

AIRCRAFT LOG
AF5-1



PPG Industries, Inc.
COMMERCIAL COATINGS

PRIMER F3975

PRIMER _____

COLOR FBC92813

COLOR _____

COLOR _____

CLEAR F3905

Aircraft Log TABLE OF CONTENTS

TC # A00009CH

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Aero Products Corporation

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AIRCRAFT DESCRIPTION

MANUFACTURER Cirrus Design Corp. MODEL SR-22 DATE OF MFG. May 2006

SERIAL NUMBER 22-1967 REGISTRATION NUMBER N709JR

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

Inspection Status

[Check one]

☐

F.A.R. 91.409 ANNUAL/100 HOUR

☐

F.A.R. 91.409 PROGRESSIVE

☐

F.A.R. 135.419 A.T.C.O.

☐

OTHER

DATE ENTERED _____

MAINTENANCE RESPONSIBILITY

INSTALLED EQUIPMENT

ITEM	MANUFACTURER	MODEL	SERIAL NO.
ENGINE	Teledyne Continental Motors	IO-550-N	R 689729
ENGINE			L
PROPELLER	Hartzell Propeller Inc.	PVC334F-1RF	R
PROPELLER			L
ENGINE			
ENGINE			
PROPELLER			
PROPELLER			
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ENGINE			
ENGINE			
PROPELLER			
PROPELLER			

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

[illegible]

AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

[illegible]

I certify that the altimeter, static system, transponder, and altitude reporter test required by FAR's 91.411, 91.413, & 91.217 have been performed and found ~~within the limits of FAR 43 appendices E & F and~~ AC 43-6B.

TESTED TO 18,000 **FEET ON** 05/11/06.

Transponder: Mfg Garmin P/N 13587-050

Model: GTX-327 S/N 83724058.

Encoder: Model ACK P/N A-30 S/N 10/160.

Altimeter: Mfg Avidyne

(PFD) 15222-004 S/N 23754136.

Mfg United P/N 12731-002 S/N 452441.

CDC Quality Assurance  on 05/11/06.

Cirrus Design Corporation Duluth, MN USA

PC# 338CE

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY
10-13-06	SR22	N709JR	Hobbs 212.8 173.7				

LANCASTER AVIONICS INC.

GTX327 LITITZ, PA 17543

SN 83722623 CRS LN7R261N

The transponder installed in this aircraft has been tested in accordance with FAR 91-413 and FAR 43, appendix F

Frank W. Knowlton
BY

10-13-06
DATE

10-13-06 SR22 N709JR Hobbs 212.8/173.7

Replaced pilots and copilots PTT switches.

Troubleshoot "inop" Skywatch system - no problem found. Set time on MFD to accurately display eastern daylight savings time (was set to UTC). Removed

faulty GTX327, SN 83724058 LANCASTER AVIONICS INC
and installed Warranty exch. LANCASTER AIRPORT

GTX327, SN 83722623. All ops LITITZ PA 17543
DATE 10-13-06

CHKS OK. Details on file. W.O. CERTIFICATE NO. LN7R261N

Ref # 12040 (amk)

SIGNED Frank W. Knowlton

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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MAKE: Cirrus
MODEL: SR22-G2
S/N: 22-1967
REG. NO: 709JR
WORK ORDER:
6498-05-2006



Cirrus Design Factory Service Center

Repair Station No. YD5R855Y
4515 Taylor Circle
Duluth, MN 55811
Phone: 218- 788-3101

DATE: 5/24/2006
A/C TSN: 5.9
HOBBS: 5.9

Airframe Entries

(1) Removed the standby altimeter P/N 12731-002 S/N 452441 and installed a new standby altimeter P/N 12731-002 S/N 454436 IAW Cirrus SR22 AMM 34-10. Pitot/Static leak check performed, checked satisfactory. Standby altimeter functional check satisfactory.

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 current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YD5R855Y.

DATE: 5/24/2006

SIGNED:

Work Order: 6498-05-2006

Taavi Korpi
Certified Repair Station No. YD5R855Y

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AIRWAYS, INC. 530 AIRPORT RD LITITZ, PENNSYLVANIA 17543
LOG ID# 2171 08-June-2006 WO# 5573 REF# 5573 HOBBS 37.1
N709JR S/N 1967 CIRRUS SR22

Pg 1 / 1

-AIRFRAME LOG-
REMOVED THE AERO-SHIELD FILM FROM THE MAIN LANDING GEAR WHEEL PANTS, REMOVED LOCK ASSY FROM PILOTS SIDE DOOR AND REPAIRED LOCK.-END-

SIGNED A&P 2699478 JAMES J. MAZZANTE

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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AIRWAYS, INC. 530 AIRPORT RD LITITZ, PENNSYLVANIA 17543
 LOG ID# 2202 27-June-2006 WO# 5597 REF# 5597 HOBBS 62.5 FLT Hobb: 50
 N609JR S/N 1967 CIRRUS SR22

Pg 1/1

-AIRFRAME LOG-
 REPLACED THE PILOTS SIDE PTT SWITCH, REPAINTED CLEAR COAT BLEMISHES ON THE RIGHT AND LEFT SIDE OF THE FUSELAGE, INSTALLED NEW VINYL GRAPHICS ON THE LEFT AND RIGHT SIDE FUSELAGE.-END-

SIGNED A&P 2699478 JAMES J. MAZZAI

N709JR
 08/01/06



ATLANTIC

New Castle County Airport
 120 Old Churchmans Rd.
 New Castle, DE 19720

Hobbs: 96.40
 TT: 96.40

"I certify that this AIRFRAME has been inspected in accordance with a Cirrus Design 100 Hour Demo Inspection and has been determined to be in an airworthy condition".

William J. Jennings A&P 569702167 IA

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
9/15	150 HR	DEMO CARE PROGRAM - SEE ENGINE	LOG R. 2
10/26	200 HR	DEMO CARE PROGRAM	

MAKE: Cirrus
MODEL: SR22
S/N: 1967
REG. NO: N709JR
WORK ORDER: 119

Advanced Aircraft Services LP

500 Airport Road Suite D
Lititz, PA 17543
Phone: 717-735-5179

DATE: 10/26/2006

A/C TSN:

FIT HOBBS: 192.4

Airframe Entries

Rotated the left and right main tires and serviced to specs.... Bled and serviced both left and right brakes.

