



MAINTENANCE RECORD
F.A.R. 43.9

AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SER.
	<p>  </p> <p> AOA Maintenance 319 N. Crystal Lake Dr Orlando, FL 32803 407-223-4436 </p> <p> Tuesday, 11 January, 2005 </p> <p> N 125BR S/N 1221 SP 22 Tach 27.8 TT 27.8 </p> <p> SERVICED BATTERY SERVICED BRAKE RESINOR SERVICED TIRE PRESSURES END </p> <p>  NICHOLAS E. HILSON AF246848703 </p>	

MAINTENANCE RECORD

F.A.R. 43.9

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MAINTENANCE RECORD

F.A.R. 43.9

[illegible]

MAINTENANCE RECORD

F.A.R. 42.0

DESCRIPTION OF WORK COMPLETED: F.A.R. 42.0, 10/20/2008

& CERTIFICATE
ED/RETURNED TO

9041

Saturday, 10/20/2008

10:00 AM

1:00 PM

1:30 PM

COMPLETED

10/20/2008

[Signature]

MAINTENANCE RECORD

F.A.R. 43.9

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MAINTENANCE RECORD

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MAINTENANCE RECORD
F.A.R. 43.9

Southeast Aero Services, Inc. 800-692-2091
CIRRUS SR22 SN# 1221 N125BR

DATE APRIL 24 2007

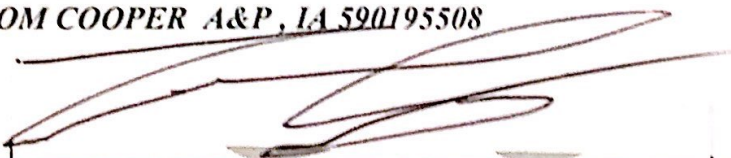
AIRFRAME

Total Time: 177.5

1. Completed an Annual inspection in accordance with Cirrus SR22 Maintenance Manual Chapters 5-10, 5-20 & 5-30.
2. Complied with **S/B 2X-34-22R1** static kit per instructions provided
3. R&R headliner with new
4. R&R lower engine cowl close out cover with new
5. R&R landing light lens with new
6. R&R prop spinner with new
7. R&R right & left flap tape with new
8. R&R left step tape with new
9. R&R pilot & co-pilot lower rod ends with new
10. R&R left nav light with new
11. R&R brake o-rings with new, serviced brake system with 5606
12. R&R overhead lights with serviceable
13. R&R nose wheel washers with new
14. R&R battery with new
15. R&R cup holder with new
16. R&R brake overheat stickers with new
17. All A/D complied with to date, see attached list for details

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		Southeast Aero Services, Inc. 800-692-2091 CIRRUS SR22 SN# 1221 N125BR	
		18. Inspected ELT per FAR 91.207 with satisfactory results. Main battery expiration date 03-2011. Remote battery expiration date 2011	
		19. Ground operational tests completed with satisfactory results.	
		<i>I have reviewed the file on this aircraft and the accompanying discrepancy forms. The aircraft, airframe, aircraft engine, propeller, or appliance identified was repaired/ inspected in accordance with the requirements of a annual inspection, found airworthy, and is approved for return to service this date and time.</i> Pertinent details of repairs on file with South East Aero W/O# 14037 TOM COOPER A&P, IA 590195508 	

MAINTENANCE RECORD **F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
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SOUTHEAST AERO SERVICES, INC. 800-692-2091

CIRRUS SR22 S/N 1221 N125BR

DATE APRIL 24 2007

AIRFRAME LOG

TOTAL TIME 177.5

1. Complied with **S/B 2X-95-09** caps strap abrasion inspection (ATA CODE-95-00) per instructions provided by CIRRUS dated April 6 2007
2. Complied with **S/BA 2X-95-10** caps pick up collar support replacement (ATA CODE-9500) per instructions provided by cirrus dated April 2 2007


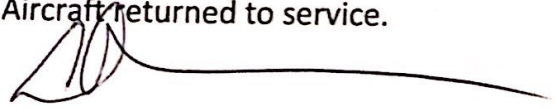
I have reviewed the file on this aircraft and the accompanying discrepancy forms. The aircraft, airframe, aircraft engine, propeller, or appliance identified was repaired/ inspected in accordance with the requirements of CIRRUS SERVICE MANUEL, found airworthy, and is approved for return to service this date and time.

TOM COOPER IA 590195508



MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
		 RICKY A MARK AP30778666	
<p>03-11-2014 N125BR HM:764.6 AFTT:764.6 Removed Dukes Fuel Boost Pump for ten (10) year overhaul/replacement cycle. Installed Dukes Fuel Boost Pump, P/N 5217-00-3, S/N 2158. All work performed IAW Cirrus Service Manual. Operational checks show normal and correct operation with no leaks noted. Aircraft returned to service.</p> <p> Amos T. Akerman A&P 2862556 IA</p>			

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST
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INSPECTION RECORD F.A.R. 43.11-91.409

DATE

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT

NOTE - CHECKED BY J. H. HARRIS 14 NOVEMBER 1966

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1 June, 2009. N125BR S/N 1221. Hobbs 263.7 A/C TT 263.7 Hrs.

Performed the following maintenance in accordance with Cirrus SR22 Maintenance Manual.

Removed and replaced with new nose tire, Good Year Flight Custom III, 5.00-5, S/N 9C560016, along with new wheel bearings (2) P/N TRB 08125 and bearing races (2) TRB 08231. Tire inflated to 40 psi.

Removed and replaced with new both main tires, Good Year Flight Custom III, 15x6.0-6, S/N 9C140366 and S/N 9C120246, along with a new tube installed on L/H, P/N 600-6, S/N 1449 RF6004. Main tires inflated to 65 psi. Repacked all wheel bearings with Aero Shell 22 grease.

Repaired #5 cylinder exhaust by TIG welding flange to exhaust tube and reinstalled on engine.

Overhauled both co-pilot master brake cylinders and serviced / purged brake system with Hyd-Mil-5606.

Fastened lose com antenna, sealed with pro seal and painted seams white.

Performed ELT check as per FAR 91.207(d).

C/W AD 2008-14-13, Cabin Door Separation. **S/B 2X-52-07R4** P/C/W.

Aircraft inspected in accordance with Cirrus Inspection guidance form 5-20.

"I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an Airworthy Condition." End Vidar Einarsson AP2668501801A

Vidar Einarsson AP2668501801A



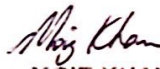


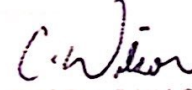
INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
July 2, 2010.	Aircraft TT is 341.6 hours.	<p>Aircraft hobbs reads 341.6 hours. Engine TT is 341.6 hours.</p> <p>"Performed an Annual Inspection on this engine in accordance with Cirrus Airplane Maintenance Manual for Model SR 22, Chapter 05-20, Page 1- hours.17, Date of last revision is 15 Dec. 2008 and was determined to be in an airworthy condition." During the above inspection the compression was as follows: #1, 72/80, #2 72/80, #3 77/80, #4 75/80, #5 77/80, #6 74/80. Engine oil was drained and serviced with Aero-Shell 100W along with a new Champion oil filter. Magneto timing checked and cleaned engine compartment. Vidar Einarsson AP2668501801A</p> <p><i>Vidar Einarsson</i></p>
July 2, 2010.	Aircraft TT is 341.6 hours.	<p>Aircraft hobbs reads 341.6 hours.</p> <p>Propeller total time is 341.6 hours since new.</p> <p>"I certify that this propeller has been inspected in accordance with an Annual Inspection and was found to be in an airworthy condition." Vidar Einarsson AP2668501801A</p> <p><i>Vidar Einarsson</i></p>

