and related parts are defined as the cylinder, cylinder intake and exhaust valves, valve inserts, valve guides, valve springs and their retaining parts, pistons, piston rings and related O-rings and gaskets. To be eligible for TopCare Cylinder Warranty coverage these parts must be installed together and used in combination with each other.

Required TopCare Health Check Inspections

To be eligible for coverage under this TopCare Cylinder Warranty and to maintain that coverage the aircraft must be inspected at a Fixed Base Operator (FBO) facility in accordance with the TopCare Health Check Inspection set forth in the latest revision of TCM Service Information Directive 97-2 (SID 97-2) as follows:

(A) For new aircraft: Each new aircraft powered by a TCM engine shipped from TCM's plant on or after August 1, 1999 is covered by this TopCare Cylinder Warranty. To maintain coverage the aircraft must be inspected at least once per year in accordance with the TopCare Health Check inspection set forth in the latest revision of SID 97-2 and any discrepancies corrected at that time.

(B) For aircraft in service: For an aircraft in service in which a new or rebuilt aftermarket TCM engine shipped from TCM's plant on or after August 1, 1999 or for an aircraft having an engine in which a new cylinder supplied by TCM on or after August 1, 1999 is installed, the TopCare Health Check Inspection must be performed at time of installation and at least once per year thereafter in accordance with the TopCare Health Check Inspection set forth in the latest revision of SID97-2 and any discrepancies corrected at that time.

Enrollment and Documentation Requirements

Each new aircraft powered by an engine that incorporates cylinders and related parts shipped from TCM's plant on or after August 1, 1999 is covered and no enrollment is required. For other than new aircraft, enrollment under the TopCare Cylinder Warranty must be accomplished by performing the initial TopCare Health Check Inspection at time of engine (or cylinder) installation and correcting any discrepancies at that time. The TopCare Health Checklist Form attached to the latest revision of SID97-2 must be completed, signed by the inspecting mechanic and a copy returned along with the TopCare Cylinder Warranty Enrollment Form attached to the latest revision of SID97-2 to:

Teledyne Continental Motors
Attn: Warranty Services
P.O. Box 90
Mobile, Alabama 36601-0090

To maintain coverage under the TopCare Cylinder Warranty, the TopCare Health Check Inspection must be performed at least once per year and any discrepancies corrected at that time. The TopCare Health Checklist Form must be completed for each inspection, signed by the inspecting mechanic and retained by the owner for submittal to TCM with any claim under the TopCare Cylinder Warranty. Each required

TopCare Health Check Inspection must have been properly performed and documented on the TopCare Health Checklist Form. The TopCare Health Checklist Form for each inspection must be submitted to TCM with any claim under this TopCare Cylinder Warranty. Copies of work orders documenting the performance of the required TopCare Health Inspection and correction of any discrepancies must also be submitted to TCM upon request.

3. TopCare Cylinder Warranty Coverage:

(A) For a period of twelve (12) months or one thousand (1000) hours of operation, whichever occurs first, after the warranty activation date, TCM will at its option repair or replace on an exchange basis any cylinder component or related part manufactured or supplied by it which within the applicable twelve (12) month or one thousand (1000) hour period is returned to a representative of TCM authorized to handle the engine in which the cylinder component or related part covered by this warranty is installed and which upon examination by TCM is found to be defective in material or workmanship. For cylinders installed in new or rebuilt engines, the warranty activation date is the date the engine is first operated for any use or the 180th day after TCM's invoice date, whichever occurs first. For cylinder components purchased as aftermarket replacement components, the warranty activation date is the date the cylinder is first operated for any use. TCM will pay for reasonable labor costs associated with repairs or replacements under paragraph 3(A) of this warranty and for "troubleshooting" costs associated with identifying the need for such repairs or replacements when coordinated through an authorized TCM representative. The amount of repair or replacement labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30552, published by TCM. The amount of "troubleshooting" costs allowed will be the reasonable costs under the circumstance of identifying the need for such repairs or replacements, but in no event will the "troubleshooting' costs allowed exceed fifteen percent (15%) of the labor costs associated with such repairs or replacements allowed by TCM. No "troubleshooting" cost allowance will be made where the need for repairs or replacements is identified in the course of overhaul, routine maintenance or on the basis of an obvious defect.

(B) After the expiration of the twelve (12) month period described in paragraph 3(A) and before the expiration of an additional twenty-four (24) month period or expiration of one thousand (1000) hours of operation, whichever occurs first, TCM will at its option repair or replace on an exchange basis any cylinder component or related part manufactured and supplied by it which is found to the satisfaction of TCM to be defective in material or workmanship.

(C) In the event that TCM elects to repair in the field, rather than replace any cylinder component or related part under paragraph 3(B) of this warranty, TCM will pay labor costs for the repair of the cylinder component or related part only. The amount of repair labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30522, published by TCM. TCM will not assume any responsibility for labor costs for the removal and/or re-installation of the cylinder component or related part, costs for "troubleshooting" or any other labor costs associated with repairs or replacements under paragraph 3(B) of this warranty.

(D) TCM reserves the right at its option to replace any defective cylinder component or related part with either a new or rebuilt cylinder component or related part.

(E) Repair or replacement of any cylinder component or related part under this warranty will not extend the period of warranty coverage set forth above.

(F) TCM will not assume any responsibility for transportation costs in connection with the repair or replacement of any cylinder component or related part under this warranty, except when such transportation has been expressly authorized by TCM. When authorized, transportation cost reimbursement for cylinder components will be the actual surface freight cost or the currently published UPS surface rate schedule, whichever is less.

(G) This warranty applies only to cylinders in which parts manufactured or supplied by TCM or parts manufactured pursuant to an FAA Parts Manufacturer Approval have been used and nothing contained herein should be construed as a warranty by TCM of any cylinder or related part not manufactured or supplied by TCM. TCM accepts no responsibility for the failure of any cylinder or related part which it does not manufacture or supply or damage resulting from such failure.

(H) This warranty also applies only to cylinders and related parts on which the installation, inspection, maintenance and operating instructions and recommendations contained in the appropriate operator's manual, overhaul manual and applicable service bulletins have been complied with. Performance of recommended inspections and maintenance must be documented by appropriate logbook entries and a copy of the logbook must accompany any cylinder and related part being returned for warranty consideration.

(I) This warranty does not apply to any cylinder or related part manufactured or supplied by TCM which has been subject to misuse, neglect or accident or which has been installed, repaired, maintained or altered in any way that in the judgment of TCM has adversely affected the condition of the engine or which has been operated beyond factory recommendations (such as, but not limited to RPM, temperature, manifold pressure, fuel flow and proper system adjustment).

(J) TCM will not be responsible for repair or replacement of cylinder components or parts damaged or worn as a result of corrosion, pre-ignition/detonation, operation with non-calibrated engine gauges, improper fuel system adjustment, non-TCM approved fuel and oil grades or additives and installation of parts, components or accessories that alter the engines' original type design.

(K) The provisions of this warranty do not apply to normal maintenance service or to the replacement of normal service items. This warranty does not cover any costs related to the performance of the TopCare Health Check Inspection.

(L) TCM reserves the right to change any part specifications or prices without incurring any responsibility with regard to engines or parts previously sold or replaced.

(M) THIS WARRANTY IS A WARRANTY TO REPAIR OR REPLACE AND NOT A WARRANTY OF THE CONDITION OR FUTURE PERFORMANCE OF THE PRODUCTS WHICH IT COVERS. THERE ARE NO OTHER WARRANTIES, EXPRESSED OR IMPLIED, SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL TCM BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF ANY DEFECT IN ANY CYLINDER OR RELATED PART, ARISING OUT OF THE FAILURE OF ANY CYLINDER OR RELATED PART TO OPERATE PROPERLY, OR ARISING OUT OF ANY BREACH OF THE WARRANTY MADE HEREIN. No person is authorized to give any other warranty or to assume any additional obligation or liability on behalf of TCM.

CONTINENTAL MOTORS
Mobile, Alabama 36601

X30684 8/99

Printed in U.S.A.

CONTINENTAL MOTORS
PLATINUM ENGINE WARRANTY

Each Platinum aircraft engine shipped from Teledyne Continental Motors' plant on or after August 1, 1999 is warranted as follows:

1. (a) For a period of twenty-four (24) months or until expiration of the recommended Time Between Overhaul (TBO) of the engine covered by this warranty, whichever occurs first, after the warranty activation date Teledyne Continental Motors (TCM) will at its option repair or replace on an exchange basis any engine, component or part manufactured or supplied by it which within the applicable twenty-four (24) month or TBO period is returned to a TCM representative authorized to handle the engine covered by this warranty and which upon examination is found to the satisfaction of TCM to be defective in material or workmanship. The warranty activation date is the date the engine is first operated for any use or the 180th day after TCM's invoice date, whichever occurs first.

   (b) TCM will pay for reasonable labor costs associated with repairs or replacements under paragraph 1(a) under this warranty and for "troubleshooting" costs associated with identifying the need for such repairs or replacements when coordinated through an authorized TCM representative. The amount of repair and replacement labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30552, published by TCM. The amount of "troubleshooting" costs allowed will be the reasonable costs under the circumstances of identifying the need for such repairs or replacements, but in no event will the "troubleshooting" costs allowed exceed fifteen percent (15%) of the labor costs associated with such repairs or replacements allowed by TCM. No "troubleshooting" cost allowance will be made where the need for repairs or replacements is identified in the course of overhaul, routine maintenance or on the basis of an obvious defect.