Maintenance Release

The aircraft and/or component(s) on N709JR was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at this facility under Work Order No. 119, Dated 10/26/2006.

DATE: 10/26/2006

SIGNED:

jmazzante, A&P: A&P2699478

Work Order: 119

Printed by EBis 3 (datcomedia.com)

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTII WORK PERFORMED/RETI
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MAKE: Cirrus
MODEL: SR22-G2
S/N: 22-1967
REG. NO: 709JR
WORK ORDER:
7859-11-2006

Cirrus Design Factory Service Center

Repair Station No. YD5R855Y
4515 Taylor Circle
Duluth, MN 55811
Phone: 218- 788-3101

DATE: 11/16/2006
A/C TSN: 285
HOURS: 265

Flight Meter 215.5

Airframe Entries

(4) Performed aircraft annual inspection IAW cirrus mm chapter 5-20 and 5-30. Flight Meter 215.5 Hrs.... (7) Researched ADs through bi-weekly issue 2006-22, all ADs are in compliance at this time.... (21) Serviced aircraft primary battery IAW cirrus mm chapter 24-30.... (22) Lubricated flap actuation motor IAW cirrus mm chapter 12-20.... (23) Complied with S.B. 2X-52-04R2 by installing kit P/N 70168-001 and inspecting gas strut rod ends, all intact at this time... Done IAW S.B. instructions provided.... (24) Complied with S.B 2X-24-06 (baffle and anti-chafing mod) by installing kit P/N 70131-001. Done IAW S.B. instructions provided.... (25) Updated P.O.H. to most current revision.... (26) Removed and replaced L/H and R/H brake calliper o-rings P/N 101-34500 IAW CDC AMM 32-42 and standard maintenance practices.... (27) Bled brake system IAW CDC AMM 32-42.... (28) Removed MFD P/N 700-00004-008 S/N25347066 and installed MFD P/N 700-00004-008 S/N 20058276. Done IAW CDC AMM 34-40.... (29) Removed #1 Garmin 430 P/N 011-00280-10 S/N 97133616. Install P/N 011-00280-10 S/N 97133776. Done IAW CDC AMM 34-40.... (30) Replaced fwd closeout seal for NLG P/N 20660-004. Done IAW CDC AMM 71-10 and standard maintenance practices.... (31) Replaced camlock base and retaining ring on R/H lower cowl aft most lower fastner. Done IAW.... (32) Removed and replaced left and right MLG tires and tubes P/N 14075-006 and 14076-002 IAW AMM ch. 32-41.... (33) Removed excess adhesive from R/H flap torque tube through hole on fuselage to eliminate contact IAW standard maintenance practices.... (34) Replaced wing root fairing tape as needed on lower I/B edge IAW CDC AMM 53-50.... (35) Removed minor scratches in pilot and copilot door windows IAW LP Aero Plastics Inc. 210 Plus plastic scratch remover instructions.... (36) Removed minor scratches in left and right aft passenger windows IAW LP Aero Plastics Inc. 210 Plus plastic scratch remover instructions.... (37) Untwisted pilots seat harness. Done IAW CDC AMM 25-10 and standard maintenance practices.... (38) Lubricated yaw trim cartridge I.A.W. CDC A.M.M. 12-20.... (39) Cleaned headliner at aft coat hook and aft left corner. Done IAW CDC AMM 12-20. Installed new coat hook placards P/N 17137-001 at aft coat hook location IAW 11-00.... (40) Replaced left aft pax side interior trim P/N 20334-005. Done IAW CDC AMM 25-10.... (41) Replaced aft right pax interior side panel. P/N 20335-005. done IAW CDC AMM 25-10.... (42) Adjusted right b-pillar interior trim for better fit and finish. Done IAW CDC AMM 25-10.... (43) Adjusted pilot, copilot, and baggage door seals and sealed gaps IAW AMM ch. 53-40.... (44) Cleaned and lubed control yoke bearings. Done IAW CDC AMM 12-20.... (45) Replaced pilots door interior panel P/N 20348-407. Done IAW CDC AMM 25-10 and standard maintenance practices.... (46) Removed original CAPS rocket assembly P/N 15047-001 & rocket shield P/N 17036-001 IAW CDC component MM 95-01. Applied anti-chafe tape CDC P/N 51168-002U to exterior surface of rocket shield using 1/2 " overlap IAW standard maintenance practices. Re-installed original rocket shield & rocket assembly IAW CDC component MM 95-01.... (47) Installed trim strip on pilots lower fwd edge of bolster panel for better fit and finish. Done IAW CDC AMM 25-10 and standard maintenance practices.... (48) Installed trim strip on copilots lower fwd bolster panel for better fit and finish. Done IAW CDC AMM 25-10 and standard maintenance practices.... (49) Repositioned distribution actuation arm for positive clearance IAW AMM ch. 21-20.... (50) Updated garmin data cards for #1, #2 430s. Done IAW manufactures instructions.... (51) Resecured black trim around standby instruments. Done IAW CDC AMM 25-10 and standrd maintenance practices.... (52) Installed 3 AAA batteries in XM remote.... (53) Removed and replaced pilot door black foam seal with new IAW standard maintenance practices.... (54) Removed and replaced copilot door black foam seal with new IAW standard maintenance practices.... (55) Trimmed zip tie near static system drain. Done IAW

DATE OF
COMPLETIONAIRCRAFT TIME
IN SERVICEDESCRIPTION OF WORK PERFORMED
OR APPROVED DATA USEDAGENCY & CERTIFICATE
WORK PERFORMED/RETURNED T

standard maintenance practices... (56) Tightened rudder push/pull tube rod end fastner and installed new cotter pin. Done IAW CDC AMM 55-40 (57) Removed minor stains from seat fabric IAW AMM ch. 12-20... (58) Installed new wellnuts quantity 2 for right MLG mushroom fairing. Done CDC AMM 32-10 and standard maintenance practices... (59) Installed new foil tape over top vertical inspection panel. Done IAW standard maintenance practices (60) Replaced VOR/LOC antenna grommets P/N MS35489-135. Done IAW CDC AMM 34-50 and standard maintenance practices... (61) Adjusted left flap cove panels to stop contact with flap. Done IAW CDC AMM 57-30 and standard maintenance practices... (62) Adjusted right flap cove access panel to eliminate contact with flap. Done IAW CDC AMM 57-30 and standard maintenance practices... (63) Replaced circuit breaker panel attach screws P/N 50835-012. Done IAW standard maintenance practices... (64) Cleaned and resealed XM antenna base. Done IAW CDC AMM 20-10 (69) Repaired right lower cowling heat tape. Done IAW standard maintenance practices... (71) I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

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 current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YD5R855Y.