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST	
		SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE	
		 AGA Maintenance LLC 314 N. Crystal Lake Dr. Orlando Florida 32803	 N125BR TACH: 412.0 SIN 1221 T.T.L. 412.0 MODEL: SR22
		Wednesday, 28 April, 2011	
		ENGINE: #2 CHT ERRATIC READINGS ON DISPLAY: 1) REMOVED CHT PROBE. VISUAL INSP SHOWS NO DEFECTS. 2) INSPECTED WIRING. NO DEFECTS NOTED. 3) DISCONNECTED CONNECTION AND CLEANED/SECURED. 4) OPS CHECKED ON GROUND WITH NO DEFECTS NOTED. 5) ALL WORK DONE IAW AMM.	
		 MOIZ KHAN AP594885942	
		 AGA Maintenance LLC 314 N. Crystal Lake Dr. Orlando Florida 32803	 N125BR TACH: 436.9 SIN 1221 T.T.L. 436.9 MODEL: SR22
		Wednesday 11 August, 2011	
		ENGINE: REPLACED #3 CYLINDER CHT, INSTALLED P/N 14250-001 ALL WORK DONE IAW AMM.	
		 CHARLES WILSON AP3114610	

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July 1, 2011 N125BR, S/N 1221, Hobbs 432.7 A/C TT 432.7, Eng. TT 432.7, Prop. TT 432.7
Performed the following maintenance in accordance with Cirrus SR22 Maintenance Manual.
Added hydraulic fluid to brake reservoir, Hyd-Mil-5606. Reglued with epoxy the static lines to back of emergency shoot container. Drained engine oil and refilled with Phillips 20-50W. Removed and replaced oil filter. Performed a compression test as follows: #1, 74/80, #2, 75/80, #3 76/80, #4. 74/80, #5, 76/80 and #6 74/80. Engine ground run, no defects noted at this time.
Performed an ELT check as per FAR 91.207 (d).
"I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition." Vidar Einarsson AP266850180IA

April 7, 2011 N125BR, S/N 1221, Hobbs 400.1 A/C TT 400.1, Eng. TT 400.1, Prop. TT 400.1
Performed the following maintenance in accordance with Cirrus SR22 Maintenance Manual.
Drained engine oil and refilled with 8 Qts of Phillips 20-50W. Removed and replaced engine oil filter with new. Vidar Einarsson AP266850180

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07-12-2012 N125BR HM:566.3 AFTT:566.3

Opened airframe, inspected and lubricated in accordance with manufactures recommendations. All work performed in accordance with Chapter 05-20 Cirrus SR22 Maintenance Manual inspection checklist. Removed and inspected fuel gascolator, installed with new MS29513-137 and NAS1523-8B. Removed and replaced all brake caliper o-rings with new MS28775-222. Replaced right brake linings with new RA66-105 linings. Serviced brake system with MIL5606 and installed new Cirrus Temperature Indicators (SK 70227-002). Cleaned, inspected and packed all wheel bearings with Aeroshell 22. Removed and replaced both batteries in #2 position with new P/N 50979-001. Next recharge date – 01/2013 and replaced by 07/2014. Removed and replaced all wing tip screws with new MS24694S52, in accordance with Cirrus Parts Manual. Attached disconnected windshield defroster tube. Replaced broken heat collector clamps with new QS200M20H. Serviced deice system with TKS Ice Fluid and performed operational checks on system. Cleaned corrosion from #2 alternator and MCU. Sealed MCU with silicon to prevent water leakage. Operational checks – satisfactory. ELT inspected in accordance with FAR91.207(D)(1-4), batteries due for replacement on or before 03/2018. Replaced ELT remote switch battery with new, replace by 07/2020. ADs checked for compliance, see compliance list for this date.

I certify that this airframe has been inspected in accordance with FAR 43, Appendix D, and manufacturers recommendations for ANNUAL inspection and has been found airworthy this date and time.


Amos T. Akerman A&P 2862556 IA

INSPECTION RECORD


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08-14-2013	N125BR HM:741.9 AFTT:741.9	<p>Opened Airframe, inspected and lubricated in accordance with manufacturers recommendations. All work performed in accordance with Chapter 05-20 Cirrus SR22 Maintenance Manual inspection checklist. Removed and inspected fuel gascolator, installed new MS29513-137 and NAS1523-8B. All brake flex lines replaced this inspection cycle. P/N 50555-072 (4), 50555-150 (5), 50555-164 (2), 50555-200 (1), removed and replace. Serviced and bleed brake system with MIL5606. Removed and replaced lcing system filter with new P/N 26115-101, serviced system with 2 gal. of TKS Fluid and tested system. Removed, inspected and packed all wheel bearings with Aeroshell 22. Removed and charged batteries in #2 position. <u>Next recharge date - 02/2014 and replaced by 07/2014.</u> Removed and replaced primary battery with new Concorde RG24-11M, S/N 40596528, <u>replace by 08/2016.</u> Replaced all upper wheel fairing Wellnuts with new P/N 50802-001 and 50803-001. Replaced hardware on upper wheel fairing with new AN525-10R11 and AN525-10R16. ELT inspected in accordance with FAR 91.207(D)(1-4), batteries due for replacement on or before 03/2018. ELT remote switch battery due for replacement on or before 07/2020. ADs checked for compliance, see compliance checklist for this date. I certify that this airframe has been inspected in accordance with FAR 43, Appendix D, and manufacturers recommendations for ANNUAL inspection and has been found airworthy this date and time.</p>
Amos T. Akerman	A&P 2862556 IA	

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AKERMAN AVIATION 1321 APOPKA AIRPORT RD. • HANGER 54 • APOPKA, FL 32712		
09-08-2014	N125BR HM: 0771.4 AFTT:0771.4	<p>Opened airframe, inspected and lubricated in accordance with Chapter 05-22 Cirrus SR22 Maintenance Manual inspection checklist. Removed fuel system gascolator bowl, inspected and installed with new MS29513-137 and NAS1523-8B. Replaced left tail pipe hardware with new AN3C4A, NAS1587-3 and MS21045C3. Installed new induction filter, P/N BA24. Position #2 batteries due for replacement. Installed new NP7-12-250 purchased from Leading Edge Aviation Services, Inc., Tampa, FL. NEXT CHARGE DATE – 03/2015 AND REPLACE BY 09/2016. ALL COMPONENTS OF THE CAPS SYSTEM DUE FOR REPLACEMENT/ OVERHAUL NO LATER THAT 11/30/2014. Primary battery replaced in 08/2013, REPLACE BY 08/2016.</p> <p>ELT inspected in accordance with FAR 91.207(D)(1-4), batteries due for replacement on or before 03/2018. ELT remote switch battery due for replacement on or before 07/2020.</p> <p>ADs checked for compliance, see compliance checklist for this date.</p> <p>I certify that this airframe has been inspected in accordance with FAR 43, Appendix D and manufacturers recommendations for ANNUAL inspection and has been found airworthy this date and time.</p>


 Amos T. Akerman A&P 2862556 IA

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE | AIRCRAFT TIME |

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

LEADING EDGE

AVIATION SERVICES, INC.