   (c) TCM will pay transportation costs in connection with the repair or replacement of any engine, component or part found to the satisfaction of TCM to be defective in material or workmanship under paragraph 1(a) of this warranty. The engine, component or part must be shipped prepaid to the repair facility designated by TCM. Transportation cost reimbursements for engines will be the actual surface freight charge or $500.00, whichever is less. Engines must be described on the bill of lading as follows: "Internal combustion engine, other than Radial Cyl RVNX $5.00". Transportation cost reimbursement for components or parts will be the actual surface freight charge for shipment of the component or part or the currently published UPS surface rate schedule, whichever is less.

2. (a) After the expiration of the applicable twenty-four (24) month period described above and before the expiration of an additional thirty-six (36) month period or expiration of the applicable recommended TBO for the engine covered by this warranty, whichever occurs first, TCM will, except as excluded below, at its option repair or replace on an exchange basis any component or part manufactured or supplied by it which is found to the satisfaction of TCM to be defective in material or workmanship. During this period TCM reserves the right at its option to replace the defective component or part with either a new or rebuilt engine or part. During this period TCM will not assume any responsibility for the repair or replacement of engine accessories, i.e. parts which have been purchased by TCM from a manufacturer as a complete and finished unit and included in the assembly of an engine without altering the unit, including, but not limited to Unison® magnetos and harnesses, Precision Airmotive Corporation® carburetors and fuel controls, Electrosystems® starters and alternators and Alliedsignal® and Consolidated Fuel Systems® turbochargers. During this period such engine accessories will be subject to such warranty coverage as may be provided by their manufacturer.

   (b) In the event that TCM elects to repair in the field, rather than replace, any component or part under paragraph 2(a) of this warranty, TCM will pay labor costs for the repair of the component or part only. The amount of repair labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30552, published by TCM. TCM will not assume any

responsibility for labor costs for the removal and/or re-installation of the engine or part, costs associated with "troubleshooting" or any other labor costs associated with repairs or replacements under paragraph 2(a) of this warranty.

(c) TCM will not assume any responsibility for transportation costs associated with repairs or replacements under paragraph 2(a) of this warranty.

3. The coverage under this warranty applicable to cylinder assemblies and related parts shall be subject to the terms, conditions and limitations set forth in the applicable TCM TopCare[SM] Cylinder Warranty.

4. Repair or replacement of any engine or part under this warranty will not extend the period of warranty coverage set forth above.

5. This warranty applies only to engines in which parts manufactured or supplied by TCM or parts manufactured pursuant to an FAA Parts Manufacturer Approval have been used and nothing contained herein should be construed as a warranty by TCM of any engine or part not manufactured or supplied by TCM. TCM accepts no responsibility for the failure of any engine or part which it does not manufacture or supply or damage resulting from such damage.

6. This warranty applies only to engines which have been installed, inspected and maintained in accordance with the instructions for continued airworthiness, including compliance with all applicable service bulletins, issued by TCM, the aircraft manufacturer or any accessory or component manufacturer. Performance of recommended inspections and maintenance must be documented by appropriate logbook entries and the logbook must accompany any engine being returned for warranty consideration.

7. This warranty does not apply to any engine, component or part manufactured or supplied by TCM which (1) has been subject to misuse, neglect or accident; (2) has been installed, repaired, maintained or altered in any way that in the judgment of TCM has adversely affected the condition of the engine; (3) has been operated inconsistent with TCM and aircraft manufacturer recommendations and limitations (such as, but not limited to engine RPM, temperature, manifold pressure, fuel flow and proper system adjustment) or (4) has been changed from its original FAA certificated configuration.

8. TCM will not be responsible for repair or replacement of any engine, component or part damaged or worn as a result of corrosion, pre-ignition/detonation, operation with non-calibrated engine gauges, improper fuel system adjustment, non-TCM approved fuel and oil grades or additives or installation of parts, components or accessories that alter the engine's original type design.

9. The provisions of this warranty do not apply to normal maintenance service (such as engine tune-ups, adjustments, inspections, engine or component overhaul resulting from time between overhaul (TBO) recommendations, etc.) or to the replacement of normal service items (such as spark plugs, filters, hoses, belts, etc.).

10. TCM reserves the right to change any engine or part specifications or prices without incurring any responsibility with regard to engines or parts previously sold or replaced.

11. THIS WARRANTY IS A WARRANTY TO REPAIR OR REPLACE AND NOT A WARRANTY OF THE CONDITION OR FUTURE PERFORMANCE OF THE PRODUCTS WHICH IT COVERS. THERE ARE NO OTHER WARRANTIES, EXPRESSED OR IMPLIED, SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL TCM BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF ANY DEFECT IN ANY ENGINE OR PART, ARISING OUT OF THE FAILURE OF ANY ENGINE OR PART TO OPERATE PROPERLY, OR ARISING OUT OF ANY BREACH OF THE WARRANTY MADE HEREIN. No person is authorized to give any other warranty or to assume any additional obligation or liability on behalf of TCM.

CONTINENTAL MOTORS
Mobile, Alabama 36601

Teledyne Continental Motors

Aircraft Engine Standard Acceptance Test Log

TCM Engine Model	IO-550N42B
TCM Serial#	689951
Test Document	TH-3215 Rev G
Software Release#	1.98, 05/13/04
Start Time	8/23/06, 10:06:14
Accepted Time	8/23/06, 12:02:00
Cell# & Operator	[illegible]. 8, 29274
Sea Level Power	310 HP @ 2700 Prop RPM
Vapor Pressure	0.88 in HG
Temp, Wet Baro	88.18 F, 30.07 in HG

Test Club#	C5108A
Rqrd Pitch	20°±.5°
Actual Pitch	20°
Mixture Check	Pass
Alternator Check	PASS

Mag Data	Required	Actual
Eng Speed Both	2100	2102
Eng Speed Right	N/A	2042
Right Mag Drop	150	60
Eng Speed Left	N/A	2046
Left Mag Drop	150	56
Mag Drop Spread	50	4
Fuel Flow (Ref.)	62	70

Note: Magneto check between Run 2 & 3

Run Information	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8
Time Of Day	10:10:48	10:12:02	10:15:38	10:44:35	10:53:28	11:07:15	11:39:43	11:54:51
Run Time Rqd (MM:SS)	01:00	01:00	01:00	10:00	10:00	01:00	10:00	05:00
Run Time	01:00	01:00	01:13	10:00	10:00	01:00	10:00	05:00
Prop Speed Rqd (RPM)	1175-1225	1575-1625	2425-2475	2736-2786	2500-2525	575-625	2500-2525	2502-2527
Prop Speed	1186	1621	2448	2766	2511	611	2511	2513
Manifold Press Rqd (inHg)	N/A	N/A	N/A	26.2-29.2	N/A	18.5 MAX	N/A	N/A
Manifold Press	11.1	13.1	22.4	27.9	23.3	12.4	23.3	23.0
Turbo Dis Press Rqd (inHg)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Turbo Dis Press	29.2	29.2	29.2	29.1	29.1	29.1	29.1	29.1
Fuel Flow Rqd (lb/hr)	N/A	N/A	N/A	154.3-164.3	108.7-124.7	N/A	N/A	N/A
Fuel Flow	21.7	37.1	106.4	159.1	115.0	7.5	113.0	111.4
Nozzle Press Rqd (PSID)	N/A	N/A	N/A	20.9-21.5	12.6-13.8	N/A	N/A	N/A
Nozzle Press	4.9	5.5	12.5	21.5	13.8	4.0	13.6	13.4
Fuel Pump Press Rqd (PSIG)	N/A	N/A	N/A	30.0 REF	N/A	8.0-10.0	N/A	N/A
Fuel Pump Press	15.4	19.2	28.6	32.9	31.0	10.0	30.3	30.3
Fuel Temp Rqd (°F)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fuel Temp	67	64	61	64	66	71	66	67
Ambient Temp Rqd (°F)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Ambient Temp	88	88	88	91	90	88	90	91
Eng Inlet Oil Temp Rqd (°F)	90-240	120-240	165-240	180-240	165-240	140-240	165-240	165-240
Eng Inlet Oil Temp	109	124	170	190	201	197	170	174
Eng Oil Press Rqd (PSIG)	30.0 MIN	30.0 MIN	30.0 MIN	46.1-57.1	30.0 MIN	13.1 MIN	30.0 MIN	30.0 MIN
Eng Oil Press	51.0	54.9	52.7	49.3	44.5	24.0	53.8	50.0
Min Cylinder Temp Rqd (°F)	150 MIN	175 MIN	250 MIN	250 MIN	250 MIN	N/A	250 MIN	250 MIN
Max Cylinder Temp Rqd (°F)	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX
Cylinder 1 Temp	169	196	323	388	395	254	334	322
Cylinder 2 Temp	184	228	350	418	428	246	333	323
Cylinder 3 Temp	184	216	310	355	354	244	285	281
Cylinder 4 Temp	186	226	322	361	370	258	298	296
Cylinder 5 Temp	186	216	305	360	353	239	306	295
Cylinder 6 Temp	155	185	250	279	280	201	250	250
Collar Press [illegible]ferential Rqd (PSID)	N/A	N/A	N/A	14.3 MAX	N/A	N/A	N/A	N/A
Collar Pre[illegible]fferential	6.0	3.4	2.2	2.1	1.9	0.9	2.6	2.1