DATE: 11/16/2006

SIGNED:

Mike McGinn

Certified Repair Station No. YD5R855Y

Work Order: 7859-11-2006

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MAKE: Cirrus
MODEL: SR22-G2
S/N: 22-1967
REG. NO: 709JR
WORK ORDER:
7912-11-2006

Cirrus Design Factory Service Center

Repair Station No. YD5R855Y
4515 Taylor Circle
Duluth, MN 55811
Phone: 218- 788-3101

DATE: 11/28/2006
A/C TSN: 263
HOBBS: 263

Airframe Entries

(1) Addressed minor exterior cosmetic discrepancies IAW CDC AMM CH 11-20, 12-20, 20-30, 51-20 and standard maintenance practices.

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 current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YD5R855Y.

DATE: 11/28/2006


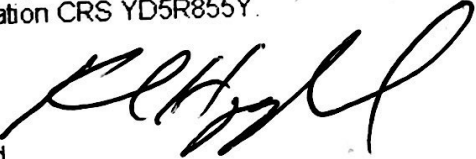
SIGNED:

Andrew Branca

Certified Repair Station No. YD5R855Y

Work Order: 7912-11-2006

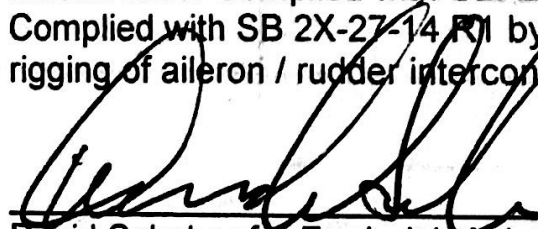
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F ION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
	MAKE: Cirrus MODEL: SR22-G2 S/N: 22-1967 REG. NO: 709JR WORK ORDER: 8072-12-2006	 Cirrus Design Factory Service Center Repair Station No. YD5R855Y 4515 Taylor Circle Duluth, MN 55811 Phone: 218- 788-3101	DATE: 12/18/2006 A/C TSN: 265 HOBBS: 265
	Airframe Entries (5) Addressed minor cosmetic paint discrepancies IAW CDC SR22 MM 51-20 and 12-20. 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 current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YD5R855Y. <div style="display: flex; justify-content: space-between;"> <div> DATE: 12/18/2006 </div> <div> SIGNED:  Karl Hagglund Certified Repair Station No. YD5R855Y </div> <div> Work Order: 8072-12-2006 Printed by EBis 3 (datcomedia.com) </div> </div>		



330 Aviation Way
 Frederick, MD 21701
 301-662-8156
 CRS LC1R291K

Date: 6/11/2007; Aircraft: N709JR; Type: CIRRUS DESIGN C SR22; Hobbs: 325.00; Total Time: 254.30
 Shop Order #: FDK-07-07757CI
 Complied with SB 2X-95-09 R2 by installing kit 70142-001 and inspecting shroud lines. Complied with SBA2X-95-10 R2 by installing kit 70181-001. Complied with SB 2X-27-14 R1 by installing kit 70187-001 and verifying rigging of aileron / rudder interconnect per SB instructions.


 David Schober for Frederick Aviation CRS LC1R291K

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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**LANDMARK
AVIATION**

1005 A Sycolin Road
Leesburg Municipal Airport Leesburg, VA 20175
Tel (703) 771-0188 FAX (703) 779-0435

DATE: 11-6-07
REG: N709JR
MAKE: CIRRUS
MODEL: SR-22
S/N: 1967
HOBBS: 346.6
W/O: S008000

1. Removed #1 Battery P/N G-243 S/N G02262454. Installed New Battery P/N G-243 S/N G02332827. Operations test satisfactory.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED, INSPECTED, AND/OR RAMP CHECKED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE REFERENCED WORK ORDER.

Mike L. Lohr

AP: 3188053

SIGNATURE

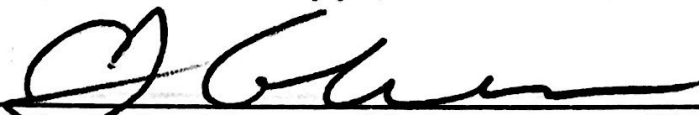


330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K

Date: 1/15/2008; Aircraft: N709JR; Type: SR22; Hobbs: 348.60; Total Time: 271.10

Shop Order #: FDK-08-08371

CW yearly ELT inspection per FAR 91.207(d) and noted battery expiration date as Mar 2012. Checked dynamic balance of prop using Chadwick-Helmuth equipment and data contained in FAA approved "The Smooth Propeller", found to be below .2ips, no other action taken. Performed ICA for Brackett air filter per I-194 by replacement of element and inspection of filter support. Dressed and painted prop. Replaced o-rings in both brake calipers and bled brakes. Applied spiral wrap on brake lines as required. CW SB2X-27-14R3 by installation of kit number 70197-001 and verifying rigging per instructions. CW SB2X-52-07R1 by installation of kit number 70186-001. Cleaned connector of oil pressure transducer and treated with Stabilant 22. Replaced bad screws and washers on spinner as required. Replaced right wheel pant bracket. Replaced broken ty-wrap on right static line above ELT. I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service


C. John Colaluca for Encore Maintenance CRS LC1R291K

**330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K**

**VICE**

Shop Order #: FDK-08-09345

CW yearly ELT inspection per FAR 91.207(d), no defects found. Dressed and painted prop. Tightened all three de-ice lines at prop. CW ICA for GIII battery and found battery acceptable for continued service. CW ICA for Brackett air filter by replacement of filter element and inspection of filter support. CW AD 2008-14-13 cabin doors by compliance with Cirrus SB2X-52-07R4, no further action required. Verified AD 2008-06-28 PFD as N/A by serial number of installed unit. CW Cirrus SB2X-21-03R1 by sealing air conditioner condenser per instructions. CW Cirrus recommended 2 year #2 battery replacement, installed 2ea 50979-001 batteries. CW Cirrus recommended brake o-ring replacement. Replaced brake pads and conditioned at run up. CW Cirrus recommended magnetometer test/compass swing. I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service.