Tampa, FL



AUTHORIZED SERVICE CENTER

Date: 1/04/2016; Aircraft: N125BR; Type: CIRRUS; S/N: 1221; Hobbs: 777.2; Total Time: 777.2

- Removed cowlings, wing access panel, wing tips, landing gear fairing's, and interior. Inspected wings, fuselage, and flight controls. Removed wheels, greased bearings, and reinstalled. Cleaned engine and performed run up. Inspected for leaks and general overall condition.
- Performed compression checks and magneto timing. Inspected electrical wiring for chafing and security. Annual inspection completed WRT Cirrus AMM section 5-20.
- Verified AD compliance through bi-weekly issue 2015-24.
- Battery is sealed and does not require any further servicing.
- Remove #2 battery box from tail of aircraft, disassemble and visually inspect for date and condition of batteries, charge and test batteries as required, reassembly of battery box and re-install in tail of aircraft.
- Per Cirrus SB 2X-05-01 no action is required at this time.
- Inspected ELT in accordance with FAR91.207 paragraph (c) and (d). Batteries due for replacement 03/2018.
- Fire extinguisher inspected and found to be within manufacturers specifications.
- R&R worn brake discs with new.
- Complied with SB 2X-24-09 (TVS Fuse Installation)
- Complied with SB 2X-27-16 R2 by installation of kit
- R&I engine for overhaul. Overhaul completed by Certified Engines Unlimited Inc. Engine TT 777.2 hrs. TSMOH 0.0 hrs
- R&I propeller governor for overhaul. Overhaul completed by Aircraft Propeller Works.
- Replaced all fluid lines firewall forward with new fluid lines.
- Installed new engine vibration isolators p/n 14059-005.
- Cleaned, inspected, and greased all wheel bearings.
- Lubricated aircraft per Cirrus AMM.
- Inspected all aircraft surfaces IAW Cirrus AMM -No defects noted at this time.
- Performed post inspection operational check of aircraft systems-all working normal at this time.

I certify this aircraft has been inspected in accordance with an annual inspection with reference to Cirrus AMM Section 5-20 and is found to be airworthy at this time.

Steve Miller

A&P 2700197IA

6530 Tampa Executive Airport Rd. Tampa, FL 33610
Tampa Executive Airport (KVDF) 813-621-7476

LEADING EDGE

AVIATION SERVICES, INC.

Tampa, FL



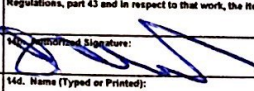
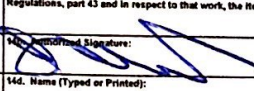
AUTHORIZED SERVICE CENTER

Date: 7/31/2015; Aircraft: N125BR; Type: CIRRUS; S/N: 1221; Hobbs: 776.9; Total Time: 776.9

Complied with **SB 2X-77-02R2** (Engine Sensor Modification)
Removed & replaced #1 EGT probe with new. P/N 16579-002

The above work was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service pertaining to work performed.

Ross Wade  A&P 3167988
6530 Tampa Executive Airport Rd. Tampa, FL 33610
Tampa Executive Airport (KVDF) 813-621-7476

FAA/UNITED STATES		FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG		REVISED	
4. Organization Name and Address: Aircraft Propeller Works, Inc. 506 Charlotte Road, Auburndale, FL 33823				5. Work Order/Contract/Invoice Number: APW7423	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Aircraft Propeller Governor	C290D3R/T23	1	041368	Overhauled
12. Remarks: This McCauley Propeller governor overhauled in accordance with McCauley manual 780401. Approved for return to service. TTSN: Unknown TTSC: 0.00					
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.		
13b. Authorized Signature:		13c. Approval Authorization No:		14b. Authorized Signature:	
					
13d. Name (Typed or Printed):		13e. Date (m/d/y):		14c. Approval/Certificate No: T4ZR741Y	
				14d. Date (m/d/y): 12/16/2015	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. 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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.					
FAA Form 8130-3 (82-14)					

NSN 0052-00-012-9005

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Leading Edge Aviation Maintenance LLC.
Lakeland Linder Regional Airport (KLAL)
3760 Airfield Drive West WWW.LEADINGEDGEAVIATION.COM
Lakeland FL 33811 813-621-7476

Date: 1/18/2017. Aircraft: N125BR; Type: CIRRUS; S/N: 1221; Hobbs: 793.9; Total Time: 793.9; Engine - Type: IO-550-N(27), S/N: 917451, Time: 793.9; Prop - Type: P/H-C-J3YF-1RF, S/N: FP3312B, Time: 793.9

-Removed cowling, wing access panel, wing tips, landing gear fairing's, and interior. Inspected wings, fuselage, and flight controls. Removed wheels, greased bearings, and reinstalled. Inspected electrical wiring for chafing and security. Annual inspection completed WRT Cirrus AMM section 5-20.

-Verified AD compliance through bi-weekly issue 2016-24

-AD 2016-16-12 - N/A PART NOT INSTALLED.

-Researched All Cirrus Service Bulletins for this S/N aircraft and made a list of all applicable at this time.

-Removed old #1 battery and installed #1 battery Concorde RG24-15M IAW STC # SA01304W per Concorde Master Drawing List Dwg. No. 5-0244, Rev. A, dated September 7, 2011, FAA approved February 1, 2005, amended March 5, 2012 and Concorde RG Series Main Aircraft Battery Component Maintenance Manual, Document No. 5-0171, Revision N, dated March 31, 2015. Weight and balance updated, 337 completed.

-Removed and replaced #2 batteries with new P/N 50979-001 7amp as required

Due 1/18

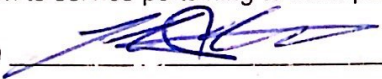
-Inspected ELT in accordance with FAR91.207 paragraph (c) and (d). Batteries due for replacement 03/2018

-Remove under weight Fire Extinguisher with bracket and Replaced new Fire Extinguisher P/N 12533-004 Halon W/Gauge A344T with bracket as empty

Continued

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		<ul style="list-style-type: none"> -Applied ACF 50 treatment to all flight controls as requested. -Sealed area around oil cooler as needed. -Timed door latches on Pilot and Copilot doors as required. -Removed and replaced fuel vent line under fuel gauge as required. -While troubleshooting, found that the inboard and outboard fuel senders in the RT fuel tank are defective. Removed and replaced inboard P/N 13467-004 and outboard P/N 13467-002 fuel senders, and calibrated as required. -Remove degraded vent lines and Replaced with new vent lines P/N SS606Y -Removed and replaced differential pressure switch with new P/N 14128-001 as required. -Removed and adjusted and reinstalled pilot and copilot door upper hinge plate as required -Removed illegible Lt and RT elevator "No Push" placards and replaced with new as required P/N 12431-013. -Prop removed from airframe S/N 1221 for O/H-- 12/28/16 -- Reinstalled Prop P/N PHC- J37F-1RF S/N FP3312B on airframe S/N 1221 after overhaul. refer to Work order # APW8339 in prop log book for details of O/H -Removed and replaced LT muffler with repaired P/N 14836-001 as required. -Remove worn rod end and replaced with new rod end P/N 11315-004 -Remove degraded grommet and replaced with new grommet P/NMS35489-20 x 2 -Complied with SB 2X-28-12R1 (Electric Fuel Pump Inspection) no defects noted at this time. -Complied with SB2X-52-28R1 Catcher/Diverter and Gas Strut Rod End Replacement as required -Removed all corrosion on and around NLG spindle cup. Removed and replaced NLG thrust washer with new as required P/N 50545-001.
<p>The above work was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service pertaining to work performed.</p>		
Jonathan Ccradin		 A&P 3502686IA

INSPECTION RECORD

Sarasota Avionics Inc Tampa (TPA)
 6530 Tampa Executive Airport Rd. Tampa FL 33610
 Tail No: N125BR/Cirrus/SR-22/Serial Number: 1221
 Date: 1/8/2016 Work Order: 21028



Removed GTX327 and sent for repair, reinstalled GTX327(S/N: 83717634). Removed and replaced PFD (installed S/N: 20003296). Pilot Altimeter (EXP5000 S/N: 20003296) and standby #1 (5934AD-3 S/N: 442407) has been tested to an altitude of 20,000 feet and was found to comply with App E of 14 CFR 43. The Automatic pressure altitude reporting equipment was tested and found to comply with App E of 14 CFR 43, and calibration is in compliance with 14 CFR 91.217. The transponder (GTX 327 S/N: 83717634) was tested, inspected and found to comply with App F of 14 CFR 43 and 14 CFR 91.413. The Static Pressure system was tested and inspected in accordance with 14 CFR 91.411.