Customer Copy

Form No. QA-85

Teledyne Continental Motors, Inc.
A Teledyne Technologies Company

Engine Component Information Sheet

Printed: 08/23/2006

Serial: 689951
Spec: I0550N42B
New/Rebuilt: (NEW)

Assembled: 08/22/2006
Shipped:
Packed: 08/23/2006

Customer Name: CIRRUS DESIGN CORPORATION

Shipping Address:

Component	Serial Number
CAMSHAFT	Z06GA159
CRANKSHAFT	N06FA325
CRANKCASE	R06EA565
CONNROD	AE06FA627
CONNROD	AE06FA605
CONNROD	AE06FA615
CONNROD	AE06FA584
CONNROD	AE06FA583
CONNROD	AE06FA826
L MAGNETO	D06HA172
R MAGNETO	D06HA174
FUEL PUMP	B06HA167
MANIFOLD VALVE	C06HA175
METERING UNIT	A06HA171
STARTER	06 144 0032
ALTERNATOR	006HA099

Component	Serial Number
OIL COOLER	F06-4772-452
CYLINDER-1	AC06GA361
CYLINDER - 2	AC06FA098
CYLINDER - 3	AC06FC058
CYLINDER - 4	AC06EC619
CYLINDER - 5	AC06FC104
CYLINDER - 6	AC06GA305
NOZZLE - 1	1234
NOZZLE - 2	2234
NOZZLE - 3	3239
NOZZLE - 4	4236
NOZZLE - 5	5236
NOZZLE - 6	6229
PSTN WGT	WJ

Pack Inspection Stamp TCM 19

Teledyne Continental Motors, Inc.
A Teledyne Technologies Company
P.O. Box 90 - Mobile, Alabama 36601
www.tcmlink.com

ENGINE WARRANTY REGISTRATION

This is your **ENGINE WARRANTY/RUST and CORROSION AWARENESS PROGRAM REGISTRATION** form. It is essential that it be properly completed and returned to TCM Warranty Department immediately. This will expedite processing of the claim should your engine require repair or replacement as provided in the appropriate warranty policy. The engine owner can register on-line for free product and service information. Visit our web site at www.tcmlink.com or contact Customer Service at 1-888-826-5465.

*PLEASE COMPLETE AND **RETAIN** FOR **OWNER'S RECORD***

Teledyne Continental Motors, Inc.
A Teledyne Technologies Company

OWNER'S NAME _____

OWNER'S ADDRESS _____

CITY, STATE, ZIP _____

COUNTRY _____ TELEPHONE _____

_____

SIGNATURE _____

Engine Model _____ Serial # _____

Date of Installation _____ Tach Time _____

Aircraft Model _____ Serial # _____

Year Manufactured _____ Total Airframe Time _____

What Engine is being replaced? _____

Serial # _____ Model _____

Hours _____

*PLEASE COMPLETE AND **RETURN TO TCM** IMMEDIATELY TO REGISTER WARRANTY*

Teledyne Continental Motors, Inc.
A Teledyne Technologies Company

OWNER'S NAME _____

OWNER'S ADDRESS _____

CITY, STATE, ZIP _____

COUNTRY _____ TELEPHONE _____

SIGNATURE _____

Engine Model _____ Serial # _____

Date of Installation _____ Tach Time _____

Aircraft Model _____ Serial # _____

Year Manufactured _____ Total Airframe Time _____

What Engine is being replaced? _____

Serial # _____ Model _____

Hours _____

Owners Validation Of Engine Preservation For Active And Stored Aircraft.

I certify that I have read and understand the information provided in the latest revision of TCM service information letter SIL 99-1.

SIGNATURE _____

Attn: **Warranty Department**

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1369 MOBILE, AL

POSTAGE WILL BE PAID BY ADDRESSEE

TELEDYNE CONTINENTAL MOTORS
PO BOX 90
MOBILE AL 36601-9985

TELEDYNE CONTINENTAL® AIRCRAFT ENGINE

CATEGORY 4

SERVICE INFORMATION DIRECTIVE

Compliance Will Enhance Safety, Maintenance or Economy Of Operation

SID05-7

Technical Portions FAA Approved

SUBJECT: **Teledyne Continental Motor's (TCM) Position-Tuned Fuel Injection Nozzles**

PURPOSE: To Provide Installation Instructions and Instructions For Continued Airworthiness for TCM Position-Tuned Fuel Injection Nozzles

COMPLIANCE: At any time TCM Position-Tuned Fuel Injection Nozzles are initially installed or when removal is required for service procedures or routine cleaning.

MODELS AFFECTED: All Fuel Injected Engines

GENERAL

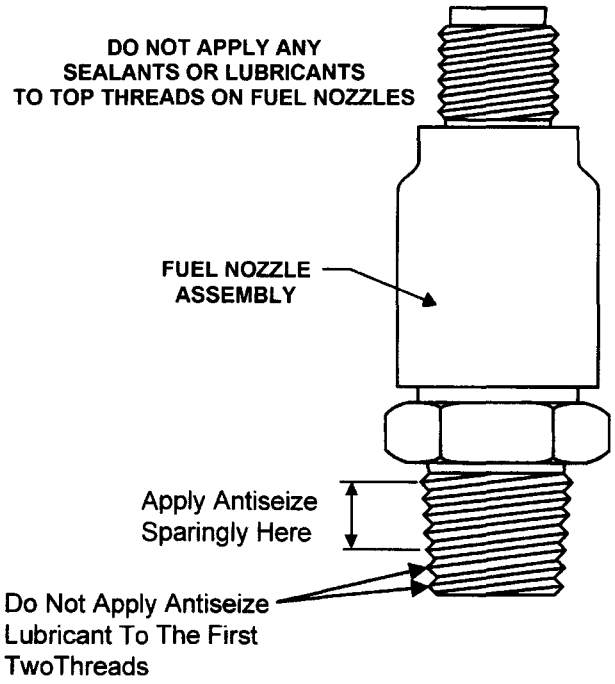
TCM fuel nozzles have traditionally been matched to provide equal fuel flow to each cylinder. All nozzles are carefully flow calibrated to give precise metering of fuel flow with respect to fuel pressure. Fuel nozzles are now being produced in additional intermediate sizes, which allow smaller changes to be made in fuel flow. Identification of the new intermediate-flow nozzle is made by combining the flow letter designations of the nozzles one size smaller and one size larger than the new nozzle. (For example: 12D, 12DE, 12E, etc.)

Within the constraints of engine installations and variations in the design of engine induction systems, small differences in airflow can occur within the cylinders on an engine. The variations are small and the resultant changes in air/fuel ratio do not have a significant effect on the power produced in each individual cylinder. TCM's latest engine models, such as the IO-360-ES, IO-550-N, TSIO-520-BE, TSIO-550-B,C and others, feature tuned induction systems which improve the balance of airflow to the cylinders.

The capability exists on ALL engine models to further match the air/fuel ratio between cylinders by carefully modifying the fuel flow between each cylinder in small increments while maintaining the correct total fuel flow. For this purpose TCM has developed "position-tuned" fuel nozzle systems, which match injector flow to each individual cylinder's airflow while maintaining the correct total fuel flow. An automated test method was created to measure and evaluate the fuel flow range between the first and the last cylinder EGT peaks as the mixture was leaned from full rich at cruise operating conditions. Based on the actual fuel flow at each cylinder's peak EGT, individual nozzle flows were changed to ***align the peaks.*** The process can yield smaller cylinder-to-cylinder air/fuel ratio variations at selected engine settings. This assures that each cylinder is operating at the same air/fuel ratio in cruise conditions while maintaining acceptable air/fuel ratios at other operating points.

INSTALLATION INSTRUCTIONS

1) In accordance with the airframe manufacturer's instructions, remove cowling and any airframe accessories that may obstruct access to the fuel nozzles.
2) Turn the aircraft fuel selector to the off position.
3) Loosen and remove the fuel injection lines from the existing fuel nozzles.
4) On turbocharged engine models, loosen fuel nozzle sleeve assembly nuts from the upper deck reference tubes and remove the metal washer, the rubber washer and the sleeve assembly from each nozzle. Retain the metal washer and the sleeve assembly for re-use. Discard the rubber washer.
5) Loosen and remove the fuel nozzles from each cylinder.



CAUTION . . . Never use teflon tape on fluid fittings or fuel nozzles.

Figure 1. General Antiseize Lubricant Application Typical Fuel Nozzle Shown

6) Remove the TCM Position-Tuned Fuel Nozzles from their packages. Inspect each nozzle for debris to avoid possible nozzle restriction after installation. Visually inspect each nozzle jet orifice to verify that it is open and contains no restriction. If cleaning is required, the Maintenance Instructions contained in this bulletin must be followed.
7) Apply a thin film of anti-seize compound, TCM P/N 646943 or Loctite 76732, to the large threaded end of each nozzle assembly. Reference Figure 1 for proper installation of the anti-seize compound to the nozzle assembly.
8) Each TCM Position Tuned nozzle is identified as to cylinder position and nozzle size, reference Figure 2 for cylinder arrangement on the engine crankcase and Figure 3 for nozzle position marking.

