

AIRCRAFT LOG
AF5-1

AIRCRAFT DESCRIPTION

MANUFACTURER CIRRUS DESIGN MODEL SR 22 DATE OF MFG. 11/02

SERIAL NUMBER 0387 REGISTRATION NUMBER N 956C

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	T0550N7	R L 686694
ENGINE			R L
PROPELLER	HARTZELL	PHC-J34F- 1RF/E7694	FP1970B
PROPELLER			
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1

CAPITAL AVIATION INST. & AVIONICS 10660 AVIATION LANE MANASSAS, VA 20110 OY1R391K
LOG ID# 6162 29-July-2009 WO# 34547 CA 11 HOEBS 559.5
N956C S/N 0387 CIRRUS SR22

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Found encoder failed, removed P/N A30 S/N 28361 and installed P/N A30 S/N 19053. Aligned to match altimeter.

THE TRANSPONDER, STATIC AND ALTITUDE REPORTING SYSTEMS HAVE BEEN TESTED AS REQUIRED BY FAR 91.413 AND MEET THE REQUIREMENTS OF FAR PART 43 APPENDIX F.

ALT. ENC. #1: P/N A30 S/N 19053
TRANSPONDER #1: P/N 011-00490-00 S/N 83711550
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.

CAPITAL AVIATION INST. & AVIONICS 10660 AVIATION LANE MANASSAS, VA 20110 OY1R391K
LOG ID# 6180 12-August-2009 WO# 34739 CA 11 HOBBS 560.3
N956C S/N 0387 CIRRUS SR22


Pg 1 / 1

Confirmed failure of altitude encoder P/N A30 S/N 19053 and replaced with P/N SSD120 S/N 10146. Fabricated adapter plate to allow reuse of existing encoder mount. Changed static connection to allow connection to new encoder. Aligned encoder to track altimeter.

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

ALTIMETER(S): TESTED TO 20,000 FT
ALTIMETER #1: P/N 59340-3 S/N 428527
ALT. ENC. #1: P/N SSD120 S/N 10146
TRANSPONDER #1: P/N 011-00490-00 S/N 83711550
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.


CRS CIRRUS JAMES R. GILDEA

RADIO & ELECTRONIC CHECKS



DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
27 NOV	35.0	VOR 1+2	VOR 30 day	VOR 1 126 VOR 2 125	29 Dec 02	[Signature]
19 Dec	46.6	VOR 1+2	VOR 30 day	VOR 1 089 VOR 2 087	19 JAN 03	[Signature]
20 Jan	60.3	VOR 1+2	VOR 30 day	VOR 1 120 VOR 2 121	20 Feb 03	UL
15 Feb	72.5	VOR 1+2	VOR 30 day	VOR 1 119 VOR 2 122	17 MAR 03	[Signature]
15 MAR	80.1	VOR 1+2	VOR 30 day	VOR 1 251 VOR 2 253	7 APR 03	UL
28 MAR	93.0	VOR 1+2	VOR 30 day	VOR 1 269° VOR 2 271°	28 APR 03	[Signature]
20 APR	103.9	VOR 1+2	VOR 30 day	VOR 1 250 VOR 2 252	20 May	[Signature]
24 May	110.1	VOR 1+2	VOR 30 day	VOR 1 119 VOR 2 121	24 Jun	UL
12 JUN	115.0	VOR 1+2	VOR 30 day	VOR 1 267° VOR 2 269°	13 Jul	[Signature]
25 Jul	139.3	VOR 1+2	VOR 30 day	VOR 1 210 VOR 2 202	25 Aug	UL
31 Jul	148.5	VOR 1+2	VOR 30 day	VOR 1 307 VOR 2 309	30 Aug	[Signature]
1 Sep	165.8	VOR 1+2	VOR 30 day	VOR 1 101° VOR 2 102°	10 BT	[Signature]
28 Sep	179.8	VOR 1+2	VOR 30 day	VOR 1 130° VOR 2 132°	28 Oct	[Signature]
27 Oct	229.4	VOR 1+2	VOR 30 day	VOR 1 124 VOR 2 126	26 Feb	[Signature]
20 Nov	257.0	VOR 1+2	VOR 30 day	VOR 1 59° VOR 2 60°	19 Jan	[Signature]
3 Dec	271.9	VOR 1+2	VOR 30 day	VOR 1 102 VOR 2 104	3 Aug	[Signature]
17 Dec	299.0	VOR 1+2	VOR 30 day	VOR 1 124 VOR 2 123	16 Nov	[Signature]
24 Dec	318.0	VOR 1+2	VOR 30 day	VOR 1 124 VOR 2 126	22 Dec JAN	[Signature]