C. John Colaluca for Landmark Aviation CRS LC1R291K



**330 Aviation Way
Frederick, MD-21701
301.662.8156**

Model: SR22
S/N: 1967
SO#: FDK-08-09345

Date: February 3, 2009
Reg No: N709JR
FH: 276.6 Hobbs: 360.4

Removed EX 5000 MFD (p/n 700-00004-008, s/n 20058276, sw 530-00180-100 Rev 01, no mods), and reinstalled factory modified/repairs EX 5000 MFD (p/n 700-00004-008, s/n 20058276, mods 17 & 19, sw 530-00195-110 Rev 00, Release 8.0), see FAA form 8130-3 dated 01-27-09, tracking # 9005434. Complied wioth post installation configuration and ground checks in accordance with the manufactrurer's installation manual. **AD 2008-06-28 R1** Avidyne EXP5000, 'To prevent certain conditions from existing when PFDs display incorrect attitude, altitude, and airspeed information', does not apply by serial number, (EXP5000,p/n 700-00006-000, s/n 23754136).

Complied with FAR 91.411, altimeter, altitude reporting and static system tests and inspections to 20,000 ft, IAW Part 43 Appendix E.
Complied with FAR 91.413, ATC transponder biennial tests and inspections, IAW Part 43 Appendix F.

PFD: EXP5000, p/n 700-00004-008, s/n 23754136 Encoder: ACK A-30, s/n 101160

Encoder: ACK A-30, s/n 101160
Transponder: Garmin GTX-327, p/n 011-00490-00, s/n 83722623
Standby Altimeter: United, p/n 5934D-3 A.249G, s/n 454436

David E. Shelton for Encore FBO Acquisition, LLC DBA Landmark Aviation-FDK

MAINTENANCE RECORD

F.A.R. 43.9



330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K

Date: 1/15/2010; Aircraft: N709JR Hobbs: 395.00; Total Time: 299.00
Shop Order #: FDK-10-10287

CW yearly ELT inspection per FAR 91.207(d), no defects found and noted battery change date of Mar 2012. CW ICA for Brackett air filter by replacement of filter element and inspection of filter support. CW Cirrus recommended yearly brake o-ring replacement on both calipers, replaced friction clip on both pucks, one bolt and installed new over-temp indicator, bled system. Installed new o-ring on one hose connection at aft TKS proportioning unit. Dressed and painted prop. Replaced several bolts and nuts on both left and right exhaust forward ball joints. I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service.


C. John Colafusa for Landmark Aviation CRS LC1R291K

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

Entry made in error
 7/30/10

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



LANDMARK AVIATION

**330 Aviation Way
Frederick, MD-21701
301.662.8156**

Model: SR22
S/N: 1967
SO#: FDK-10-10728

Date: July 30, 2010
Reg No: ~~N709JR~~
FH: 309.6 Hobbs: 409.3

Removed and replaced MFD compact flash card. Confirmed software R8.1 is valid. Loaded current cycle for Nav and Charts databases. Complied with Avidyne Service Bulletin 601-00004-102, 'EX5000 MFD Release 8 Software to Release 8.1 Software Field Loadable Upgrade', for EX-5000 MFD, p/n 700-00004-008, s/n 20058276, mods none. Complied with post installation configurations and ground checks in accordance with Avidyne Integra Installation Manual (p/n 600-00073 Rev 24). Inserted the EX5000 Pilot's Guide Addendum, p/n 600-00248-000 Rev 00 in the aircraft. Removed and reinstalled Avidyne Integra EXP5000 PFD, (p/n 700-00006-000, s/n 23754136, sw 570-00125-002, Rev 02, R8.0.2, mods 31, 34, 36-40, 43, 47, 51, 55-57), following factory upgrade to Release 8.0.2, reference FAA form 8130-3 dated 07-20-10, tracking no. RMA # 9010826. Complied with post installation configuration, calibration, and ground checks in accordance with manufacturer's installation manual, (p/n 600-00141-010 Rev 05), the Magnetometer/OAT Sensor Assembly Instructions for Continued Airworthiness for Cirrus SR22, document no. AVPFD-007 Rev 05, and CDC SR22 maintenance manual, 31-60-2-B. Complied with Avidyne Service Bulletin 601-00006-101 Rev 00, 'PFD Release 8 Hardware Upgrade for DFC90 Compatibility'. Complied with Part 43 Appendix E (a). Removed Stec System 55X Autopilot Computer, (p/n 01192-34-61T-30, s/n 0607-9424, mods AJ/AE). Installed a new Avidyne DFC-90 Autopilot Computer, (p/n 700-00170-000, s/n M102007094), in accordance with STC SA00296BO. Complied with post installation configurations and checks in accordance with the DFC Series Installation Manual, p/n 600-00251-000 Rev 02. All characteristics check good in accordance with Manufacturer's Minimum Performance Standards. Change in electrical load found negligible. No electro mechanical interference noted. Aircraft Weight & Balance change negligible. Equipment List revised. Completed and filed FAA form 337 dated 07-30-10. Inserted the FAA Approved Aircraft Flight Manual Supplement (AFMS) p/n 600-00249-000 dated July 21, 2010 in the aircraft Pilot's Operating Manual (POH). Inserted the DFC-90 Instructions for Continued Airworthiness, document no. AVDFC-030 Rev 00, and copy of FAA form 337 in the aircraft records.