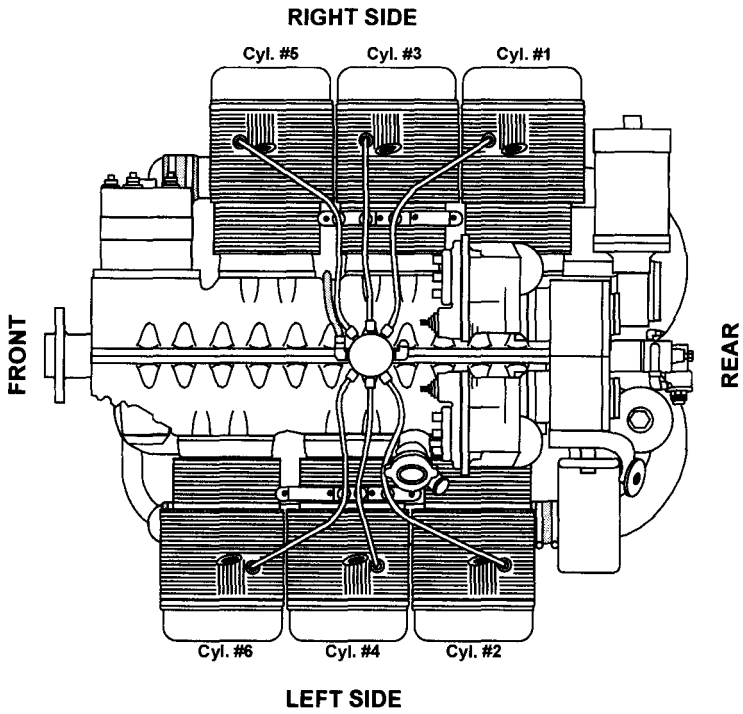


Figure 2. Cylinder arrangement as installed on the engine.

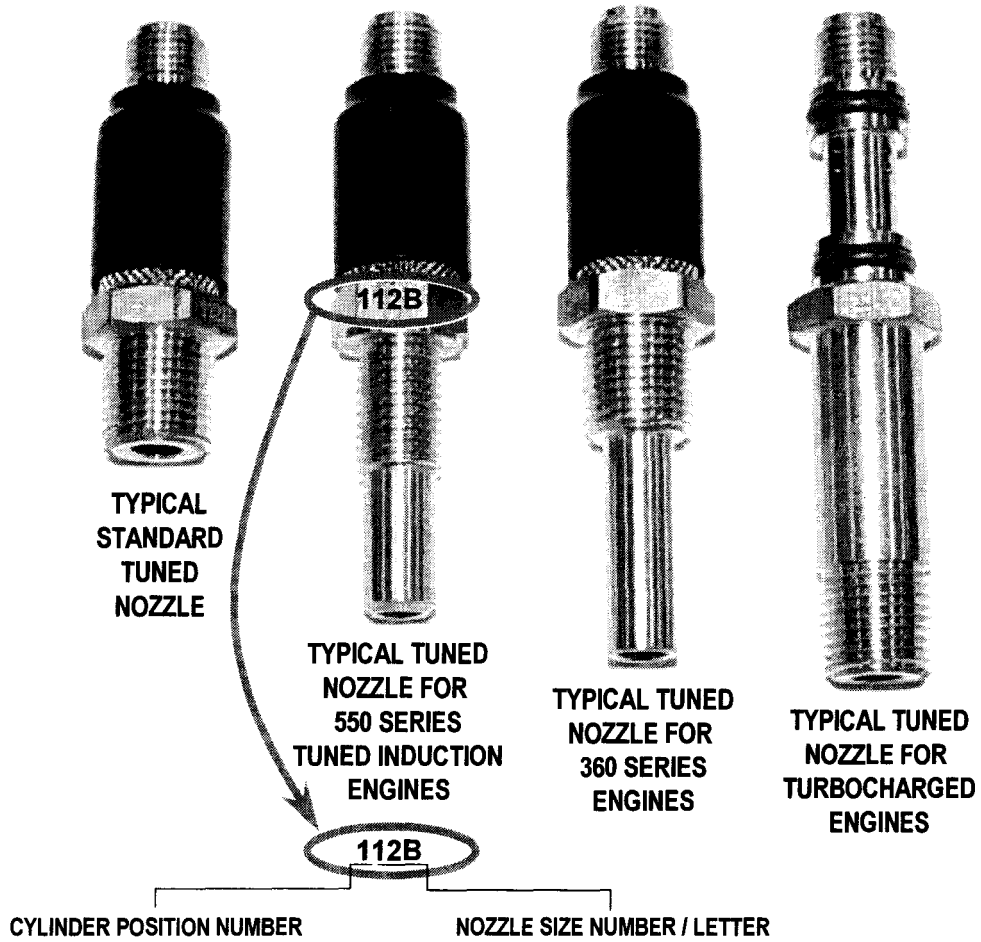


Figure 3. Nozzle Position Marking

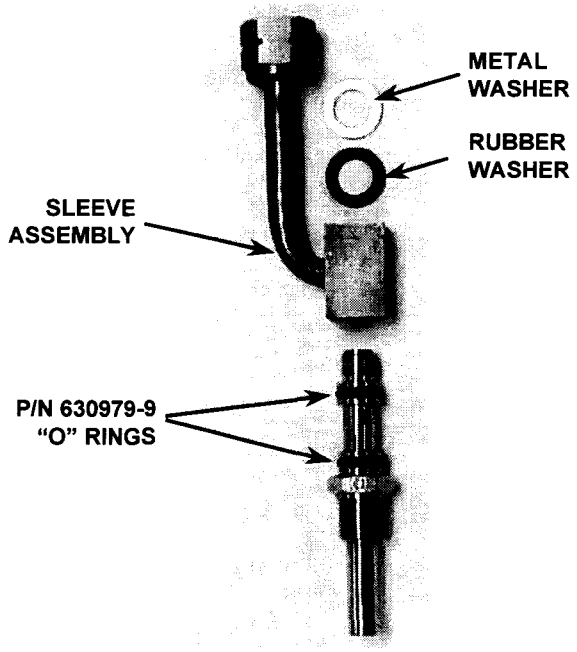


FIGURE 4. Typical Turbo-Charged Injector Installation

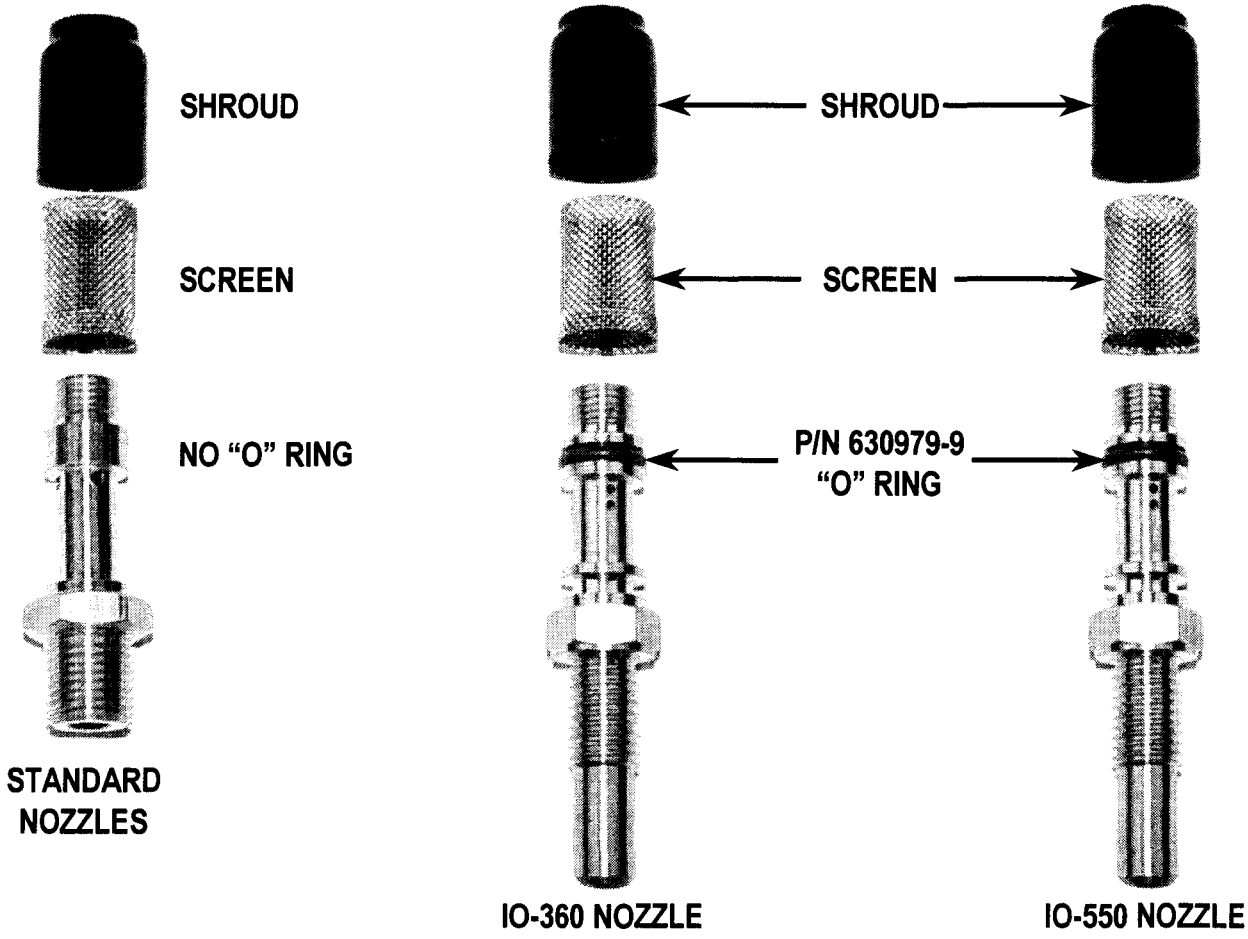


Figure 5. Typical Nozzle Assemblies For Normally-Aspirated Engines

9) Install each nozzle in the fuel nozzle port of the appropriate cylinder finger tight to insure that it does not cross-thread.