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE - CERT
2 Jan 05	322.5	VOR 1+2	VOR 30 day	VOR 1 135 VOR 2 132	1 Feb 05	[Signature]
8 May 05	353.7	VOR 1+2	VOR 30 day	VOR 1 103 VOR 2 104	07 Jun 05	[Signature]
29 Jun 05	362.6	VOR 1+2	VOR 30 day	VOR 1 120 VOR 2 121	29 Jul 05	[Signature]
23 Jul 05	371.2	VOR 1+2	VOR 30 day	VOR 1 133 VOR 2 134	23 Aug 05	[Signature]
5 Sep 05	380.7	VOR 1+2	VOR 30 day	VOR 1 111 VOR 2 112	5 Oct 05	[Signature]
1 Oct 05	389.0	VOR 1+2	VOR 30 day	VOR 1 273 VOR 2 274	1 Nov 05	[Signature]
28 Oct 05	397.3	VOR 1+2	VOR 30 day	VOR 1 128 VOR 2 128	27 Nov 05	[Signature]
26 Nov 05	406.1	VOR 1+2	VOR 30 day	VOR 1 130 VOR 2 131	26 Dec 05	[Signature]
26 Dec 05	426.1	VOR 1+2	VOR 30 day	VOR 1 151 VOR 2 152	25 Jan 06	[Signature]
16 Jan 06	410.2	VOR 1+2	VOR 30 day	VOR 1 127 VOR 2 128	18 Feb 06	[Signature]
20 Feb 06	413.4	VOR 1+2	VOR 30 day	VOR 1 128 VOR 2 129	12 Mar 06	[Signature]
18 Mar 06	416.5	VOR 1+2	VOR 30 day	VOR 1 150 VOR 2 151	17 Apr 06	[Signature]
2 Apr 06	422.1	VOR 1+2	VOR 30 day	VOR 1 128 VOR 2 129	2 May 06	[Signature]
3 May 06	423.9	VOR 1+2	VOR 30 day	VOR 1 289 VOR 2 289	2 Jun 06	[Signature]
14 Aug 06	455.8	VOR 1+2	VOR 30 day	VOR 1 319 VOR 2 320	13 Sep 06	[Signature]
22 May 07	507.8	VOR 1+2	VOR 30 day	VOR 1 311 VOR 2 302	21 Jun 07	[Signature]
20 Sep 07	534.9	VOR 1+2	VOR 30 day	VOR 1 103 VOR 2 104	30 Oct 07	[Signature]

MAINTENANCE RECORD

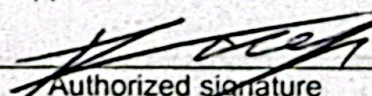
F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVIC
		 <p>LOG BOOK ENTRY DATE: 11/18/2002 MAKE: CIRRUS TOTAL TIME: 8.3 N#: N956C MODEL: SR22 HOBBS TIME: 8.3 S/N: 0387</p> <p>Cleaned a/c interior. Lubed and op's checked r/h eyeball vent. Inspected floor panel installation. Repaired numerous cosmetic discrepancies on the surface finish of the exterior of the aircraft I.A.W. Cirrus SR22 A.M.M. 51-30 and standard maintenance practices. Polished out scratch in windscreen I.A.W. Cirrus SR22 A.M.M. 12-20. Replaced striping on l/h side of empennage I.A.W. Cirrus SR22 A.M.M. 51-30. Removed and replaced O.A.T. guage with p/n 50352-001 s/n 07376 I.A.W. Cirrus SR22 A.M.M. 24-30. Adjusted altitude digitizer trim potentiometers I.A.W. Cirrus SR22 A.M.M. 34-10. Tightened set screw on flap selector knob. Calibrated magnetic compass and updated compass card I.A.W. Cirrus SR22 A.M.M. 34-20. Op's checked alt. 1 circuit, no problem found at this time.</p> <p><i>The work identified above was performed in accordance with the current Federal Aviation Regulation and was found to be airworthy for return to service. Pertinent details are on file at this agency under;</i></p> <p>W/O#: 111602-02 SIGNED  Dated: 11/18/02</p> <p style="text-align: center;">Cirrus Design Factory Service Center, CRS# YD5R855Y, 4515 Taylor Circle, Duluth, MN 55811</p>	

Date: 2/ 3/2003, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 63.3, Total Time: 63.3
 Lubed rudder torque tube bushings with tri-flow lubricate. Painted nose wheel fairing and installed new decals per Cirrus M/M chapter 51. C/W SB 20-52-02 by visual inspection and found installation of drain holes in cabin door and baggage door are in compliance, no other action is required. C/W SB 20-55-08 by using a #11 drill bite and enlarge the drain holes in rudder bottom and elevator tips.

Repaired/Inspected and approved for return to service w/ 02-0690

Date 2-3-03


 Authorized signature

Dulles Aviation Inc. CRS IBIR931E
 Manassas, Va. 20110

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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CAPITAL AVIATION INST & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1426 07-February-2003 WO# 10630 REF# 1426 CA 11 AC TT 63.3 HOBBS 63.3
N956C S/N 0387 CIRRUS SR22

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DESCRIPTION OF SERVICE WORK PERFORMED

GROUND CHECKED AUTO PILOT. ILS OPS CHECKS OK. SIMULATED REPEATED APPROACHES WITH POSITIVE GLIDE SLOPE CAPTURE AND TRACK EVERY TIME. AUTO PILOT GND CHECKS OK. RECOMMEND FLT TEST IF PROBLEM PERSISTS.

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.



A large, stylized handwritten signature in black ink, likely of the repair station representative, is written over the text of the repair description.