I certify all work done to the aircraft and/or component identified above was done in accordance with current regulations of the Federal Aviation Administration and was found approved for return to service with respect to the work performed.

for Sarasota Avionics Tampa, QV0D957X



Reason for return: Primary flight display is inoperative and
 WARRANTY= YES ☒ NO ☐
 SERVICE BULLETINS REQUIRED = YES ☐ NO ☐
 EVALUATION ONLY: YES ☐ NO ☒
 RS License Warranty-Funding Not Required

Seq Operation

10 RS - Incoming Inspection

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
DATE: <u>8-4-2017</u>	S/N: <u>1221</u>	MFG/MODEL: <u>Cirrus SR22</u>
REG: <u>N125BR</u>	TT/Hobbs: <u>801.3</u>	Cycles: <u>-</u>
<u>Installed repaired PFD 700-00006-000</u> <u>SN 20003296. Calibration date 8-1-2017 CRS</u> <u>555R934B. Function tested for proper</u> <u>operation per Cirrus SR22 Aircraft maintenance</u> <u>manual and FAR 91.411.</u>		
<p>BASED ON THE WORK PERFORMED THIS AIRCRAFT WAS REPAIRED AND INSPECTED IN ACORDANCE WITH CURRENT FARs AND APPROVED FOR RETURN TO SERVICE.</p>		
SIGNED: 		WO# <u>73372</u>
 CRS OE4R411M		

SO#	17-24072	SILVERHAWK AVIATION INC.				DATE	10/19/17
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	851.4
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	851.4

Maintenance Record Airframe

1. Serviced oxygen to 1850 psi. No leaks noted at this time. Reference Precise Flight Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, Section 8.3.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 17-24072 Date: October 19, 2017.

Signed: Scotty G. Long  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

SO#	17-24202	SILVERHAWK AVIATION INC.				DATE	11/17/17
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	859.1
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	859.1

Maintenance Record Engine

1. Installed turbo preheat system kit with oil cooler option P/N. 14B. Operational check good at this time. Weight change is negligible. Reference Reiff Preheat System Installation Instructions.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 17-24202 Date: November 17, 2017.

Signed: Scotty G. Long  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST
		SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

SO#	18-24537	SILVERHAWK AVIATION INC.				DATE	01/26/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	882.0
MAKE	Cirrus	MODEL	SR22	SERIAL NO.	1221	ACTT	882.0

Maintenance Record Airframe

1. Complied with Annual Inspection reference the Cirrus SR22 AMM, Chapters 5-20 and 5-30.
2. Complied with 12 month main aircraft battery capacity check; Concorde battery P/N RG24-15M S/N 40845114 passed at 103% with no discrepancies noted at this time. Reference the Concorde Battery Technical Bulletin #13 dated February 20, 2014 and the Cirrus SR22 AMM, Chapter 24-30.
3. Complied with 12 month fire extinguisher inspection, fire extinguisher P/N A-344 S/N B-78359400 was approved for continued service with no discrepancies noted. Reference Cirrus SR22 AMM, Chapter 26-20.
4. Complied with 12 month ELT inspection/operational check ELT P/N E-01 S/N 050592 good with no discrepancies noted at this time. Reference Title 14 CFR Part 91.207, Paragraph (d), Items 1-4 and Cirrus SR22 AMM, Chapter 25-60, Page 4-5. **ELT battery expires October 31, 2025.**
5. Removed old batteries due MAR 2018 from ELT P/N E-01 S/N 050592 and installed new batteries due OCT 2025 into ELT P/N E-01 S/N 050592. Operational check good. Reference Model E-01 ELT Installation and Operational Manual, Section 1.
6. Complied with Airwolf Filter Corp 12 Month Inspection for Continued Airworthiness. No discrepancies noted at this time. Reference Airwolf Filter Corp ICA in Report AFC-W360, (Rev C) dated 24 AUG 2006. Next due 12 months or 100 hours' time in service JAN 2019 or 982.0 TT.
7. Complied with 12 month BF Goodrich Skywatch Instructions for Continued Airworthiness. No discrepancies noted at this time. Reference Skywatch Traffic Advisory System SKY497 Installation Manual No. 009-10800-001, 17 NOV 2003, Chapter 4, Page 4.2.
8. Complied with 12 month Rosen Sunvisor Systems Instructions for Continued Airworthiness. No discrepancies noted at this time. Reference Rosen Sunvisor System Doc. No. 9050-0174-001 (Rev G) dated 20 MAY 2013, ICA Page 2.
9. Replaced induction filter t-bolt with new t-bolt P/N 14626-002. Reference Cirrus SR22 AMM, Chapter 71-60. Replaced t-bolt bracket for induction filter P/N 15672-001.
10. Complied with 500 hour/2 year bolt replacement schedule. Removed alternate air door and bolt. Installed new door bolt P/N AN3-34 and new alternator air door assembly P/N 15710-002. Reference Cirrus SR22 AMM, Chapter 71-60 and Cirrus **SB2X-05-02**. Bolt next due replacement 500 hours at 1382.0 hours ACTT or 2 calendar years 1/31/2020.

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<ol style="list-style-type: none"> 11. Installed new wellnut P/N 50802-001 for left main landing gear fairing reference Cirrus SR22 AMM, Chapter 32-10. 12. Removed failed lock pin from CAPS safety tag. Installed new lock pin P/N 25322-001. Reinstalled CAPS safety tag. Reference Cirrus SR22 CAPS Component Maintenance Manual, Chapter 95-01-01. 13. Complied with Cirrus Mandatory Service Bulletin SB 2X-95-24R1 dated 06 NOV 2017 CAPS Rocket Shelf Ground Wire Installation and ground check of ground wire done reference Accomplishment Instructions A-AJ and Figure 1-4 in SB 2X-95-24R1. One time compliance. No further actions. 14. Replaced missing rear seat hold down clip with new clip P/N 51170-001. Reference Cirrus SR22 AMM, Chapter 25-10, Page 25. 15. Corrected out limits. Left brake torque tube gap by installation of one washer to pilot's side bracket, washer P/N NAS1149FO463P. No further discrepancies noted at this time. Reference Cirrus SR22 AMM, Chapter 27-20, Page 14-15. 16. Corrected rudder travel limits reference the Cirrus SR22 AMM, Chapter 27-20. 17. Complied with 500 hour engine mount weldment inspection and torque check. Inspection completed with no discrepancies noted at this time. Reference Cirrus SR22 AMM, Chapter 71-20, Pages 2 and 3. Next due 500 hours 1382.0 ACTT. 18. Complied with 24 month compass swing. Installed corrected card to aircraft compass. Reference AC 43.13-1B, Chapter 12, Section 3, Paragraph 12-37. 19. Installed new "Grab Here" placards P/N 15735-001 each to pilot and co-pilot holster panel. Reference Cirrus SR22 AMM, Chapter 11-30. 20. Removed detached aileron gap seal from left aileron. Installed new aileron gap seal P/N 14390-003. Reference Cirrus SR22 AMM, Chapter 57-50. 21. Complied with 100 / 200 / 300 hour lubrication reference Cirrus SR22 AMM, Chapter 5-20. 22. Complied with 12 month induction filter replacement. Removed induction filter and replaced with new induction filter BA-24. Reference Bracket Air Filter Document I-194 and Cirrus SR22 AMM, Chapter 71-60.