10) Torque each nozzle to 55-65 inch pounds using a properly calibrated torque wrench.

11) For turbo-charged engine models, reinstall nozzle sleeve assemblies ensuring new P/N 630979-9 O-rings are used. Tighten the nut to the upper deck reference tube finger tight to set the seal between the nut and the male connector, then tighten an additional 3/4 to 1 turn. Install a new P/N 640612 rubber washer and the previously retained metal washer on each nozzle, reference figure 4.

12) Reinstall each fuel injection line to the appropriate nozzle and tighten to a torque value of 40-45 inch pounds using a properly calibrated torque wrench.

***CAUTION**... Do not apply any type of thread lubricant or sealant to the fuel injection line to nozzle junction.*

13) Clean each fuel injection line at the location of the identification label application with acetone, reference figure 6. With this area clean and dry, apply an identification label P/N 655303 to each fuel injection line and wrap the label around the fuel injection line to form a flag as indicated in figure 6. An identification label may also be applied to the valve rocker cover in a conspicuous location in addition to the fuel injection line.

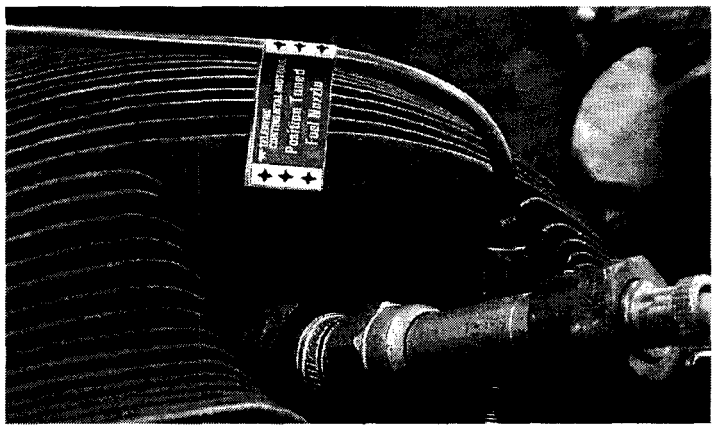


Figure 6. Label Application

14) Turn the aircraft fuel selector to the "ON" position.

15) Perform a complete fuel system leak check in accordance with aircraft manufacturer's maintenance instructions prior to engine operation.

WARNING

Over priming can cause a flooded intake resulting in a hydraulic lock condition and subsequent engine damage or failure. If the engine is over primed, or flooded, make sure that all fuel has drained from the intake and cylinders prior to attempting engine start.

16) Perform the engine fuel system verification in accordance with the latest revision of SID97-3.

17) Reinstall all airframe-supplied accessories and cowlings in accordance with the airframe manufacturer's instructions.

MAINTENANCE INSTRUCTIONS

NOTE . . . This bulletin contains the Manufacturer's Instructions for Continued Airworthiness for Position Tuned Nozzle Assemblies as required by FAR43.13.

All fuel nozzles must be removed annually or every 300 hours, whichever occurs first, for inspection and cleaning as follows:

1) In accordance with the airframe manufacturer's instructions, remove cowling and any airframe accessories that may obstruct access to the fuel nozzles.

2) Turn the aircraft fuel selector to the off position.

3) Loosen and remove the fuel injection lines from the fuel nozzles.

4) On turbo-charged engine models, loosen fuel nozzle sleeve assembly nuts from the upper deck reference tubes and remove the metal washer, the rubber washer and the sleeve assembly from each nozzle. Retain the metal washer and the sleeve assembly for re-use. Discard the rubber washer.

5) Loosen and remove the fuel nozzles from each cylinder.

6) Clean each nozzle by soaking in lacquer thinner, MEK or acetone for several hours. Wipe clean the exterior of the nozzle with a lint-free cloth. Dry the nozzle interior with dry compressed air. Visually inspect the nozzle jet orifice to verify that it is open with no obstructions.

7) If the nozzle jet orifice is obstructed and cannot be cleaned by solvent action as noted in step 6 above, the nozzle must be replaced.

***CAUTION** . . . Never attempt to clear or clean a nozzle jet orifice restriction by mechanical means. This can damage the orifice and affect the flow rate of the nozzle. Any nozzle which has been cleaned by mechanical means must be replaced.*

8) Once each nozzle has been cleaned and inspected, they should be reinstalled in accordance with the following:

9) Apply a thin film of anti-seize compound, TCM P/N 646943 or Loctite 76732, to the large threaded end of each nozzle assembly. Reference Figure 1 for proper installation of the anti-seize compound to the nozzle assembly.

10) Each TCM Position Tuned nozzle is identified as to cylinder position and nozzle size, reference Figure 2 for cylinder arrangement on the engine crankcase and figure 3 for nozzle position marking.

11) Install each nozzle in the fuel nozzle port of the appropriate cylinder finger tight to insure that it does not cross-thread.

12) Torque each nozzle to 55-65 inch pounds using a properly calibrated torque wrench.

13) For turbo-charged engine models, reinstall nozzle sleeve assemblies ensuring new P/N 630979-9 O-rings are used. Tighten the nut to the upper deck reference tube finger tight to set the seal between the nut and the male connector, then tighten an additional 3/4 to 1 turn. Install a new P/N 640612 rubber washer and the previously retained metal washer on each nozzle, reference figure 4.

14) Reinstall each fuel injection line to the appropriate nozzle and tighten to a torque value of 40-45 inch pounds using a properly calibrated torque wrench.

CAUTION... *Do not apply any type of thread lubricant or sealant to the fuel injection line to nozzle junction.*

15) Turn the aircraft fuel selector to the "ON" position.

16) Perform a complete fuel system leak check in accordance with aircraft manufacturer's maintenance instructions prior to engine operation.

WARNING

Over priming can cause a flooded intake resulting in a hydraulic lock condition and subsequent engine damage or failure. If the engine is over primed, or flooded, make sure that all fuel has drained from the intake and cylinders prior to attempting engine start.

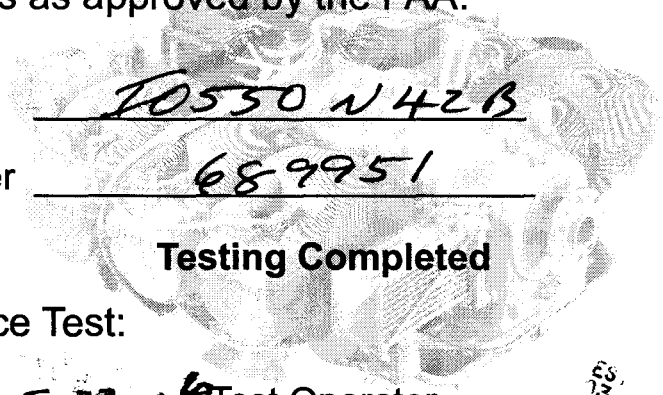
17) Perform the engine fuel system verification in accordance with the latest revision of SID97-3.

18) Reinstall all airframe-supplied accessories and cowlings in accordance with the airframe manufacturer's instructions.

PROP LOGBOOK

Aircraft Engine Test Verification

This document verifies that the engine model listed below has satisfactorily completed all testing listed below in accordance with TCM standard engine testing specifications as approved by the FAA.



Engine Model IO550 N42B

Engine Serial Number 689951

Testing Completed

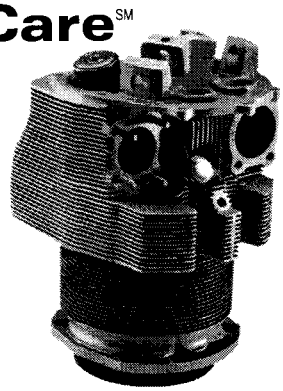
Standard Acceptance Test:

Date of Completion 8-23-06 Test Operator _____

Teledyne Continental Motors, Inc.
A Teledyne Technologies Company

Form No 98344

IMPORTANT - Comply with the TopCare℠ Cylinder Program requirements to be eligible for:



- ***Industry leading warranty – 3 Year / 1000 Hours****
- ***Improved Cylinder Service Life***

How to Comply:

1-Have the TopCare Health Check℠ performed as prescribed in the latest revision of TCM Service Information Directive SID97-2.