CRS LC1R291K

David E. Shelton for Landmark Aviation-FDK

David E. Shelton for Landmark Aviation-FDK			

MAINTENANCE RECORD

F.A.R. 43.9



LANDMARK
AVIATION

330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K

Date: 1/20/2011; Aircraft: N709JR; Hobbs: 422.5; Total Time: 316.7
Shop Order #: S05-11-60219

CW yearly ELT Inspection per FAR 91.207(d), no defects found and noted battery change date as March 2012. Performed dynamic prop balance using Chadwick-Helmuth equipment and data contained in FAA approved "The Smooth Propeller", installed weights as required and final reading was at or below .145IPS. Performed ICA gor GIII batteries by load test, found battery acceptable for continued service. Removed, disassembled and cleaned both brake calipers, performed yearly o-ring replacement, reinstalled and serviced brake system. Replaced one defective brake temp sticker. Replaced both number two batteries. CW SB2X-32-19R2 by installation of kit number 70238-001. CW SB2X-27-16 by installation of mod kit number 70231-001 and adjustment of flap sensors for proper extension. Installed new 50314-001 start/ignition switch. Installed new 12980-004 transient voltage suppressor and new 50980-001 fuse. I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service.


C. John Coladuca for Landmark Aviation CRS LC1R291K

ED

AGENCY & CEI
WORK PERFORMED/R

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
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330 Aviation Way
Frederick, MD-21701
301.662.8156

Model: SR22
S/N: 1967
SO#: A05-11-11221

Date: January 11, 2011
Reg No: N709JR
FH: 316.7 Hobbs: 422.5

Complied with PFD Mandatory Field Load of Software 530-00214-002 Rev 03 (Release 8.0.3) for Cirrus SR-2X and Avidyne DFC90 Owners/Installers'. EXP5000 PFD, (p/n 700-00006-000, s/n 23754136, sw 570-00125-002, Rev 02, R8.0.2, mods 31, 34, 36-40, 43, 47, 51, 55-57). Complied with post installation configuration, calibration, and ground checks in accordance with manufacturer's installation manual, (p/n 600-00141-001 Rev 04), the Magnetometer/OAT Sensor Assembly Instructions for Continued Airworthiness for Cirrus SR22, document no. AVPFD-007 Rev 05, and CDC SR2X maintenance manual, Chapter 31-60-2-B.

Cleaned Pilot's PTT switch with contact cleaner in accordance with CDC Field Service Communication doc. FSC0041 Rev 1. Functionally checked good.

Complied with FAR 91.411, altimeter, altitude reporting and static system tests and inspections to 20,000 ft, IAW Part 43 Appendix E.

Complied with FAR 91.413, ATC transponder biennial tests and inspections, IAW Part 43 Appendix F.

Complied with Avidyne Service Bulletin document # 601-00006-040 dated 17-June-05, (24 Month Altimeter and Inspection for the EXP5000). **AD2009-05-05 'Avidyne PFD', does not apply by serial number.**

PFD: EXP5000, p/n 700-00004-008, s/n 23754136 Standby Altimeter: United, p/n 5934D-3 A.249G, s/n 454436

Encoder: ACK A-30, s/n 101160 Transponder: Garmin GTX-327, p/n 011-00490-00, s/n 83722623, mods 0, sw 2.09


CRS LC1R291K
David E. Shelton for Landmark Aviation-FDK



330 Aviation Way
Frederick, MD-21701
301.662.8156

Model: SR22
S/N: 1967
SO#: A05-12-11740

Date: January 13, 2012
Reg No: N709JR
FH: 330.0 Hobbs: 444.0

Removed circuit breaker panel cover. Removed "COM-1" TVS. Modified TVS with addition of fuse holder, p/n 50960-001 (91F4760), and fuse, p/n 50961-001 (87F5345). Reinstalled TVS assembly and connected TVS fuse terminal to "COM-1" circuit breaker. Secured circuit breaker panel. Complied with post installation ground checks in accordance with the manufacturer's maintenance manual. Complied with Cirrus Service Bulletin SB2X-24-09, 'ELECTRICAL LOAD DISTRIBUTION - TVS Fuse Installation'. Complied with the Instructions for Continued Airworthiness for the Avidyne DFC-90 Autopilot in accordance with FAA form 337 dated 07-30-10.


CRS LC1R291K
David E. Shelton for Landmark Aviation-FDK

DATE OF
COMPLETION

AIRCRAFT
IN SERVICE



LANDMARK
AVIATION

330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K

Date: 1/17/2012; Aircraft: N709JR; Hobbs: 443.9; Total Time: 330.0

Shop Order #: S05-12-60783

CW yearly ELT inspection per FAR 91.207(d), installed new batteries with March 2018 change date, no other discrepancies noted. Installed new line cutters from lot number RRL0711 serial numbers as follows: 1777 and 1779 both with a manufacture date of 7/11, replacement due again by 7/2017. Serviced, charged and installed new Gill G-243 battery, s/n G02694032. CW Cirrus SB2X-27-16R1, flap actuator, by installation of kit 70255-001. Tightened pilot's sun visor mount. Replaced heat tape in cowl left side. Installed new spinner close out baffle. Replaced left hand exhaust springs. Tightened prop governor rod end. Replaced co-pilot's lower door latch. Installed new NLG bumper. I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service.

C. John Colafuca for Landmark Aviation CRS LC1R291K

AGENCY & CERTIFICATE NO.
K PERFORMED/RETURNED TO SERVICE

18



LANDMARK
AVIATION

330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K

Date: 6/07/2012; Aircraft: N709JR; Total Time: 356.2

Shop Order #: S05-12-60991

Removed damaged rudder. Inspected for hidden damage with no defects noted. Installed factory new, pre-painted and pre-balanced rudder p/n 20365-403. Applied decals as required.