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INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

23. Troubleshoot inoperative overhead light to failed circuit in dimmer card. Removed failed card P/N 12018-002. Installed new card P/N 12018-002. Operational check good at this time. Reference the Cirrus Aircraft Wiring Manual, Chapter 33-20-01, Figure 01.
24. Verified compliance of Cirrus Mandatory Service Bulletin SB 2X-27-14R3 dated 10 OCT 2007 by visual inspection of installed components outlined in material information in kit P/N 70197-001 for SB 2X-27-14R3.
25. Complied with Cirrus Mandatory Service Bulletin SB 2X-21-19R3, issued 29 JUL 2009, Nose Landing Gear Assembly Inspection. Visual inspection of upper gusset plate and forward nose gear strut fillet welds completed with not discrepancies noted at this time. Reference Accomplishment Instructions A-E in Cirrus SB 2X-32-19R3. Next due 100 hour time in service or 982.0 hour ACTT.
26. Upon further inspection found Cirrus Service Bulletin SB 2X-52-08 R1 previously complied with. No further action needed.
27. Complied with 10 year rudder / aileron bungee cord replacement. Removed old bungee. Installed new bungee P/N 12983-001. Rigged bungee and performed ops check of aileron and rudder with no discrepancies noted at this time. Reference Cirrus AMM, Chapter 27-20, Pages 32-35. Next due JAN 2028.
28. Jacked aircraft, removed NLG lower puck pan and all puck shock mounts. Visually inspected lower puck pan bushing and upper puck pan bolt. No discrepancies noted at this time. Re-assembled NLG shock mount assembly. Reference Cirrus SR22 AMM, Chapter 32-20, Pages 14-22, Figure 32-204.
29. Complied with 200 hour elevator bell cranks and rod end lubrication referencing Cirrus SR22 AMM, Chapter 12-20. Next due 200 hour 1082.0 total time.
30. Complied with 200 hour elevator trim cartridge lubrication reference Cirrus SR22 AMM, Chapter 12-20. Next due 200 hour 1082.0 total time.
31. Complied with 200 hour roll trim cartridge lubrication reference Cirrus SR22 AMM, Chapter 12-20. Next due 200 hour 1082.0 total time.
32. Complied with 200 hour yaw trim cartridge lubrication reference Cirrus SR22 AMM, Chapter 12-20. Next due 200 hour 1082.0 total time.

Page 3 of 4

33. Complied with 500 hour plain bearing and bushing lubrication reference Cirrus SR22 AMM, Chapter 12-20. Next due 500 hour 1382.0 ACTT.
34. Performed minor repair of right main gear wheel fairing to eliminate elongated axle mount hole. Repair accomplished by fiberglass patch. Reinstalled fairing to right gear with no further discrepancies. Reference AC 43.13-1B, Chapter 3, Section 1, Paragraph 3-2 and Cirrus SR22 AMM, Chapter 32-10, Page 3 and Chapter 51-70, Page 4.
35. Installed chafe tape on under part of wing to prevent further chaffing of main gear upper fairing. Reference Cirrus SR22 AMM, Chapter 32-10.

I certify this (aircraft) (engine) (propeller) has been inspected in accordance with an Annual inspection as per 14 CFR 91.409 (a)(1) and was determined to be in an airworthy condition.

Dated: January 26, 2018 W.O. 18-24537

Signed: [Signature] for

Silverhawk Aviation Inc. CRS # YQSR759U
Lincoln, NE 68524

Page 4 of 4

SO#	18-24971	SILVERHAWK AVIATION INC.				DATE	04/12/2018
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	896.4
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	896.4

Maintenance Record Airframe

- Overhead cabin lights inoperative. Found connectors disconnected. Seated/reconnected. Operational check good at this time. Reference the Cirrus SR22 AMM 33-20.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-24971 Date: April 12, 2018.

Signed: Benjamin A. Taylor [Signature] for

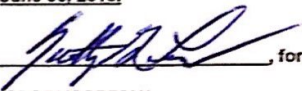
Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

INSPECTION RECORD

SO#	18-25275	SILVERHAWK AVIATION INC.				DATE	06/06/2018
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	918.0
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	918.0

Maintenance Record Airframe

1. Installed new copilot/right cup holder P/N. 51179-001 reference the Cirrus SR22 AMM, 25-10.
I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-25275 Date: June 06, 2018.

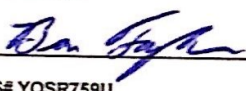
Signed: Scotty G. Long , for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

SO#	18-25312	SILVERHAWK AVIATION INC.				DATE	06/08/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	918.0
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	918.0

Maintenance Record Airframe

1. Removed and replaced pilot and copilot reading lights with new P/N 50491-002. Reference Cirrus SR22 AMM, CH 33-10.
I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-25312 Date: June 08, 2018.

Signed: Benjamin A Taylor , for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

INSPECTION RECORD

SO#	18-25281	SILVERHAWK AVIATION INC.				DATE	06/22/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	918.0
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	918.0

Maintenance Record Airframe

1. Update / reload GPS Basemaps. Troubleshoot and found that Basemaps on current GPS430 cannot be updated by Silverhawk. Unit has to be sent to Garmin for repair. Customer elects to take as is. Repair will be conducted at a later date.
2. Removed Garmin GNS 430 P/N 011-00280-10 S/N 97124120 and sent to Garmin for repair. Customer elects to take plane as is while unit is out for repair. Placarded aircraft that #2 GPS was inoperative, pulled and secured #2 GPS circuit breaker and fabricated blank out panel for #2 GPS rack.
3. Installed Garmin GNS 430 P/N 011-00280-10 S/N 97124120 as "repaired" by Garmin International CRS G6XR582Y dated 13 JUN 2018 referencing FAA 8130-3 under FTN 103268973. Performed operational check with no further discrepancies noted at this time. Work accomplished referencing Garmin GNS 430 MM 190-00140-05 (Rev F) dated 26 OCT 2008. Hrs 943.4.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-25281 Date: June 22, 2018.

Signed: Benjamin A Taylor  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

13a. Certifies the items identified above were manufactured in conformity with the applicable design data and are in condition for safe operation

☐ Approved design data and are in condition for safe operation

☐ Non-approved design data specified in block 12

13b. Authorized Signature

N / A

SO#	18-25583	SILVERHAWK AVIATION INC.				DATE	07/30/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	964.8
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	964.8

Maintenance Record Airframe

1. Removed left main wheel assembly. Removed old tire P/N 156E66-4 S/N 90140366 and installed new tire P/N 072-449-0 S/N 7117500138 to wheel using new tube P/N 097-5000-0. Reinstalled wheel assembly to left main gear. Ref. Cleveland Wheels & Brakes Component MM, Sections 200 & 300 and Cirrus SR22 AMM, Chapter 12-10.
2. Removed right main wheel assembly. Removed old tire P/N 156E66-4 S/N 90120246 and installed new tire P/N 077-449-0 S/N 7113500305 to wheel using new tube P/N 097-5000-0. Reinstalled wheel assembly to right main gear. Ref. Cleveland Wheels & Brakes Component MM, Sections 200 & 300 and Cirrus SR22 AMM, Chapter 12-10.
3. Removed right brake caliper. Removed activated brake stickers. Removed pack o-rings and cleaned caliper. Installed new o-rings P/N MS28775-272 x 2 to pucks. Installed new brake temperature stickers P/N 51698-001 and P/N 51698-003. Reinstalled caliper to aircraft and checked brakes with no discrepancies noted. Ref. Cleveland Wheels & Brakes Component MM, Sec. 200 and 300 and Cirrus SR22 AMM, Chapter 32-42.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-25583 Date: July 30, 2018.