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & WORK PERFORMED
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CAPITAL AVIATION INST & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1426 07-February-2003 WO# 10630 REF# 1426 CA 11 AC TT 633 HOBBS 633
N956C S/N 0387 CIRRUS SR22

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***** DESCRIPTION OF SERVICE WORK PERFORMED *****

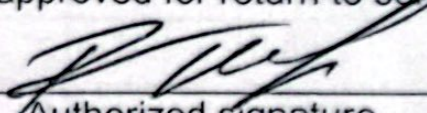
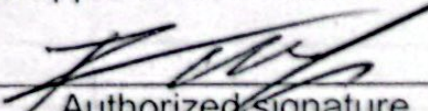
GROUND CHECKED AUTO PILOT. ILS OPS CHECKS OK. SIMULATED REPEATED APPROACHES WITH POSITIVE GLIDE SLOPE CAPTURE AND TRACK EVERY TIME. AUTO PILOT GND CHECKS OK. RECOMMEND FLT TEST IF PROBLEM PERSISTS.

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.

OY1R391K

MAINTENANCE

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
<p>Date: 4/30/2003, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 107.5, Total Time: 107.5 Removed and replaced nose wheel pant with new style PN: 15310-001, new nose strut fairing, PN: 13376-901, and wheel pant decals, PN: 12343-419-RT. Drilled mounting screw holes in nose strut fairing and holes for safety wire to secure piano wire. Removed and replaced right I/B flap cover, PN: 15065-002.</p> <p>Repaired/Inspected and approved for return to service w.o. <u>03-0949</u></p> <p>Date <u>4-29-03</u>  Authorized signature</p> <p>Dulles Aviation Inc. CRS IBIR931E Manassas, Va. 20110</p>			
<p>Date: 4/30/2003, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 107.5, Total Time: 107.5, Engine - Type: , S/N: , Time: 107.5, Prop Type: , S/N: , Time: 107.5 Installed new induction hose heat supply clamp on #5 exhaust, PN: 14062-001.</p> <p>Repaired/Inspected and approved for return to service w.o. <u>03-0949</u></p> <p>Date <u>4-29-03</u>  Authorized signature</p> <p>Dulles Aviation Inc. CRS IBIR931E Manassas, Va. 20110</p>			

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CAPITAL AVIATION INST. & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1542 23-May-2003 WO# 11519/1 CA 11 AC TT 63.9 HOBBS 63.9
N956C S/N 0387 CIRRUS SR22 TACH 63.9

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REVIEWED SANDEL MANUAL, CHECKED SOFTWARE, ENABLED INVERTER AND CONFIGURED LNAV 1 & 2 OK. AVIDYNE MESSAGE AND MESSAGE ON SANDEL CLEARED WHEN INVERTER WAS ENABLED. CLEARED BUBBLE FROM TURN AND SLIP INDICATOR.

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OY1R391K

CAPITAL AVIATION INST. & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1572 10-June-2003 WO# 11785 REF# 11785 CA 11 AC TT 64.5 HOBBS 64.5
N956C S/N 0387 CIRRUS SR22 TACH 64.5

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A/P REPORTED AS OVERSHOOTS IN HEADING MODE. CHECKED SANDEL CONFIGURATION, FOUND FCS EMULATION DATA INCORRECT. RESET PER SR 22 A.M.M. OPS CHECKS OK.

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OY1R391K

CAPITAL AVIATION INST. & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1584 16-June-2003 WO# 11843 CA 11 AC TT 119.8 HOBBS 119.8
N956C S/N 0387 CIRRUS SR22 TACH 119.8

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CONFIRMED HDG AND NAV OFFSET ON AUTOPILOT. ADJUSTED ROLL NULL ON A/P COMPUTER TO CORRECT HDG AND NAV OFFSETS. OPS OKS OK.

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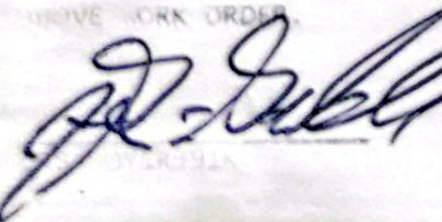
OY1R391K

CAPITAL AVIATION INST. & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1640 08-July-2003 WO# 11911 REF# 11911 CA 11 AC TT 136.5 HOBBS 136.5
N958C S/N 0387 CIRRUS SR22 TACH 136.5

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DISCREPANCY: NEED TO FLY TO ADJUST NAV / NAV GPSS. ACTION: ADJUSTED ROLL NULL IN FLIGHT. AP TRACKS OK.

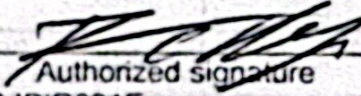

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OY1R391K

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
<p>Date: 7/30/2003, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 147.7, Total Time: 147.7 Jacked acft, removed nose wheel strut fairing. Installed new nose wheel pant and strut fairing with stainless steel screws. Removed nut from fork assy. and performed pull test, adjusted tension to 16 lbs, installed nut and safetied. Serviced nose tire to 40 psi per maintenance manual. Removed left main wheel pant, strut fairing and trimmed damaged area to fit. Reinstalled fairing and pant. Reattached seal on left side of lower cowling with 1300L. Reattached wing root panels with double side tape.</p> <p>Repaired/Inspected and approved for return to service w.o. <u>03-1164</u></p> <p>Date <u>7-29-03</u>  Authorized signature</p> <p>Dulles Aviation Inc. CRS IBIR931E Manassas, Va. 20110</p>			
<p>Date: 7/30/2003, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 147.7, Total Time: 147.7, Engine - Type: , S/N: , Time: 147.7, Prop Type: , S/N: , Time: 147.7 Drained engine oil, removed oil filter, cut and inspected oil filter, installed new oil filter, PN: CH48108, and serviced engine with 8qts of Phillips 20W/50 oil. Leak check ok.</p> <p>Repaired/Inspected and approved for return to service w.o. <u>03-1164</u></p> <p>Date <u>7-29-03</u>  Authorized signature</p> <p>Dulles Aviation Inc. CRS IBIR931E Manassas, Va. 20110</p>			