2-Register by submitting the TopCare Cylinder Warranty Enrollment Form & initial TopCare Health Check form to TCM in accordance with the latest revision of SID97-2.

3-Perform the TopCare Health Check on an annual basis to maintain coverage and optimum cylinder service life.

For complete TopCare Program information, go to http://www.tcmlink.com/topcare/index.html and download a free copy of the latest revision of TCM Service Information Directive SID97-2. Go to http://www.tcmlink.com/warranty.html to obtain a free copy of the TopCare Cylinder Warranty. You can also request this information be mailed to you by contacting the Aviator Services Desk at 1-888-826-5465.

NOTICE: Failure to register in, or failure to meet the eligibility requirements of, the TopCare program will render your cylinder warranty coverage to be the same as the Teledyne Continental Motors (TCM) Aircraft Engine Part, Component & Accessory Warranty which provides 12 Months/500 hours (No Labor).

*3 Year/1000 Hour Warranty Consists of 1 Year Parts & Labor Coverage. 2nd & 3rd Year Parts Only Coverage.

TELEDYNE™

CONTINENTAL MOTORS

TCM NO: CYL0401

The points of the TopCare Health Check are:

- ❑ Cylinder Differential Compression Check And Trend Monitoring – When made and recorded for trend monitoring purposes you can identify cylinder leakage rates and the source of the leakage. This test can also be used as a gauge to determine wearing of cylinder walls, ring surfaces and valve seats throughout the life of the engine.
- ❑ Cylinder Borescope Inspection, As Required – Your technician must examine the cylinder for the presence of rust and overall condition of the cylinder bore and the valve area.
- ❑ Oil Consumption Trend Monitoring – A good diagnostic tool that provides the indication of wear, or indication of the need for inspection or service.
- ❑ Oil Analysis Trend Monitoring – A tool used to monitor wear material and contaminants in the engine. For those engines with an established oil analysis profile, changes in iron, copper and other tracked materials can alert you to unusual wear trends and contaminants.
- ❑ Baffle Condition Inspection – Incorrect and improperly fitting baffles and baffle seals can contribute to premature cylinder removal caused by high cylinder and oil temperatures.
- ❑ Induction System Examination – Breathing in unfiltered air contains particulates which are abrasive to the engine, especially to the cylinder walls and ring faces.
- ❑ Cowling Inspection and Cowl Flap Operational Check – In addition to baffle conditions, other components that affect airflow through the cowling must be examined.
- ❑ Ignition System Inspection – Advanced magneto to engine timing can cause high cylinder head temperatures. Maintain magneto in accordance with published requirements
- ❑ Fuel System Setup – Engine operation and cooling are directly related to the correct set-up of the fuel system. Airflow is not enough to cool the engine during high-power operation and additional fuel is required to provide supplemental cooling.
- ❑ Verification Of Accuracy Of Engine Instrument Gauges – Use of inaccurate gauges can result in possible cylinder wear due to lean operation, pre-ignition, detonation, loss of power and sever engine damage or sudden engine stoppage.
- ❑ Flight Test – Test fly the aircraft with your mechanic after annual inspection. Your knowledge and increased awareness of correct engine operation can significantly influence the service life of your engine's cylinders and other components.

TELEDYNE CONTINENTAL MOTORS

THE OIL PRESSURE ON THIS ENGINE WAS ADJUSTED DURING THE ENGINE ACCEPTANCE TEST AT THE FACTORY. ONLY MINOR ADJUSTMENTS MAY BE NECESSARY TO ASSURE THE PROPER INDICATION ON THE COCKPIT GAUGE.

FACTORY SETTINGS:

RPM 2760 OIL TEMP 190 OIL PRESSURE 49.3

OIL PRESSURE PICK UP POINT: ENGINE INLET AT OIL COOLER

655313

SENSENICH PROPELLER SERVICE, INC.

Propeller Logbook

- McCauley ☐
- Hartzell ☑
- MT ☐
- Sensenich ☐
- Dowty ☐
- Hamilton Standard ☐

INSTALLING AGENCY PLEASE NOTE:
Recording of Propeller Total Time Since New (TTSN)
is Required Per F.A.R. 91.417

caster Airport, 519 East Airport Road, Lititz, PA 17543 (800) 462-3412 (717) 560-3711 Fax: (717) 560-4354 FAA Certified Repair Station #QV9R194N

Lee Gilmore Memorial Airport, 1142 Aviation Boulevard, Gainesville, GA 30501 (800) 791-7767 (770) 538-0444 Fax: (770) 538-0117 FAA Certified Repair Station #S46R346N

Windham County Airport, 21 Airport Road, North Windham, CT 06256 (877) 456-7944 (860) 456-7944 Fax: (860) 456-0410 FAA Certified Repair Station #Q0PR011X

FAA LOGBOOK REGULATIONS

91.417 Maintenance records.

(a) Except for work performed in accordance with §§ 91.411 and 91.413, each registered owner or operator shall keep the following records for the periods specified in paragraph (b) of this section:

(1) Records of the maintenance, preventive maintenance, and alteration and records of the 100-hour annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include:

(i) A description (or reference to data acceptable to the Administrator) of the work performed; and

(ii) The data of completion of the work performed; and

(iii) The signature, and certificate number of the person approving the aircraft for return to service.

(2) Records containing the following information:

(i) The total time in service of the airframe, each engine, each propeller, and each rotor.

(ii) The current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance.

(iii) The time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis.

(iv) The current inspection status of the aircraft, including the time since the last inspection required by the inspection program under which the aircraft and its appliances are maintained.

(v) The current status of applicable airworthiness directives (AD) including, for each, the method of compliance, the AD number, and revision date. If the AD involves recurring action, the time and date when the next action is required.

(vi) Copies of the forms prescribed by § 43.9(a) of this chapter for each major alteration to the airframe and currently installed engines, rotors, propellers, and appliances.

(b) The owner or operator shall retain the following records for the periods prescribed:

(1) The records specified in paragraph (a)(1) of this section shall be retained until the work is repeated or superseded by other work or for 1 year after the work is performed.

(2) The records specified in paragraph (a)(2) of this section shall be retained and transferred with the aircraft at the time the aircraft is sold.

(3) A list of defects furnished to a registered owner or operator under § 43.11 of this chapter shall be retained until the defects are repaired and the aircraft is approved for return to service.

NOTE: Regulations are subject to revision at any date without notice.

The manufacturers' FAA approved overhaul period for this propeller is 6 years/~~months~~ or 2400 hours, whichever occurs first.

Limiting factors affecting time between overhaul (TBO)

Corrosion, internal

- Directly proportional to calendar time
- Unseen and potentially catastrophic

Corrosion-erosion, external

- Calendar time and operating environment
- Visible and easily corrected

Wear, Internal/External

- Function of hours in operation and types of flying, i.e., aerobatic much higher wear rates than pleasure.

Seal Life

- Deterioration and loss of resiliency affecting sealing property is proportionate to calendar time in service.
- Wear rates are commensurate to hours flown.

IT IS <u>STRONGLY</u> RECOMMENDED ALL PROPELLERS MINIMUMLY RECEIVE AN INTERNAL CORROSION INSPECTION AND NEW SEALS AT INTERVALS NOT TO EXCEED SIX YEARS.

USE OF LOGBOOK

1. Proper maintenance of this logbook is the owner's responsibility. It is an important record designed for the owner's information and protection.

2. If the propeller is sold or installed on another aircraft, the logbook should be transferred **with the propeller**.

3. Is recommended that maintenance release tags and work orders be attached inside the back cover of this book. If a copy of the work order is not available, the repair station and work order numbers should be referenced in the logbook entry.

Propeller Model PHC-J3YF-1RF

Blade Model F7693DFB

Hub Serial No. FP4157B

Blade Serial No. 1 K28674

2 K28677

3 K28673

4

5

6

INSTALLATION HISTORY

Date	Aircraft Model & Registration No.	Engine Serial Number & Position

SOUTH COAST PROPELLER SERVICE, INC.
5750 DUROSE DRIVE, BESSEMER, AL 35022
205-426-7022
REPAIR STATION #S6PR302X

GOVERNOR DISASSEMBLED, CLEANED AND INSPECTED. MAJOR OVERHAULED. MAGNAFLUXED PARTS AS REQUIRED, REASSEMBLED AND TESTED TO MANUFACTURER'S SPECIFICATIONS.

WORK ORDER # SR-6900
MODEL # C290D3R/T23
SERIAL # 03-0638
DATE 09/10/10

JAMES M. GAITHER,
GENERAL MANAGER.

SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures

Sensenich Propeller Service, Inc.
1142 Aviation Boulevard Gainesville, Ga. 30501
Phone (770)538-0444 Fax (770)538-0117 www.sensenichpropellers.com

09/10/10 Work Order Number: **G14120**

Propeller Model: **PHC-J3YF-1RF/F7693DFB** Hub Serial No: **FP4157B**

Blade S/N's: **K28674**
K28677
K28673

Blade Angles: Low: **13.9** High: **40.0**

Propeller TSN: **2390.0** Propeller TSO: **-0-**

Disassemble, Service, Magnaflux, Zyglo, Assemble, Check Track, Set Angles, Balance – Overhaul. All work done in accordance with Hartzell Specifications.