Signed: Benjamin A. Taylor  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

SO#	18-25916	SILVERHAWK AVIATION INC.				DATE	10/02/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	1057.7
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	1057.7

Maintenance Record Airframe

1. Inspected all tires with no discrepancies noted at this time. Ref. Cirrus SR22 AMM, Ch. 32-41.
2. Inspected brakes with no discrepancies noted at this time. Ref. Cirrus SR22 AMM, Ch. 32-42.
3. Removed right fuel tank lower inboard panel, cleaned and resealed with PR1440B1/2. Leak check complied with no discrepancies noted at this time. Ref. Cirrus SR22 AMM, Ch. 28-10.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-25916 Date: October 02, 2018.

Signed: Scotty G. Long  for


Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

SO#	18-26024	SILVERHAWK AVIATION INC.				DATE	10/28/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				Hobbs	1063.9
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	

Maintenance Record Airframe

1. Removed and replaced pilot push to talk switch with new 50339-001. Operational check good. Reference Cirrus Maintenance manual CH 23-50-01.

2. I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-26024 Date: October 28, 2018.

Signed:  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

SO#	18-26023	SILVERHAWK AVIATION INC.				DATE	11/8/2018
REG.	N125BR	Lincoln Municipal Airport [LNK]				Hobbs	1071.6
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	

Maintenance Record Airframe

1. Removed the bent lower copilot door latch and replaced with new latch 21889-001. Functional and operational check of copilot door completed with no further discrepancies. Reference the Cirrus SR22 maintenance manual CH 52-00.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-26023 Date: November 8, 2018.

Signed:  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

INSPECTION RECORD

SO#	19-26440	SILVERHAWK AVIATION INC.			DATE	01/16/19
REG.	N125BR	Lincoln Municipal Airport [LNK]			HOBBS	1099.4
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	

Maintenance Record

1. Troubleshoot GPS signal lost and found #1 antenna GPS not functional. Removed GPS antenna P/N. 011-00134-00 S/N. 59099508. Replaced with new GPS antenna P/N. 011-00134-00 S/N. 59441551. Performed ground functional check, no defect noted at this time. Reference Cirrus SR22 AMM Chapter 34 Section 50 Rev B8 dated 01 Jan 2012.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 19-26440 Date: January 16, 2019.

Signed: Kevin Owen , for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

INSPECTION RECORD F.A.R. 43.11-91.409

SO#	18-24983	SILVERHAWK AVIATION INC.				DATE	04/24/2018
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	902.5
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	902.5

Maintenance Record Airframe

1. Troubleshoot pilot and co-pilot intermittent overhead light assemblies. Adjusted pilot and copilot cabin eyeball light sockets. Found wiring attach points loose and not making contact. Adjusted attach points seating/connection. Operational check good at this time. Reference the Cirrus SR22 AMM, 33-10.
2. Removed inoperative copilot's light switch and replaced with light switch P/N 12457-002. Operational check good at this time. Reference the Cirrus SR22 AMM, 33-10.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-24983 Date: April 24, 2018.

Signed: Scotty G. Long  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

SO#	18-25470	SILVERHAWK AVIATION INC.				DATE	07/20/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	961.3
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	961.3

Maintenance Record Airframe

1. Troubleshoot RAIM failure and found that GPS antennas had become detached, also UTC time was incorrectly set. Re-attached antennas under glare shield and reset local and UTC time to correct the offset. Work accomplished referencing current Cirrus AMM and Pilot's Guide.
2. Troubleshoot stormscope heading failure and found that GPS antennas had become detached and UTC was incorrect. Re-attached antennas under glare shield. Set proper UTC offset for local time. Work accomplished referencing current Cirrus AMM and Pilot's Guide.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-25470 Date: July 20, 2018.

Signed: Benjamin A. Taylor  for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

INSPECTION RECORD

F.A.R. 43.11-91.409

2018
2.5
2.5

20/18
1.3
1.3

nt

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE					
SO#	18-25514	SILVERHAWK AVIATION INC.				DATE	07/20/18
REG.	N125BR	Lincoln Municipal Airport [LNK]				TACH	960.9
MAKE	CIRRUS	MODEL	SR22	SERIAL NO.	1221	ACTT	960.9

Maintenance Record Airframe

1. Ran aircraft for operational checks. Drained engine oil and removed oil filter. Cut open filter for contamination check with no discrepancies found. Removed spark plugs and tested, cleaned, gapped and rotated before reinstallation. Installed new oil filter P/N CH48109-1 and serviced engine with 8 quarts of Aeroshell 100W oil. Performed modified 100 hour inspection. Ran aircraft for post maintenance operational and leak checks with no discrepancies noted at this time. Reference Cirrus In-Service Inspection 50 Hour Interval Items and customer requested inspection items.
2. Removed linings from left brake assembly and installed 4 new linings P/N 066-10500 with P/N105-00200 rivets. Operational check good. Ref. Cleveland Wheels and Brakes Manual AWBCMM0001-13/USA, Section 300.
3. Complied with Service Bulletin **SB2X-79-08** (oil pressure transducer relocation. Removed oil pressure sensor P/N 12635-004 and installed new oil pressure sensor P/N 12635-004, hose P/N 38562-001, adapter P/N MS51503-B3-5, fitting P/N AN816-3, clamp (size 16) P/N AS4149WDG16, clamp (size18) P/N AS4149WDG18, bolt P/N AN3-5A, 2 washers P/N NAS1149F0332P, nut P/N MS21045-3, Loctite 545 and cable ties P/N PLT1.51-C30. Reference Service Bulletin SB2X-79-08, Section 11 and Cirrus SR22 AMM, Ch. 79-30. Performed ground run with ops and leak check satisfactory with no discrepancies noted at this time.
4. Performed fuel gauge calibration for left and right indication. Drained all fuel from both left and right tanks. Added 1.5 gallons of fuel to each tank and calibrated to empty. Filled tank to full and calibrated gauge to full. Ref. Cirrus SR22 AMM, Ch. 08-10 and Ch. 28-40.

I certify this maintenance was inspected and is determined to be in an airworthy condition. Pertinent details are on file under the noted shop order number: 18-25514 Date: July 20, 2018.

Signed: Benjamin A. Taylor , for

Silverhawk Aviation, Inc. CRS# YQSR759U
Lincoln, NE 68524

DATE	DESCRIPTION OF WORK PERFORMED — SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME
	TOTALS BROUGHT FORWARD FROM PREVIOUS PAGE			

SO#	19-26423	SILVERHAWK AVIATION INC.			DATE	3/27/2019
REG.	N125BR	Lincoln Municipal Airport [LNK]			Hour	1109.9
MAKE	Cirrus	MODEL	SR22	SERIAL NO.	1221	

Maintenance Record

Installation Garmin GTX 335 Transponder with ADS-B Out with Garmin STC Number SA01714W1

1. Removed the following equipment: one (1) each Garmin GTX327 Transponder P/N. 011-00490-00 S/N. 83717634 F.S. 124.00 and associated rack, and one (1) each Garmin GPS Antenna GA56 P/N. 011-00134-00 S/N. 59441551 F.S. 109.00.
1. Installed one (1) each new Garmin GTX 335 Transponder P/N. 011-03300-00 S/N. 3EE821004 FS: 124.00 with the included mounting rack and hardware reference the Garmin GTX 3XX Part 23 AML STC Installation Manual Document No. 190-00734-10 Rev. 10 dated March 2018.
2. Removed Garmin GNS 430 P/N. 011-00280-10 S/N. 97124026 and installed upgraded GNS 430W P/N. 011-01060-40 S/N. 97124026 reference Garmin STC Upgrade Installation Manual Document No. 190-00357-06 Rev. E dated January 2014.
3. Installed one (1) each new Comant WAAS/GPS Antenna P/N. CI-428-200 S/N. 596777 F.S. 138.00 with supplied mounting hardware reference the Garmin STC Upgrade Installation Manual Document No. 190-00357-06 Rev. E dated January 2014 and Cirrus Service Bulletin No. SB2X-34-24R1 Rev R1 dated 29 Jan 2008.