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CAPITAL AVIATION INST & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1709 11-August-2003 WO# 12155 REF# 12155 CA 11 AC TT 147.7 HOBBS 147.7
N956C S/N 0387 CIRRUS SR22

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DISCREPANCY: A/P TRACKS 6 DEGREES LESS THAN HEADING BUG SELECTION.
ACTION: RAMP TESTED HSI & NOTED 4 DEGREE HDG BUG OFFSET. NOTED BUBBLE IN T/C. CLEARED BUBBLE.
REVIEWED SYSTEM DOCUMENTATION. CONTACTED TECHNICAL SUPPORT FOR SANDEL, S-TEC, & CIRRUS. CONFIRMED
SANDEL HSI CONFIGURED PER CIRRUS SR22 PRODUCTION ACCEPTANCE SPECIFICATION MANUAL & CUSTOMER SUPPLIED
DOCUMENTATION. SANDEL REPORTS SW FIX TO CORRECT PROBLEM WILL BE ISSUED IN LATE AUGUST. CIRRUS
ADVISES TO RESET FCS EMULATION TO CENTURY 21/31/41 & REF VOLTAGE TO +5.054V. RECONFIGURED PER
CIRRUS. CUSTOMER REPORTS FLIGHT TEST OK.

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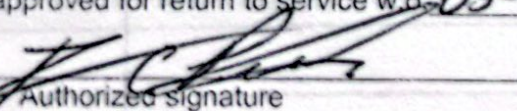
CRS OY1R391K

Date: 10/30/2003, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 147.7, Total Time: 147.7

Replaced nose wheel pant for third time, also installed decals. Trimmed left main gear strut fairing to prevent chaffing into main wheel pant.
Adjusted propeller governor with electronic tach to read 2691 rpm gauge read 2700.

Repaired/Inspected and approved for return to service w.o. 03-1297

Date 10-30-03



Authorized signature

Dulles Aviation Inc, CRS IBIR931E
Manassas, Va. 20110

MAINTENANCE RECORD

F.A.R. 43.9

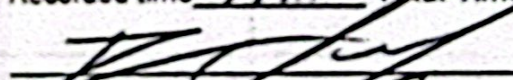
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Date: 11/25/2003, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 199.1, Total Time: 199.1, Engine - Type: IO-550-N-7, S/N: 686694, Time: 199.1, Prop Type: PHC-J3YF-1RF/F7694, S/N: FP1970B, Time: 199.1

Performed Annual inspection IAW Cirrus SR22 inspection guide. Applicable AD's have been checked and complied with thur 2003-23. Inspected E.L.T. per F.A.R. 91.207 (d) no defects noted, batteries due replacement Mar 2006. Next due 11/2004. Touched up area on right wing tip where paint chipped.

Repaired crack on right horzional stabilizer, painted and buffed IAW Cirrus M.M. chapter 51. Blended out crack, inspected and repaired IAW cirrus m.m. chapter 51. Painted to match existing paint scheme and buff paint. Touched up areas on horizontal stab. where paint chipped. Replaced both inboard flap covers, PN: 15065-004. C/w'd SB 2X-24-02 primary alternator cables reroute by rerouting alternator wires, no further action required. C/w'd SB 2X-34-05 transponder antenna ground plane improvement by removing transponder antenna and sanding area to expose the expanded metal mesh. Installed ground plane, and reinstalled transponder antenna and connected connector. No further action required. C/w'd SB 2X-57-03 wing tip shear pin engagement by removing left and right wing tips, installed MS28775-010 o-ring measuring gap in between inboard of o-ring and shear pin tagnent point. Shear pin are within limits. No further action required. C/w'd SB 2X-57-04 outboard aileron hinge inspection by removing left and right ailerons and inspecting nutplate and measuring gap, both ailerons are in compliance. No further action required. Replaced cabin heat with new, PN: 14116-002. Function check ok. Removed, serviced and charged acft battery, reinstalled battery. Replaced induction filter, PN: BA24. Serviced hydraulic reservoir. Removed left and right main wheel assy, repacked wheel bearing. Reinstalled bearing and wheel assy. Replaced both left and right cabin door seals. Installed new nose tire and tube, goodyear 5.00X5. Installed new nose wheel pant with decals. Replaced anti-skid on left and right courtesy steps.