C. John Colafuca for Landmark Aviation CRS LC1R291K

20

INSPECTION RECORD

F.A.R. 43.11-91.409

NO. O SERVICE	DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST
			SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
	18 May 2006	5.0 hrs	<p>Production Flight Test accomplished in accordance with Cirrus Procedure #90502.</p> <p>Name: Frank D. Mathews Date <u>18 MAY 06</u></p> <p>Signature: <u>Frank Mathews</u></p> <p>Title: Production Flight Test Pilot</p>
	24 May 06	5.0 hrs	<p>I find that the aircraft meets the requirements for the certification requested and have issued an U.S. Standard Airworthiness Certificate dated <u>05 / 24 / 2006</u>.</p> <p>The next inspection is due <u>05 / 31 / 2007</u></p> <p><u>Troy J McDonald</u></p> <p>Troy J. McDonald DMIR-830296-CE</p>

DATE

AIRCRAFT TIME
IN SERVICEKIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE330 Aviation Way
Frederick, MD-21701
301.662.8156Model: SR22
S/N: 1967
SO#: A05-12-12014Date: June 19, 2012
Reg No: N709JR
FH: 356.4 Hobbs: 480.2

Removed and reinstalled DFC-90 autopilot, (p/n 700-00170-000, s/n M102007094, mod 1), following factory upgrade to Release 2. See FAA form 8130-3 dated 06-14-2012, tracking # 9018231. Complied with Avidyne Service Bulletin SB601-00006-110 Rev. 00 (PFD Field Load of Software 530-00214-() Rev 05 (Release 8.0.5) Instructions). Complied with post installation configurations and ground checks in accordance with manufacturer's installation manual. Updated the DFC-90 User Guide for Change 2, and installed a new DFC-90 Flight Manual Supplement into Supplemental section of the aircraft POH.


David E. Shelton for Landmark Aviation-FDK CRS LC1R291K330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291KDate: 1/22/2013; Aircraft: N709JR; Hobbs: 493.0; Tach: 365.0; Total Time: 365.0
Shop Order #: S05-13-61341

CW yearly ELT inspection per FAR 91.207(d), no defects found, noted battery change date of Mar 2018. Adjusted co-pilot's door latches. Re-inked compass correction card. Installed new left main wheel pant attach bracket p/n 17205-001. Filled and re-drilled right wheel pant outboard attach bolt hole. Installed new right main gear leg grommet p/n 16937-002. Topped off TKS tank. Dressed and painted prop. Replaced air conditioner shock grommets p/n 21119-107. Dy-checked and verified two cracks in NLG upper gusset plate, both are within acceptable limits (right is 1/8, left is 1/16), dye check is due again in 100 hours. I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service.


C. John Colalunga for Landmark Aviation CRS LC1R291K

F.A.R. 43.11-91.409

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

DATE

AIRCRAFT TIME
IN SERVICE**LANDMARK**
AVIATION330 Aviation Way
Frederick, MD-21701
301.662.8156Model: SR22
S/N: 1967
SO#: A05-13-12335Date: January 22, 2013
Reg No: N709JR
FH: 365.0 Hobbs: 493.0

Removed Turn-Coordinator, (p/n 6405-8-28L, s/n 0611-18069G). Installed overhauled exchange Turn-Coordinator (p/n 6405-8-28L, s/n 0415-15447G). Reference FAA form 8130-3 dated 09-17-2012, tracking # WRK0204550. Complied with post installation calibration and ground checks in accordance with the manufacturer's installation manual. Performed wiring modifications to interface the aircraft Flaps with the DFC-90 Autopilot computer to provide "Dynamic Envelope Protection". Updated the EXP-5000 PFD, (p/n 700-00004-008, s/n 23754136), from software Release 8.0.5 to Release 8.0.6. Complied with post installation configurations and ground checks in accordance with manufacturer's installation manual. **Complied with Avidyne Service Bulletin SB 601-00006-111 Rev. 00**, 'PFD Field Load of Software 530-00214-() Rev 06 (Release 8.0.6) Instructions'. **Complied with the DFC-90 Autopilot Instructions for Continued Airworthiness (ICA)**, in accordance with document no. AVDFC-030 Rev 03, in compliance with FAA form 337 dated 07-30-10. Updated the #1 & #2 GNS-430W Obstacle database to cycle 12B6 (effective; 01/10/2013 - 03/07/2013), and the Terrain database to cycle 12T1 (effective: 04/18/2012 - TBD). Cycled both the #1 & #2 GNS-430 and verified Obstacle and Terrain database effectivity. **Complied with Garmin Mandatory Service Bulletin SB0820**, 'Terrain Database 08T2 for TERRAIN-SVS-equipped (Non-TAWS) G1000, G950, G900X, and TERRAIN equipped (Non-TAWS) GNS 400W/GNS 500W Series units'. Removed and replaced the PFD Static adaptor quick disconnect p/n 51228-002. **Complied with FAR 91.411**, altimeter, altitude reporting and static system tests and inspections to 20,000 ft, IAW Part 43 Appendix E. **Complied with FAR 91.413**, ATC transponder biennial tests and inspections, IAW Part 43 Appendix F. Complied with Avidyne Service Bulletin document # 601-00006-040 dated 17-June-05, (24 Month Altimeter and Inspection for the EXP5000). **AD2009-05-05 'Avidyne PFD', does not apply by serial number.** PFD: EXP5000, p/n 700-00004-008, s/n 23754136 Standby Altimeter: United, p/n 5934D-3 A.249G, s/n 454436 Encoder: ACK A-30, s/n 101160 Transponder: Garmin GTX-327, p/n 011-00490-00, s/n 83722623, mods 0, sw 2.09

CRS LC1R291K

David E. Shelton for Landmark Aviation-FDK

DATE



CRS 2PJR099M

Date: 1/10/2014

Leesburg Executive Airport
1005 Sycolin Rd
Leesburg, VA 20175

Reg. Number N709JR
Make/Model: Cirrus SR22
Ser. Number: 1967

Work Order: BP1-100468
Hobbs: H 495.8
Tach: F 366.2

* Removed, top-charged, then reinstalled main and standby batteries.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE REFERENCED WORK ORDER.



Leesburg Executive Airport
1005 Sycolin Rd
Leesburg, VA 20175
CRS 2PJR099M

Date: 2/01/2014; Aircraft: N709JR; Type: SR22; S/N: 1967; Hobbs: 496.30; Tach: 366.20
Shop Order #: BP1-100480

INSPECTION(S):

- > Complied with annual inspection referencing Cirrus SR22 AMM 05-20 and Title 14 CFR Part 43, Appendix D.
- > Complied with 12 month inspection of ACK Technologies ELT, Model Number E-01, SN 055534 in accordance with Title 14 CFR Part 91.207(d). No defects noted at this time. Next battery replacement due 03-2018, next inspection due 2-2015.
- > Complied with fire extinguisher weight check, SN: P-005084V-177615

AD & SB COMPLIANCE:

- > No new or recurring AD's complied with at this inspection.