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4. Installed one (1) each new Rami AV-74-1 Transponder antenna P/N AV-74(-1) S/N. N/A F.S. 180.00 with supplied mounting hardware reference the Garmin GTX 3XX Part 23 AML STC Installation Manual Document P/N. 190-00734-10 Revision 10 dated March 2018; Cirrus Service Bulletin No. SB2X-23-05R1 Rev R1 dated 26 Feb 2018 and Cirrus field repair/ alteration of aft antenna mount location design form No. FRA00012808 dated March 21, 2019.
5. The newly installed Garmin GTX345 transponder is interfaced to new installed Garmin GNS 430W and existing A-30 Encoder referencing the Garmin GTX 3XX Part 23 AML STC Installation Manual Document No. 190-00734-10 Revision 10 dated March 2018.
6. Power to the transponder is supplied from existing bussing.
7. Completed an electrical load analysis reference AC43.13-1B Section 3 and Section 5. The electrical load of the newly installed equipment does not exceed 80% Buss capacity.
8. Updated the Aircraft Weight and Balance and Equipment List to reflect the current installation.
9. A satisfactory ground test of the ADS-B Out system was completed using a Aeroflex IFR 6000. The ground test checked for proper configuration and the equipment performance requirements. The installed ADS-B OUT system has been shown to meet te equipment requirements of 14 CFR § 91.227.

Page 2 of 3

10. Flight Manual Supplement: Provided the Garmin FAA Approved Airplane Flight Manual Supplement for the Garmin GTX 33X and GTX 3X5 Transponder with ADS-B Document P/N. 190-00734-15 Revision 3 dated December 21, 2017. See this or latest revision for details.
11. Instructions for Continued Airworthiness: Provided Instructions for Continued Airworthiness for the Garmin GTX 33X and GTX 3X5 Transponder with ADS-B from the Garmin Maintenance Manual Document P/N. 190-00734-11 Revision 6 dated December 2017. See this or latest revision for details.
12. Replaced existing corroded RG-58 coax with new RG-58 coax following previous routing. Function check complied with no defect noted at this time Referenced Cirrus SR22 Wire Manual Chapter 20 Section 10 and Maintenance Manual P/N. 13775-001 Rev. 06 dated September 4, 2018.
13. See Silverhawk Aviation, Inc. CRS No. YQSR759U Shop Order 19-26423 for details.

The work identified above was repaired and inspected in accordance with current (CFR) Code of Federal Aviation Regulations Title 14 and is approved for return to service as airworthy. Pertinent details of the repair/repairs are on file at this agency under shop order No. 19-26423 Date March 27, 2019

Signed: Kevin J. Owen  for

Silverhawk Aviation Inc. CRS# YQSR759U
Lincoln, NE 68524

Page 3 of 3

SO#	19-26689	SILVERHAWK AVIATION INC.				DATE	3/8/19
REG.	N125BR	Lincoln Municipal Airport [LNK]				HOUR	1109.7
MAKE	Cirrus	MODEL	SR22	SERIAL NO.	1221	ACTT	1109.7

Maintenance Record Airframe

- Complied with Annual Inspection. Work accomplished in reference to Cirrus SR22 AMM, Ch. 5-20.
- Complied with 12 Month ELT Inspection and Operational check P/N: Model E-01, S/N: 05092, Battery expiration date: 10/2025. No discrepancies noted at this time. Reference Title 14CFR Part 91.207 Paragraph (d) Items 1-4 and Cirrus SR22 Maintenance Manual 25-60.
- Removed main battery P/N: RG24-15M, S.N:40845114. Checked voltage 25.84OCV. Top charged and discharged to test capacity - Passed 86%. Recharged. Reinstalled Main battery P/N: RG24-15M, S/N: 40845114. Function test - Good. Reference Cirrus SR22 maintenance manual 24-30 and Concorde component maintenance manual 24-30-71.
- Complied with 12 month Fire Extinguisher inspection by, Removing Portable Fire Extinguisher P/N: A344, S/N: B-78359400 and sent out for 12 Month inspection. Received Portable Fire Extinguisher P/N: A344, S/N: B-78359400 from General Fire and Safety with no Discrepancies noted at this time. See Data tag for further details. Reinstalled Portable Fire Extinguisher on Aircraft. Reference Cirrus SR22 Maintenance Manual 26-20.
- Performed 100 hour lubrication in reference to Cirrus SR22 maintenance manual 12-20. Next inspection due: 12 calendar months or 1209.7hr.
- Performed 200hr/Annual lubrication of elevator bellcranks and rod-ends in reference to Cirrus SR22 maintenance

DATE

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1. Approving Civil Aviation Authority/Country FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number 6615577	
4. Organization Name and Address Textron Aviation Inc. (PC4) Textron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215				5. Work Order/Contract/Invoice Number 3457064		
6. Item 60	7. Description SPACER (CHEMICAL FILM)	8. Part Number NAS43DD3-24FC	9. Quantity 10	10. Serial Number N/A	11. Status/Work New	
12. Remarks AUTHORIZED RELEASE DOCUMENT PO#: 31972						
13a. I certify the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12			13b. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that major alterations specified in Block 12, the work identified in Block 13 and described in Block 12 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.			
13c. Authorized Signature 		13d. Approval Authorization No. PC4		13e. Authorized Signature 		
13f. Name (Typed or Printed) TERRY WEEKS		13g. Date (dd/mm/yyyy) 05/Mar/2019		13h. Date (dd/mm/yyyy) 		
14. User/Installer Responsibilities It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/aircraft. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different from the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensure that his/her airworthiness authority accepts aircraft engines/propellers/aircrafts from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 13b do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations in the user/installer before the aircraft may be flown. FAA Form 8130-3 (02-14)						

filter, installed new filter P/N BA-24. Reference 30hr/1 year time in service or 1309.7 hours tach

gain access to the #2 battery. Removed the #2 assembly. Removed 2 batteries P/N (50979-001) assembly with 2 new spacers P/N (NAS43DD3- of battery 2 completed with no further Next Due March 2020.

ancies noted at this time. Reference the Airwork dar months.

ancies noted at this time. Reference the Rosen ar months.