I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition. Date 11/25/03 w.o.# 03-138
 Recorded time 199.1 Total Time 199.1


 Authorized signatufe
 Dulles Aviation Inc, CRS IBIR931E
 Manassas, Va. 20110

MAINTENANCE RECORD

F.A.R. 43.9

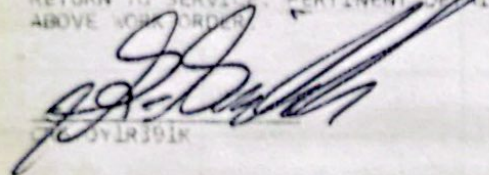
DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
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CAPITAL AVIATION INST & AVIONICS 10503 Observation Rd Manassas, VA 20110 OY1R391K
LOG ID# 1980 07-January-2004 WO# 13701/1 REF# 13701 CA 11 AC TT 215.2 HOBBS 215.2
N956C S/N 0387 CIRRUS SR22

Pg 1 / 1

ITEM # 13701-1 ATTITUDE INDICATOR INOP
DISCREPANCY: ATTITUDE INDICATOR INOP INSTRUMENT BEGAN PRECESSING IN CRUISE FLIGHT. PILOT RE-CAGED INSTRUMENT, INSTRUMENT BEGAN TO PRECESS AGAIN WITHIN FIVE MINUTES AFTER CAGING. INSTRUMENT EVENTUALLY TUMBLED WHILE ON THE GROUND.
ACTION: CONFIRMED FAILURE. REMOVED ATTITUDE GYRO PN 504-0111-037 ON 504011103725455 FOR OEM REPAIR. REINSTALLED SAME SERVICABLE OEM REPAIRED UNIT. OPS CHECKED OK.

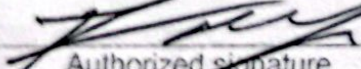
THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE ABOVE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



OY1R391K

Date: 7/ 2/2004, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 268.5, Total Time: 268.5
Capital Aviation performed leak check on pitot and static system, found VSI at 1000 ft per min. climb indicator reads 500 ft per min. Removed MFD to access VSI indicator sn: 301134. Installed pin on lighting wires on new VSI indicator PN: 12732-001, SN: 302926. Function check of lighting system ok. Reinstalled MFD after Capital Aviation performed leak check of lines.

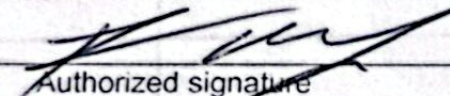
Repaired/inspected and approved for return to service w.o. 04-1827

Date 7-2-04 
Authorized signature

Dulles Aviation Inc. CRS IBIR931E
Manassas, Va. 20110

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
		<p>Date: 3/15/2004, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 233.5, Total Time: 233.5</p> <p>Removed nose wheel pant tightened gland nut one castellation on wheel assy. and sallied. Reinstalled nose wheel pant. Removed right wing tip from wing disconnected all electrical wire connectors and ground strap, removed decal, filled small void areas with body filler, per Chapter 51-30 pg. 4 para. C., sanded and preped for painting Chapter 51-30 pg.11 pang 2,. Painted wing tip with PPG Industries white paint. Wet sanded tip using 400, 600, 800 sandpaper and buffed using three step process to a luster. Installed new decals. Connected ground strap, all electrical wires and reinstalled wing tip. All work done IAW Cirrus SR22 Maintenance Manual. Cleaned, preped, sanded, filled small void areas on right, left leading edges and repaired crack at aft portion of horizontal with body filler, per Chapter 51-30 pg. 4 para. C., sanded and preped for painting Chapter 51-30 pg.11 para 2,. Masked entire tail section, elevators and fuselage to prevent over spray. Painted entire right horizontal and left outboard leading edge with PPG Industries white paint. Wet sanded horizontals using 400, 600, 800 sandpaper and buffed using three step process to a luster. All work done IAW Cirrus SR22 Maintenance Manual. C/w'd SB 2X-95-07 CAPS bulkhead 222 placard installation by removing trim and carpet. Installed placard and reinstalled trim and carpet.</p> <p>Removed fuel collector access panels LW3 from left wing inspected and found void in sealant. Resealed collector tank using MIL-S-8802 type II sealant. Serviced tank with fuel, tank still seeps fuel. Defueled tank, removed collector tank panel, inspected tank, resealed entire tank area, reinstalled tank panel. Perssurized tank with air, found leak around fuel transmitter unit, removed transmitter and replaced gasket on transmitter. Serviced tank with fuel. No leaks detected. C/w'd SA 04-01 main landing gear brake line chafing by removing main gear fairings, visual inspecting brake lines. No defects noted. No further action taken. C/w'd SB 2X-25-05 release of AM-SAFE mandatory S.B. 504907 and 504491-01 by installing placard on access panel for CAPs parachute located.</p>	
		<p>Repaired/Inspected and approved for return to service w.o. <u>04-1524</u></p>	
		<p>Date <u>3-10-04</u> </p> <p style="text-align: center;">Authorized signature</p>	
		<p>Dulles Aviation Inc. CRS IBIR931E Manassas, Va. 20110</p>	

MAINTENANCE RECORD

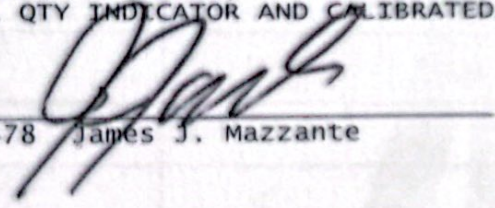
F.A.R. 43.9

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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Airways, Inc. 520 Airport Rd Lititz, Pennsylvania 17543
LOG ID# 944 10-June-2004 WO# 4222 REF# 4222 HOBBS 260.9
N956C S/N 0387 CIRRUS SR22