Daniel Landis
Repair Station S46R346N

SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures

MODEL: SR22
S/N: 2180
REG. №: N509SR

CFM
CORPORATE FLIGHT MANAGEMENT

276 Doug Warpoole Road
Smyrna, TN 37167
615.534.4600

DATE: 11-01-2010
HOBBS: 1936.3
TACH: 1707.7

Propeller S/N FP4157B

Inspection:
-Complied with Annual Inspection IAW AMM 5-00.
AD's:
-AD's researched through 10-29-2010, none are due at this time.
Maintenance Accomplished:
-Installed new Hartzell Propeller P/N PHC-J3YF-1RF S/N FP4157B, IAW AMM 61-00.
-Installed new spinner P/N C-3532-5P S/N 7367, IAW AMM 61-00.
-Installed new propeller governor P/N C290D3R/T23 S/N 03-0638, IAW AMM 61-00.

The propeller identified above was inspected and repaired in accordance with the current Federal Aviation Regulations and is approved for return to service with only with respect to the work performed. Pertinent details of the work performed are on file at this repair station under Work Order №**19095**.

Signed: _____

For: ***Corporate Flight Management, Inc.*** ***Certified Repair Station*** ***FJTR920D***

Form CFM 007

SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures

MODEL: **SR22**
S/N: **2180**
REG. №: **N509SR**

CFM
CORPORATE FLIGHT MANAGEMENT

276 Doug Warpoole Road
Smyrna, TN 37167
615.534.4600

DATE: **5/5/2011**
HOBBS: **2016.7**
TACH: **1775.4**

Propeller S/N FP4157B

Inspection:
-Complied with Annual Inspection IAW AMM 5-00.
AD's:
-None due at this time.
SB's
-None due at this time.

The propeller identified above was inspected and repaired in accordance with the current Federal Aviation Regulations and is approved for return to service with only with respect to the work performed. Pertinent details of the work performed are on file at this repair station under Work Order №**19961**.

Signed: _____ 1196

For: ***Corporate Flight Management, Inc.*** ***Certified Repair Station*** ***FJTR920D***

Form CFM 007

SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures
			ARAPAHOE AERO 12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386 **N62CH Hartzell PHC-J3YF-1RF/F7693DFB S/N: FP4157B Total Time: 2547.7** **24 August 2011 Flight Hobbs: 1865.4 SPOH: 157.7 Calendar Time: 0 Years 9 Months** **100 Hour Inspection for Annual** completed this date using the Cirrus Design SR22 Maintenance Manual Inspection Form as a guide. Inspected propeller hub and blades. Dressed leading edges of blades and painted blade faces. AD's checked through Biweekly 2011-17. **I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.** **Scott S. Fisher A&P 3290363** w/o 30906	
			ARAPAHOE AERO 12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386 **N62CH Hartzell PHC-J3YF-1RF/F7693DFB S/N: FP4157B Total Time: 2626.6** **19 January 2012 Flight Hobbs: 1944.3 SPOH: 236.6 Calendar Time: 1 Year 2 Months** **100 Hour Inspection for Annual** completed this date using the Cirrus Design SR22 Maintenance Manual Inspection Form as a guide. Inspected propeller hub and blades. Dressed leading edges of blades and painted blade faces. AD's checked through Biweekly 2012-01. **I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.** **L. John Wells A&P 3221132** w/o 31469	

SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures
6-19-12	2803.3	413.3	Completed a 100 Hr inspection IAW Cirrus SR22 MM	
			inspection guide. AD's checked through B-week	
			2012-01. I certify that this propeller has	
			been inspected IAW a 100 hour inspection and	
			was determined to be in airworthy condition.	
			J. Vanderpool AP 2817060	— END —

RMAS
ROCKY MOUNTAIN AIRCRAFT SERVICES LLC
11750 Airport Way Hanger B-12A
Broomfield CO, 80021

Date: 10-26-2012
Acft Reg: N62CH
Flight Tach: 2125.2
TSMOH: 417.5
PROPELLER

Performed an Annual/100 HR inspection in accordance with FAR 43 App (D) and Cirrus checklist. Inspected spinner and spinner bulkhead for cracks or defects. None found at this time. Dressed leading edges of propeller blades. Ground run and operational check is satisfactory at this time. A list of AD's may be found in aircraft records I certify that this propeller has been inspected in accordance with an Annual/100 HR inspection and has been determined to be in airworthy condition and is approved for return to service at this time.-----END-----

Justin C Parrow Justin C Parrow A&P3083586IA

RMAS

ROCKY MOUNTAIN AIRCRAFT SERVICES LLC
11750 Airport Way Hanger B-12A
Broomfield CO, 80021

Date: 1-16-2014
Acft Reg: N62CH
Flight Tach: 2290.8
TSMOH: 583.1
PROPELLER

orized Signatures

Performed an Annual/100 HR inspection in accordance with FAR 43 App (D) and Cirrus checklist. Inspected spinner and spinner bulkhead for cracks or defects. None found at this time. Dressed leading edges of propeller blades. Ground run and operational check is satisfactory at this time. A list of AD's may be found in aircraft records I certify that this propeller has been inspected in accordance with an Annual/100 HR inspection and has been determined to be in airworthy condition and is approved for return to service at this time.-----END-----

Justin C Parrow A&P3083586IA

PROP MODEL:
PHC-J3YF-1RF
PROP S/N: FP4157B
REG. NO: N62CH
WORK ORDER:
3731-01-2015

Houston Aviation Center, LLC
12888 Hwy 6 S Ste 113
Sugar Land, TX 77498 USA
Phone: 281-494-5800

DATE: 2/4/2015
A/C TSN: 2527.1
PROP TT: 3209.4
TSPOH: 819.4
FLIGHTTIME: 2527.1

Prop Entries

(Flight Meter: 2527.1) Completed a 100 HR/Annual Inspection this date Ref. CDC SR22 AMM 5-20 and Hartzell Propeller Owner's Manual No. 115N. Inspected and dressed propeller blade leading edges. Checked blade track. Checked AD's thru BW 2015-02.... I certify that this Propeller has been inspected in accordance with a 100 HR/Annual Inspection and was determined to be in Airworthy condition.

Maintenance Release

The aircraft and/or component(s) on N62CH was repaired and/or inspected in accordance with current requirements of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at Houston Aviation Center, LLC under Work Order No. 3731-01-2015.

DATE: 2/4/2015 SIGNED: Work Order: 3731-01-2015

Fouad Hussain, A&P: 3204861 IA

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SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures

PROP MODEL:
PHC-J3YF-1RF
PROP S/N: FP4157B
REG. NO: N62CH
WORK ORDER:
4245-01-2016

Houston Aviation Center, LLC
12888 Hwy 6 S Ste 113
Sugar Land, TX 77498 USA
Phone: 281-494-5800

DATE: 3/8/2016
A/C TSN: 2764.9
PROP TT: 3126.6
TSPOH: 1057.2
FLIGHTTIME: 2764.9

Prop Entries

(Flight Meter: 2764.9) Completed a 100 HR/Annual Inspection this date Ref. CDC SR22 AMM 5-20 and Hartzell Propeller Owner's Manual No. 115N. Inspected and dressed propeller blade leading edges. Inspected and lubricated hub. Checked blade track. Checked ADs thru BW 2016-05.... I certify that this Propeller has been inspected in accordance with a 100 HR/Annual Inspection and was determined to be in Airworthy condition.

Maintenance Release

The aircraft and/or component(s) on N62CH was repaired and/or inspected in accordance with current requirements of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at Houston Aviation Center, LLC under Work Order No. 4245-01-2016.

DATE: 3/8/2016 SIGNED:

Fouad Hussain, A&P: 3204861 IA

Work Order: 4245-01-2016

SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures

SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures

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SERVICE HISTORY

Date	Total Propeller Time	Time Since Overhaul	Description of Work	Authorized Signatures

STAPLE MAINTENANCE RELEASE TAGS AND
OTHER DATA TO THIS PAGE

SENSENICH PROPELLER SERVICE, INC.