ION INC.	DATE	3/8/19
ort [LNK]	HOUR	1109.7
IAL NO.	1221	ACTT
		1109.7

no discrepancies noted at this time, Reference BF

09, Nose Landing Gear Assembly inspection. ng tip. Removed left aileron. Removed left aileron w bearings P/N (MS27641-3) and 1 new bolt P/N Checked left aileron for knocking at full urther inspected aileron attach points. Found the ections. Removed left aileron. Loosened aileron

- Crossover turnbuckle. Disassembled left aileron actuation pulley. Tightened attach bolts for the inboard hinge. Reassembled left aileron actuation pulley. Tightened aileron crossover turnbuckle as required to obtain proper operation of ailerons. Installed left aileron. Functional and operational check of left aileron completed with no further discrepancies noted at this time. Installed left wing tip. Reference the Cirrus SR22 AMM chapter 27-10 and 57-50.
- Removed and replaced portable oxygen cylinder gage with new, P/N: 026N4001. Service with oxygen and leak checked - none found at this time. Reference Precise flight, Cirrus semi portable supplemental doc. 003NMan0001.
 - Serviced semi-portable oxygen bottle to correct limits. Reference Precise flight component maintenance manual instructions Doc. 030NMAN0040.
 - Removed and replaced Right hand main landing gear brake linings with new p/n: 066-10500, attached with p/n: 105-00200 rivet. Performed function test - passed. Reference Cirrus SR22 maintenance manual 32-40.
 - Removed and replaced baggage entrance bracket wellnuts with new P/N: 50763-002. Reference Cirrus SR22 maintenance manual 25-10.
 - Removed and replaced anchor nut standoff on inboard side of Left hand main landing gear and replaced with new P/N: 50741-005. Reference Cirrus SR22 maintenance manual 32-10.
 - Repaired the cracked right forward baffling. Stop drilled crack. Fabricated a doubler out of .050" 2024 T3 aluminum. Installed doubler using hysol P/N (U000701) and 6 cherry rivets P/N (CR3213-4-2). Referencing the AC43.13-1B chapter 4 section 4.
 - Repaired the cracked right aft baffle. Stop drilled cracks. Fabricated a doubler out of .050" 2024 T3 aluminum. Installed doubler using hysol P/N (U000701) and 6 rivets P/N (AN426AD4-4). Referencing the AC43.13-1B chapter 4 section 4.

SUB-TOTALS THIS PAGE

TOTALS — CARRY FORWARD TO NEXT PAGE

DATE	DESCRIPTION OF WORK PERFORMED — SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME
	TOTALS BROUGHT FORWARD FROM PREVIOUS PAGE			



Fixed Wing Aviation Maintenance
Lakeland Linder Regional Airport (KLAL)
3760 Airfield Drive West WWW.FIXEDWINGAVIATION.COM
Lakeland FL 33811 863-606-5757

Date: 8/27/2019; Aircraft: N125BR; Type: CIRRUS; S/N: 1221; Hobbs: 1155.6; Total Time: 1155.6; Engine - Type: IO-550-N(27), S/N: 917451, Time: 1155.6; Prop - Type: PHC-J3YF-1RF, S/N: FP3312B, Time: 1155.6

- Installed Kelly aerospace thermal systems AC system per STC SA04037CH. Operational check is good. Aircraft weight and balance updated. No defects noted at this time.

The above work was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service pertaining to work performed.

Carl Dwinnell  A&P 3722251



Fixed Wing Aviation Maintenance
Lakeland Linder Regional Airport (KLAL)
3760 Airfield Drive West WWW.FIXEDWINGAVIATION.COM
Lakeland FL 33811 863-606-5757

Date: 12/27/2019; Aircraft: N125BR; Type: CIRRUS; S/N: 1221; Hobbs: 1197.4; Total Time: 1197.4

-Cleaned contacts of engine to airframe ground strap and installed additional grounding wire.
-Removed and reinstalled NLG wheel to correct orientation.

The above work was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service pertaining to work performed.

Carl Dwinnell  A&P 3722251

SUB-TOTALS THIS PAGE

TOTALS — CARRY FORWARD TO NEXT PAGE

DATE

DESCRIPTION OF WORK PERFORMED —

SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK

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Fixed Wing Aviation Maintenance

Lakeland Linder Regional Airport (KLAL)

3760 Airfield Drive West WWW.FIXEDWINGAVIATION.COM

Lakeland FL 33811

863-606-5757

Date: 5/13/2020; Aircraft: N125BR; Type: CIRRUS; S/N: 1221; Hobbs: 1213.1; Engine - Type: IO-550-N(27), S/N: 917451, Time: 1213.1; Prop - Type: PHC-J3YF-1RF, S/N: FP3312B, Time: 1213.1

-Removed cowlings, wing access panel, wing tips, landing gear fairings, and interior. Inspected wings, fuselage, and flight controls. Removed wheels, greased bearings, and reinstalled. Inspected for leaks and general overall condition. Inspected electrical wiring for chafing and security. Annual inspection completed WRT Cirrus AMM section 5-20.

-Verified AD compliance through bi-weekly issue 2020-09 Refer to AD note compliance record for reference to Method of compliance.

-Researched all Cirrus Service Bulletins for this S/N aircraft and made a list of all applicable at this time.

-Inspected ELT in accordance with FAR91.207 paragraph (c) and (d). Batteries due for replacement 10/25.

-Removed and replaced ELT remote battery with new as required. Next due 5/28

-Removed battery box from tail of aircraft, disassembled and visually inspected for date and condition of batteries, charged and tested batteries as required, reassembled battery box and re-installed in tail of aircraft. Due 3/21

-Removed and replaced all broken well nuts on LT & RT MLG skirt fairings as required.

-Battery #1 removed, inspected, charged, and reinstalled as required.

-Fire extinguisher inspected and found to be within manufacturers specifications at 1092 grams.

-Removed rudder and elevator endcaps. Applied ACF50 to interior of flaps, ailerons, elevator, and rudder. Reinstalled endcaps and replaced all missing nylon washers.

-Removed and replaced RT brake caliper o-rings with new. Bled system as required.

-Installed new springs for Cyl. #2 baffle as required.

-Installed fairsener to Alt. #1 baffle fin as required.

-Installed new rivets that were missing on bottom of alt#1 baffling as required.

-Removed and replaced electric boost pump with overhauled pump P/N 5217-003 S/N 2342

-Removed COM/DAT antenna and installed new COM antenna for Com #1.

-Removed GPS antenna and installed new GPS/DAT antenna for GPS #1.

-Installed ground strap from alternator ground strap on engine crank case to firewall ground bus.

-Inspected pins in MCU for current sensors, logic module, and connectors at the top of the MCU board. Found corrosion on upper pins. Applied ACF 50 to pins and reinstalled.

-Replaced LT INBD fuel level sender wire terminal with new as required.

-Removed and replaced LT and RT INBD fuel level senders with new P/Ns: 13467-003 (LT) and 13467-004 (RT).

-Installed flat plate on headliner near speaker for suction cup mount as requested.

-Paint repairs performed on NLG wheel fairing cap and strut fairing.

-Installed pilot yoke roll trim deflection sticker with new as required.

-Removed and cleaned yoke handle screws. Reassembled with loctite 680 retaining compound.

-Removed and replaced all cotter pins on co-pilot pedals/master cylinder assemblies with new as required.

-Removed corrosion from flap hinges and measured thickness. Check was good. Treated hinge surfaces and re-applied paint as required.

-Re-safetied LT & RT aileron hinge bolts as required.

-Moved throttle rubber sleeve back into position as required.

-Secured Alt#1 field wire as required.

-Rebonded static line stand off on CAPS compartment in tail as required.

-Removed and replaced interior tygon tubing as required.

-Adjusted throttle cable to give spring back at throttle lever as required.

-Repositioned prop gov cable to prevent chaffing on engine mount as required.

-Repositioned heat exchanger to specifications as required.

-Repositioned heat exchanger/tailpipe clamp hardware as required.

-Removed and replaced Alt. #1 baffle grommet with new as required.

-Removed and replaced RT MLG inboard fairing bracket with new as required.

-Rotated RH MLG tire as required.

-Serviced air wolf and replaced lower drain hose as required.

-Complied with SB2X-05-02 (Induction Duct Flapper Bolt Replacement Interval) as required.

-Complied with SB2X-53-03 (Tail Tie Down Assembly Replacement).

-Complied with SB2X-53-05R1 (Wing Walk Replacement).

I certify this aircraft has been inspected in accordance with an annual inspection with reference to Cirrus AMM section 5-20 and is found to be airworthy at this time.

Jacob Johnson

A&P # 3855457IA