Pg 1 / 1

-AIRFRAME LOG-
C/W SB 2X-24-03 MCU SEALING, C/W SB 2X-55-10 HORIZONTAL STABILIZER INSPECTION HOLE CLOSE OUT, C/W SB 2X-32-08 MLG BRAKE LINE INSPECTION, REPLACED THE RH INBD FLAP HINGE FAIRING, ADJUSTED THE CO-PILOTS DOOR, REMOVED AND CLEANED THE LT HEADER TANK CHECK VALVE, REPAIRED CRACK ON PILOTS DOOR I/A/W STANDARD MAINTENANCE PRACTICES, SERVICED THE TIRES, SERVICED THE BATTERY, SERVICED THE BRAKE FLUID, REPLACED THE FUEL QTY INDICATOR AND CALIBRATED, REBONDED THE LT AND RT STAND OFF'S TO STRUT.-END-

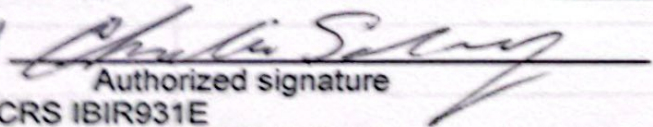


Signed A&P 2699478 James J. Mazzante

Date: 6/18/2004, Aircraft: N956C; Type: SR22, S/N: 0387, Hobbs: 267.4, Total Time: 267.4, Engine - Type: IO-550-N-7, S/N: 686694, Time: 293.7, Prop Type: PHC-J3YF-1RF/F7694, S/N: FP1970B, Time: 293.7

Troubleshoot strobe light circuit by process of elimination. Found defective relay on Bolster Panel circuit board and blown flashtube on Lt wing. Installed replacement Bolster Panel circuit board assy. P/N A0715, rev. B, S/N 293. Replaced Lt wing flash tube assy. with new. OP's check ok. Calibrated LT. and RT. fuel gauges full position.

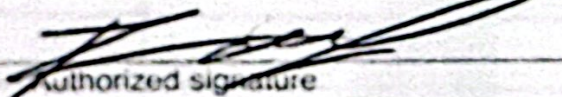

Repaired/Inspected and approved for return to service w.o. 04-1799

Date 6/18/04 
Authorized signature

Dulles Aviation Inc. CRS IBIR931E
Manassas, Va. 20110

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
		<p>Date: 6/24/2004, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 268.0, Total Time: 268.0 Removed Pilots seat, access panel and removed water from pitot static traps located underneath cabin floor. Reassembled drains lines, purged system with air as per Cirrus Maintenance Manual Chapter 34-10, page 4. Tested connection and reinstalled access panel and pilots seat. Readjusted left hand fuel gauge, after tanks were topped off, set needle to read @ lower side of full mark. Noted left and right side are exactly the same. C/w'd SB A2X-25-08 crew seat break-over bolt adjustment by removing pilot and copilot seats and inspected and adjusted break-over bolts, as per para d, of service bulletin.</p>	
		<p>Repaired/inspected and approved for return to service w.o. <u>04-1818</u></p>	
		<p>Date <u>6-23-04</u>  Authorized signature</p> <p>Dulles Aviation Inc. CR8 IBIR931E Manassas, Va. 20110</p>	
		<p>Date: 8/26/2004, Aircraft: N956C, Type: SR22, S/N: 0387, Hobbs: 284.4, Total Time: 284.4 Removed left wing fuel collector tank panel, four screws broke off flush with nut plate. Removed dome style nut plates and installed new nut plates. Resealed nut plates using fuel sealant and reinstalled access panel using panel sealant. Leak check ok.</p>	
		<p>Repaired/inspected and approved for return to service w.o. <u>04-1915</u></p>	
		<p>Date <u>8-20-04</u>  Authorized signature</p> <p>Dulles Aviation Inc. CR8 IBIR931E Manassas, Va. 20110</p>	

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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CAPITAL AVIATION INST. & AVIONICS 10660 AVIATION LANE MANASSAS, VA 20110 OY1R391K
LOG ID# 2349 02-July-2004 WO# 15593/1 REF# 15598 CA 11 HOBBS 215.2
N956C S/N 0387 CIRRUS SR22

Pg 1 / 1

**** ITEM # 15598-1 PERFORM STATIC LEAK TEST ON A/C ****
DISCREPANCY: PERFORM STATIC LEAK TEST ON A/C. SEE RICHARD FOR DETAILS.
ACTION: VERIFIED VSI CALIBRATION, STATIC LEAK TEST PASSED.

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.