www.sensenichpropellers.com

AD NOTES COMPLIANCE RECORD

Airframe - Cirrus - SR22 2180

Engine - Teledyne Continental - IO-550-N

Propeller - Hartzell - PHC-J3YF-1

Appliance - Altimeters - United Instruments

Appliance - Ignition Switches - Bendix

Appliance - Magnetos - TCM (formerly Bendix) S-20 series

Appliance - Primary Flight Displays - Avidyne Corporation

Appliance - Safety Belts - AM Safe

Appliance - Transponder - GARMIN GTX 330

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
74-24-13	United Instrument altimeters	10/29/10 TAT1707.7	N/A per aircraft manufacture date	X		N/A	Corporate Flight Management FJTR920D
74-26-09	Bendix magnetos	10/29/10 TAT1707.7	N/A per aircraft manufacture date	X		N/A	Corporate Flight Management FJTR920D
76-07-12	Bendix switches	10/29/10 TAT1707.7	N/A per aircraft manufacture date		X	N/A	Corporate Flight Management FJTR920D
82-20-01	Bendix magnetos	10/29/10 TAT1707.7	N/A per aircraft manufacture date	X		N/A	Corporate Flight Management FJTR920D
86-05-02	United Instruments altimeters	10/29/10 TAT1707.7	N/A per aircraft manufacture date	X		N/A	Corporate Flight Management FJTR920D
87-17-06	AM Safe restraint system	10/29/10 TAT1707.7	N/A per aircraft manufacture date	X		N/A	Corporate Flight Management FJTR920D
88-03-06	Oil filter	10/29/10 TAT1707.7	N/A per engine manufacture date	X		N/A	Corporate Flight Management FJTR920D
91-19-03	Champion oil filter	10/29/10 TAT1707.7	N/A per engine manufacture date	X		N/A	Corporate Flight Management FJTR920D
93-08-17	Incorrect oil pick-up tube	10/29/10 TAT1707.7	N/A per engine manufacture date	X		N/A	Corporate Flight Management FJTR920D
93-10-02	Cylinder valve retainer	10/29/10 TAT1707.7	N/A per engine manufacture date	X		N/A	Corporate Flight Management FJTR920D
94-01-03 R2	Teledyne/Bendix magnetos	10/29/10 TAT1707.7	N/A per aircraft manufacture date	X		N/A	Corporate Flight Management FJTR920D
94-06-09	Teledyne/Bendix magnetos	10/29/10 TAT1707.7	N/A per aircraft manufacture date	X		N/A	Corporate Flight Management FJTR920D
94-17-13	Prop hub failure	10/29/10 TAT1707.7	N/A per propeller manufacture date		X	N/A	Corporate Flight Management FJTR920D
99-19-01	Crankshaft failure	10/29/10 TAT1707.7	N/A per engine manufacture date	X		N/A	Corporate Flight Management FJTR920D
2000-23-21	Fracture of the crankshaft connecting rod journal	10/29/10 TAT1707.7	N/A per engine manufacture date	X		N/A	Corporate Flight Management FJTR920D
2001-07-03	CORRECTION - Prevent propeller failure of the propellers returned to service by BASCO	10/29/10 TAT1707.7	N/A per propeller manufacture date	X		N/A	Corporate Flight Management FJTR920D
2001-25-03	Detect and replace understrength rivets in the elevator and rudder	10/29/10 TAT1707.7	N/A per airframe manufacture date	X		N/A	Corporate Flight Management FJTR920D
2002-21-02	Prevent loss of the self-locking retaining nut on the roll and yaw trim cartridges	10/29/10 TAT1707.7	N/A per aircraft S/N	X		N/A	Corporate Flight Management FJTR920D

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
2002-24-08	Prevent failure of the CAPS activation system in an emergency situation	10/29/10 TAT1707.7	N/A per aircraft S/N	X		N/A	Corporate Flight Management FJTR920D
2004-08-10	Prevent loss of engine power	10/29/10 TAT1707.7	N/A no ECi cylinder installed	X		N/A	Corporate Flight Management FJTR920D
2005-01-19	Prevent interrogating aircraft from possibly receiving inaccurate replies	10/29/10 TAT1707.7	N/A per Garmin software version installed	X		N/A	Corporate Flight Management FJTR920D
2005-12-06	Prevent failure of the magneto impulse coupling assembly	10/29/10 TAT1707.7	N/A per engine model installed		X	N/A	Corporate Flight Management FJTR920D
2005-14-11	Prevent blade failure that could result in separation of a propeller blade	10/29/10 TAT1707.7	N/A per propeller never been serviced by Southern California Propeller Service of California.	X		N/A	Corporate Flight Management FJTR920D
2006-07-06	To detect, correct, and prevent damage to the fuel line and wire	10/29/10 TAT1707.7	N/A per aircraft S/N	X		N/A	Corporate Flight Management FJTR920D
2006-19-10	To prevent the crew seats from folding forward during emergency landing	10/29/10 TAT1707.7	N/A per aircraft S/N	X		N/A	Corporate Flight Management FJTR920D
2006-21-03	Prevent overheating damage to the brake caliper piston O-ring seals	10/29/10 TAT1707.7	N/A per aircraft S/N	X		N/A	Corporate Flight Management FJTR920D
2007-14-03	To correct pick-up collar support fasteners of the CAPS	4/02/07 TAT237.4	Complied with AD by complying to SBA2X-95-10 with installation of kit P/N 70181-001.	X		N/A	Satair Maintenance Center Richard Bannister A&P 250257611
2007-16-10	To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the turbocharger compressor	10/29/10 TAT1707.7	N/A no turbocharger installed on this aircraft	X		N/A	Corporate Flight Management FJTR920D
2007-24-13	To prevent moisture from accumulating along the wing shear web where it may freeze in certain conditions	10/29/10 TAT1707.7	N/A per aircraft S/N	X		N/A	Corporate Flight Management FJTR920D
2007-26-09	To prevent failure of the propeller blade from fatigue cracks in the blade shank radius	10/29/10 TAT1707.7	N/A per propeller blades S/N	X		N/A	Corporate Flight Management FJTR920D
2008-03-16	To prevent the possibility of jamming of the rudder-aileron interconnect system	10/31/07 TAT663.4	Complied with AD by complying with SB 2X-27-14R3 with the installation of kit P/N 70197-001	X		N/A	Satair Maitenance Center Richard Bannister A&P 250257677
2008-06-28	To prevent certain conditions from existing when PFDs display incorrect attitude, altitude, and airspeed information	10/29/10 TAT1707.7	See revision 1	X		N/A	Corporate Flight Management FJTR920D
2008-13-28	To prevent failure of the propeller hub	10/29/10 TAT1707.7	N/A per engine installed		X	N/A	Corporate Flight Management FJTR920D
2008-14-13	To prevent in-flight failure of the cabin door	2/07/08 TAT858.5	Complied with AD by complying with SB 2X-52-07R4 with installation of kit P/N 70186-004.	X		N/A	Satair Maintenance Center Richard Bannister A&P250257611
2009-05-05	To prevent certain conditions from existing when PFDs display incorrect attitude, altitude, and airspeed information	3/30/09 TAT1695.5	CW AD by inspecting PDF S/N 20146037 and complying with Avidyne SB 601-00006-096 paragraph 3.3. "PDF air data system performance verification test". No defects noted per 601-00006-096R1, no further action required.		X	N/A	Satair Maintenance Center, CRS# J4PR714Y Doug K. Bowling
2009-16-03	To prevent the separation of the cylinder head	10/29/10 TAT1707.7	N/A per cylinder manufacture installed		X	N/A	Corporate Flight Management FJTR920D
2009-26-01	To detect and correct anti-ice fluid distribution lines with improperly installed compression fittings	10/29/10 TAT1707.7	N/A per aircraft S/N	X		N/A	Corporate Flight Management FJTR920D

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
2010-11-04	To prevent excessive hydraulic lifter wear	10/29/10 TAT1707.7	N/A per Hydraulic lifters P/N 657077 and P/N 657088		X	N/A	Corporate Flight Management FJTR920D

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No.2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title CFR 43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. 46301(a)).

1. Aircraft	Nationality and Registration Mark: N509SR	Serial No.: 2180	
	Make: Cirrus	Model: SR22	Series:
2. Owner	Name (As shown on registration certificate): Corporate Flight Management	Address (As shown on registration certificate): Address 276 Doug Warpoole Road; City Smyrna State TN; Zip 37167 Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
X		AIRFRAME		*(As described in item 1 above)*	
		POWERPLANT			
		PROPELLER			
		APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.
Name: Corporate Flight Management			U.S. Certificated Mechanic	Manufacturer
Address: 276 Doug Warpoole rd			Foreign Certificated Mechanic	
City: Smyrna	State: TN	X	Certificated Repair Station	FJTR920D
Zip: 37167	Country: USA		Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: 11/01/2010

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY							
	FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization		Person Appoved by Canadian Department of Transport
	FAA Designee	X	Repair Station		Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: FJTR920D

Signature/Date of Authorized Individual: 11/01/2010

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N509SR	11/01/2010
Nationality and Registration Mark	Date

A summary of the repaired done to the aircraft is as follows:

-Reapired damaged AFT floor section by replacing entire AFT floor section between AFT side of spar cover and FS 186 bulkhead per CDC repair deviation # R9793.
-Repaired LH fuselage Station 180 by resin injection as needed then installed repair plied and fully cured area per CDC repair deviation # R9793.
-Repaired RH fuselage Station 180 by resin injection as needed then installed repair plies and fully cured area per CDC repair deviation # R9793.
-Repaired damaged on RH wing and wing cuff at wing Station 165 by removing damaged cuff section, repairing wing leading edge, resin injecting top surface of wing, installing new section on wing cuff and covering replacement section of cuff with repair plies and covering top surface of wing with repair plies per CDC repair devistion # R9793.
-Repaired LH wing cuff leading edge located at Station 150, 164, 174 - 177, 181 - 183 and 195 by installing repair plies per CDC repair deviation # R9793.
-Repaired damage on LH wing lower surface at wing Station 150 by resin injection area and installing repair plies. Repair is fully cured. Work done per CDC repair deviation # R9793.

No Weight and Balance adjustment needed.

Instruction for continued Airworthiness placed in POH.

********** **NOTHING FOLLOWS** **********

☐ Additional Sheets Are Attached