MAINTENANCE / TIME ITEMS:

- > Serviced, capacity checked, then recharged aircraft battery.
- > Replaced Brackett air filter.
- > Complied with 500hr/24mo battery #2 replacement, PN: 50979-001.
- > Straightened pilot's lower seat pan.
- > Replaced stripped well nut on LH main landing gear upper fairing.
- > Removed and replaced co-pilot's instrument panel air vent.
- > Replaced TKS filter, PN: 908-01.
- > Replaced ACK ELT remote switch battery.

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE

> Complied with DFC-90 autopilot ICA IAW AVDC-030.

Performed post inspection systems check, no leaks or defects noted at this time. See AD compliance records this date for current status.

I CERTIFY THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND DETERMINED TO BE IN AN AIRWORTHY CONDITION.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE REFERENCED WORK ORDER.


Signature

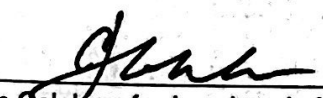


330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K

Date: 8/20/2014; Aircraft: N709JR; Tach: 420.3
Shop Order #: S05-14-62003

AIRFRAME LOG ENTRY:

Replaced missing screws in left main wheel fairing. Adjusted co-pilot's lower door latch.
Replaced main tires as follows: Left p/n 156E61-3 s/n 32262218 and right p/n 156E61-3 s/n 32262214 using new p/n 097-500-0 tubes in both. Replaced both brake caliper shims p/n 068-01100. Serviced tires to correct pressures and balanced both.


C. John Colaluca for Landmark Aviation CRS LC1R291K

INSPECTION RECORD


F A B 12 11 01 100

Skyline Aviation Service Center 1005 Sycolin Rd Leesburg Executive Airport Leesburg, VA 20175
LOG ID# 2060 27-October-2014 WO# 2082 AC TT 574.1 HOBBS 574.1
N709JR S/N 1967 CIRRUS SR22 TACH 427.9

Pg 1 / 1

> Removed and replaced Flap up and down relays with new P/N 50288-001. Ops check good, no further action taken this time.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals was approved for return to service. Pertinent details on file under above referenced work order.


Signed AP/IA 3164589 Andrew Phillips

10/27/14
Date

40

INSPECTION RECORD

F.A.R. 43.11-91.409

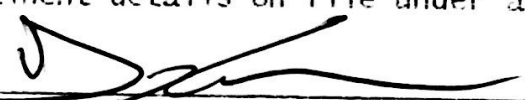
DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
12/30/14	466.1	<p>PERFORMED ANNUAL INSPECTION PER HAI CHECKLIST I/A/W FAR 43, APPENDIX D. ADS CHECKED THRU 2014-25. INSPECTED & TESTED ELT PER 91.207d. BATTERIES DUE @ 3/19. REPLACED BRAKE LININGS ON BOTH MLG. REPLACED BULB AS08-28 ON L.H. RECOGNITION LIGHT.</p> <p>I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>SIGNED <u>Ch. Carter</u> CERT. # <u>A412750458 IA</u></p>

Skyline Aviation Service Center 1005 Sycolin Rd Leesburg Executive Airport Leesburg, VA 20175
 LOG ID# 2169 28-November-2014 WO# 2159/3 FORM M4 HOBBS 600.1
 N709JR S/N 1967 CIRRUS SR22
 Flight Hour 446.7

Pg 1 / 1

Inspected and found ALT #2 Breaker out. Reset breaker and performed ops check of Alternator IAW Cirrus SR22 P.O.H. and found Alternator to be operating normally. Removed top cowl and inspected wiring from alternator #2 to the mcu for areas of possible shorting to ground, none such areas found. Removed MCU cover and inspected MCU for evidence of shorting that would cause the ALT #2 breaker to trip. No defects noted with MCU. Reinstalled MCU cover and top cowl. Performed final operational check of Alternator #2 with no defects noted.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals was approved for return to service. Pertinent details on file under above referenced work order.


 Signed AP/IA 3517807 Doug Cummins Date 11-28-14

MAKE CIRRUS
 MODEL SR22
 S/N 1967
 REG NO N709JR
 WORK ORDER 51272

Capital Aviation Instruments & Avionics

Repair Station No. OY1R391K
 10660 Aviation Lane
 Manassas, VA 20110
 Phone 703-369-0500

DATE 1/28/2015
 A/C TSN
 CRS 8874

Airframe Entries

THE ALTIMETER, TRANSPONDER, STATIC, AND DE REPORTING SYSTEMS HAVE BEEN TESTED AS REQUIRED BY CFR'S 91.411 AND 91.413 AND MEET THE S OF CFR PART 43 APPENDIX E AND F.

ALTIMETER(S): TESTED TO 20,000 FT
 PFD #1: P/N 700-00004-008 S/N 25.5
 ALTIMETER #1: P/N 5934D-3 S/N 45443
 ALT. ENC. #1: P/N A-30 S/N 101160
 TRANSPONDER #1: P/N 011-00490-00 S/N 83722623
 DATA CORRESPONDENCE WAS TESTED TO 20,000 FT

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE ABOVE WORK ORDER.

DATE: 1/28/2015

SIGNED: 

Work Order: 51272

Leslie Touart
 Certified Repair Station No. OY1R391K

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INSPECTION RECORD

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 2492 02-April-2015 WO# 3068 FORM M3 HOBBS 705.2
 N709JR S/N 1967 CIRRUS SR22
 Flight Meter 530.8

R SERVICE

Pg 1 / 1

Relamped Right strobe using new 36-0050705-00 flash tube assy. IAW Cirrus SR22 AMM 33-40.
 Ops check good

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file under above referenced work order.

Signed CRS# 6LVR604C Adam Snyder

Date

4-2-2015

5/14/15

HOBBS: 564.1 TT= 564.1

N 709JR

HOWARD AIRCRAFT INC.
 2145 Kelly Island Rd.
 Martinsburg, WV 26406-2778

PERFORMED 100 HOUR INSPECTION PER HAI CHECKLIST
 I/A/W FAR 43, APPENDIX D. AD'S CHECKED THRU
 2015-09. REPLACED BRAKE LININGS ON BOTH MLG.