CRS OY1R391K

CAPITAL AVIATION INST. & AVIONICS 10660 AVIATION LANE MANASSAS, VA 20110 OY1R391K
LOG ID# 2327 28-June-2004 WO# 15518/1 REF# 15518 CA 11 HOBBS 268.5
N956C S/N 0387 CIRRUS SR22

Pg 1 / 1

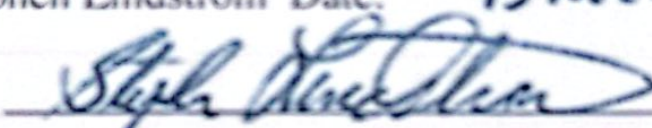
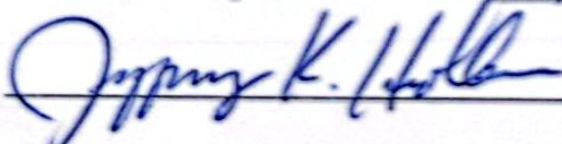
**** ITEM # 15518-1 PERFORM STATIC LEAK TEST ****
DISCREPANCY: PITOT/STATIC INSTRUMENTS INACCURATE IN NORMAL AND STANDBY.
ACTION: PERFORMED PITOT AND STATIC LEAK TEST. PITOT OPERATION NORMAL, LEAK TEST PASSED. STATIC OPERATION ERRATIC, VSI, ASI, AND ALTIMETER JUMP ERRATICALLY. INSPECTED STATIC SYSTEM, NOTED WATER IN DRAIN LINE. PURGED AFT STATIC SYSTEM WITH NITROGEN. REASSEMBLED, STATIC OPERATION NORMAL. STATIC LEAK TEST PASSED.

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.



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
15 NOV 02	6.8	<p>Production Flight Test accomplished in accordance with Cirrus Procedure #90502.</p> <p>Name: Stephen Lindstrom Date: 15 NOV 02</p> <p>Signature: </p> <p>Title: Production Flight Test Pilot</p>
11/15/02	6.8	<p>I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate dated <u>11/15/02</u>.</p> <p>The next inspection is due <u>11/30/03</u>.</p> <p></p> <p>Jeffrey K. Holter DMIR410073CE</p>

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

DATE AIRCRAFT TIME IN SERVICE



FAA CRS LC1R291K

Work Order: 1004325

Your FIRST CHOICE in

N956C Date: 12 Nov 04

maintenance services

Time: 308.5

CW yearly ELT inspection in accordance with FAR 91.207(d), no defects noted. Battery due by Mar. 2009. Installed new BA-24 induction filter. Cleaned, filled and painted trailing edge of left wing. Removed minor corrosion from nose strut above spindle. Dressed and painted prop. Adjusted aileron cable tension. Inspected GNS430 and found AD 2001-23-17 not applicable by s/n. Installed missing caution placard on pitch control system. CW SB 2X-25-06 R1 by installation of kit number 70084-001. CW SB 2X-28-03 by installation of kit number 70097-001. CW SB 2X-95-08 by verification of p/n on CAPS line cutter (TOS02E002) the due date should be 5/2008. CW SB 2X-27-08 by installation of kit number 70067-001 aileron trim cartridge and lube of elevator cartridge. CW SB 22-55-05 by enlargement of drain holes. Resealed left fuel tank access panel. Installed 3 new rubber mounts in upper strut fairings. Installed new left gear strut grommet and re-sealed right. Closed horizontal stab inspection holes with covers in kit 70070-001. Installed missing seat belt plugs (kit 70064-102) and properly secured remaining plugs. Found SB 2X-25-05 R1, 2X-32-08, A2X25-08, 2X-55-10, 2X-57-03R1, 2X80-01, 2X-95-07 to be previously complied with.

-----continued-----



Your FIRST CHOICE in
maintenance services

FAA CRS LC1R291K
Work Order: 1004325
N956C Date: 12 Nov 04
Time: 308.5

-----continued-----

I certify that this aircraft has been inspected in accordance with an annual inspection and has been approved for return to service.

CJ Colaluca

A handwritten signature in black ink, appearing to read 'CJ Colaluca', written over a horizontal line.

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

DATE

AIRCRAFT TIME
IN SERVICE

CAPITAL AVIATION INST. & AVIONICS 10660 AVIATION LANE MANASSAS VA 20110 QY1R391K
LOG ID# 3040 01-June-2005 WO# 18747/1 REF# 18747 CA 11 HOBBS 353.8
N956C S/N 0367 CIRRUS SR22

Pg 1 / 1

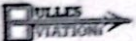
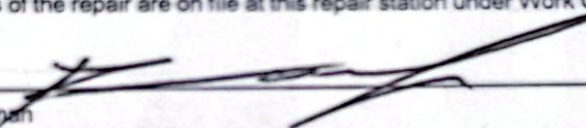

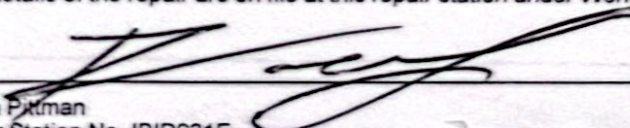
ITEM # 18747-1 SANDEL EHSI DISPLAYING ERROR MSG
DISCREPANCY: SANDEL EHSI DISPLAYING ERROR "CONVERTER IG CONFIG ERROR". RESET CONFIG AND UPDATE
SYSTEM SOFTWARE TO CURRENT
PART# SN308-00-01 SERIAL# 4464
ACTION: DESCRIPTION OF SERVICE WORK PERFORMED
REVIEWED PROCEDURES AND TESTED UNIT. NOTED SYSTEM SW VER 2.10 INSTALLED WHICH IS CURRENT.
ACCESSED UNIT SET-UP AND TURNED INVERTER ON. UNIT OPS CHECKED OK. NOTED NAV DATABASE EXPIRED
NOV 28, 2003 AND LAMP HOURS ARE 256. REMOVED UNIT FOR NAV DATABASE UPDATE AND LAMP REPLACEMENT.
CUSTOMER SUPPLIED SW KEY-ES NO LONGER VALID. USED FOR PREVIOUS UPDATE. PURCHASED NEW SW KEY AND
UPDATED UNIT. REPLACED LAMP AND RESET HOURS. REINSTALLED SAME SERVICABLE UPDATED AND REPAIRED
UNIT. CHECKED FCS EMULATION SET UP PER CIRRUS MANUAL 90401. CHECKED REMAINING SET UP ITEMS PER
CIRRUS MANUAL 90401. HSI OPS CHECKED OK.