I CERTIFY THAT THIS ~~AIRCRAFT~~ HAS BEEN INSPECTED
 IN ACCORDANCE WITH A 100 HOUR INSPECTION AND
 WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

SIGNED J. Carls Jr CERT. # ADP2758458

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIR II

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 2719 12-June-2015 WO# 3205/1 FORM M3 HOBBS 748.5
 N709JR S/N 1967 CIRRUS SR22
 Flight Meter 566.3

Pg 1 / 1

>Removed and replaced flight meter relay P/N 50288-001, ops check good. IAW Cirrus Model SR22 AMM Chapter 31-30.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

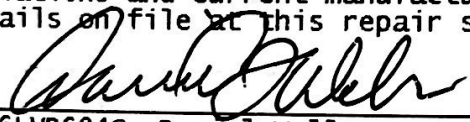

 Signed CRS# 6LVR604C Andrew Phillips Date 6-12-15

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 2789 03-July-2015 WO# 3270 FORM M3 HOBBS 755.6
 N709JR S/N 1967 CIRRUS SR22
 Flight hours 572.2

Pg 1 / 1

> Adjusted flap actuator up position proximity switch IAW Cirrus SR22 AMM 27-50. Hooked up pitot static test set. Ran airspeed to 120KTS. Performed ops check of flap system and aural "flap overspeed" warning. Ops check good at this time.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


 Signed CRS# 6LVR604C Daniel Wells Date 7/3/15

9-30-15 Tech: 615.7. Charged and installed new aircraft battery
 RMBeadish 3390113 CFI

INSPECTION RECORD

F.A.R. 43.11-91 and


Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3309 18-November-2015 WO# 3672/1 FORM M3 HOBBS 856.6
N709JR S/N 1967 CIRRUS SR22
Flight 654.0

Pg 1 / 1

OR SERVICE

Troubleshoot ice protection system IAW Cirrus SR-22 WM 30-05-01 figure 01. Metering pump is defective. Installed placard on PFD reading "ICE PROTECTION INOP". Pulled and collared ice protection circuit breaker. Ice protection can not be used until repair is completed.

The work identified above was performed in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Signed  CRS# 6LVR604C Andrew Phillips

Date

11-18-15

53

INSPECTION RECORD
F.A.R. 43.11-91.409

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

AIRCRAFT TIME
IN SERVICE

DATE



LANDMARK
AVIATION

330 Aviation Way
Frederick, MD 21701
301-662-8156
CRS LC1R291K

Date: 2/02/2016; Aircraft: N709JR; Tach: 667.6; Total Time: 667.6
Shop Order #: S05-15-62639
CW yearly ELT inspection per FAR 91.207(d), no defects found and noted battery change date of March 2018. Remove TKS pump p/n 9511ABS308-154-28V s/n AST06C1332 and reinstalled same after overhaul by CAV Ice Protection Inc on their work order number SSA3201, cleaned and bled all panels and noted satisfactory flow from all. Re-applied TKS panel edge sealant on upper surfaces as required. Replaced flap switch and functionally checked through all settings. Replaced seat belt EMA, installed p/n 508358-421 s/n RA22DEC15-135 Rebuilt by AmSafe on their work order number 104539-1. CW Cirrus SB 2X-95-18R3, removed rocket s/n 2629 and removed chute s/n 02276. Built up rocket s/n 1449 and installed chute p/n 25574-004 s/n 02131R1, rocket expiration date is 12/30/25 and chute expiration date is 12/23/25. CW SB 2X-95-13 by installation of grommets. CW ICA for Concorde battery by capacity check and found battery acceptable for continued service. CW ICA for Brackett air filter by replacement of element and inspection of support. CW Cirrus SB 2X-28-12R1 by inspection of fuel pump, no defects found. CW Cirrus SB2X-32-19R3 found previous cracks now at .50 on left and .40 on right, next inspection due in 100 hours. Re-aligned TKS line at prop slinger ring. Replaced prop spinner. CW Cirrus SB 2X-05-01, cleaned and re-sealed brake calipers and installed new temp sensor stickers. Replaced co-pilot's cup holder and repaired pilot's cup holder. Un-twisted both front seat belts. Installed new pilot's side overhead (continued)



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(continued 2 Feb 2016)
light assembly. Replaced air conditioner upper bolt and retensioned belt. CW Cirrus SB 2X-05-02, replaced alternate air flapper assembly and bolt. Installed Aerospace Welding Minneapolis PMA heat exchanger p/n A14837-001 and muffler p/n A14836-001. Replaced right exhaust springs and new slip joint bolt on left exhaust. Removed defective previous epoxy repair on nose wheel pant and performed composite repair as required. Replaced left and right nosewheel pant brackets. Performed composite repair to right wheel pant access panel as required. Replaced both main tires as follows: left p/n 301249-006 s/n 53132317, right same p/n s/n 41782012, balanced both. Replaced both brake discs and relined both brakes, conditioned linings on run up. Installed new nose tire p/n 505C66-5 s/n 42322355 and balanced. Sanded, filled and painted exposed composite on left fuselage strake. Dressed and painted prop and applied boot edge sealant as required. Installed new NLG upper puck pan and replaced all pucks. I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service.

C. John Colaluca for Landmark Aviation CRS LC1R291K

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



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Model: SR22
S/N: 1967
SO#: A05-15-13579

Date: January 22, 2016
Reg No: N709JR
FH: 667.6 Hobbs: 873.4

Complied with the DFC-90 Autopilot Instructions for Continued Airworthiness (ICA), in accordance with document no. AVDFC-030 Rev 03, in compliance with FAA form 337 dated 07-30-10. Complied with Cirrus Recommended Scheduled Inspection of the Avionics Transient Voltage Suppressors (TVS), in accordance with the CDC SR22 MM Chapter 24-50, in compliance with CDC SR22(T) MM Chapter 05-20 item 32. Using a calibrated Otto Instruments model BJ-180 Master Compass, performed Magnetometer Calibration. Complied with Cirrus Recommended 'Scheduled Inspection' (Special Inspection required every 2 years), Avionics Magnetometer adjustments and tests, in accordance with the CDC SR22 MM Chapter 34-20, in compliance with CDC SR22(T) MM Chapter 05-20 item 49.


CRS LC1R291K
David E. Shelton for Landmark Aviation-FDK

This log book closed
August 08 2016.