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 ORDER.



INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST	OR SERVICE
MAKE: Cirrus MODEL: SR22 S/N: 0387 REG. NO: N956C WORK ORDER: 415		Dulles Aviation, Inc. Repair Station No. IBIR931E 10501 Observation Road Manassas, Virginia 20110 Phone: 703-361-2171	DATE: 6/27/2005 A/C TSN: 360 HOBBS: 360
Airframe Entries			
(2) Removed connectors on the EGT wire terminals and installed ring terminals. Ops checked on run up, all probes indicated and responded to leaning.... (3) Stop drilled cracks in oil cooler flange as required. Found to be airworthy at this time.... (4) Temporally repaired the bracket that secures the induction heat hose to the exhaust on cyl # 5.			
Maintenance Release			
The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 415			
DATE: 6/27/2005	SIGNED:	 Richard Clinton Pittman Certified Repair Station No. IBIR931E	Work Order: 415 Printed by EBis 3 (datcomedia.com)
MAKE: Cirrus MODEL: SR22 S/N: 0387 REG. NO: N956C WORK ORDER: 429		Dulles Aviation, Inc. Repair Station No. IBIR931E 10501 Observation Road Manassas, Virginia 20110 Phone: 703-361-2171	DATE: 7/8/2005 A/C TSN: 364.8 HOBBS: 364.8
Airframe Entries			
(1) CW'd 2X-57-05 R1 Aileron Hinge Bearing and Gap Inspections per service bullentin instructions page 3, A thru I and M, 4 para 1, page 8 para 5 and page 9 para 6... (2) Removed and installed stainless steel screws in left and right wing tips.			
Maintenance Release			
The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 429			
DATE: 7/8/2005	SIGNED:	 Richard Clinton Pittman Certified Repair Station No. IBIR931E	Work Order: 429 Printed by EBis 3 (datcomedia.com)

INSPECTION RECORD

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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DATE: 6/27/2005
A/C TSN: 360
ENG TT: 360
HOBBS: 360

ENGINE MODEL:
IO-550-N-7
ENGINE S/N: 686694
REG NO: N956C
WORK ORDER: 415



Dulles Aviation, Inc.
Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

Engine Entries

(1) Removed aircraft cover, run up engine, remove top and bottom cowlings, drain oil, take oil sample, remove old oil filter, opened to check for contamination, some noted, will monitor, installed new oil filter, torqued and safetied, added 8 qts. of Phillips X/C 20w50 oil. Washed engine, run up and leak check, no leaks noted at this time. Reinstalled cowlings.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. *Pertinent details of the repair are on file at this repair station under Work Order No. 415

DATE: 6/27/2005

SIGNED:

Richard Clinton Pittman
Certified Repair Station No. IBIR931E

Work Order: 415

Printed by EBis 3 (datcomedia.com)

MAKE: Cirrus
MODEL: SR22
S/N: 0387
REG NO: N956C
WORK ORDER: 486



Dulles Aviation, Inc.
Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

DATE: 8/5/2005
A/C TSN: 372.3
HOBBS: 372.3

Airframe Entries

(1) Removed engine cowlings and removed MCU control unit cover. Installed new voltage regulator, reinstalled MCU cover and cowlings. Tested field wire at #1 alternator and checked ok.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. *Pertinent details of the repair are on file at this repair station under Work Order No. 486

DATE: 8/5/2005

SIGNED:

Richard Clinton Pittman
Certified Repair Station No. IBIR931E

Work Order: 486

Printed by EBis 3 (datcomedia.com)

INSPECTION RECORD

F.A.R. 43.11-91.40

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

MAKE: Cirrus
 MODEL: SR22
 S/N: 0387
 REG. NO: N956C
 WORK ORDER: 674



Dulles Aviation, Inc.

Repair Station No. IBIR931E
 10501 Observation Road
 Manassas, Virginia 20110
 Phone: 703-361-2171

DATE: 11/21/2005
 A/C TSN: 401.5
 HOBBS: 401.5

Airframe Entries

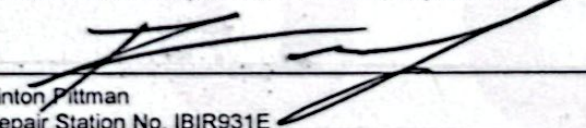
(1) Performed Annual inspection per Cirrus SR22 Inspection Guide. Applicable AD's have been checked and complied with thru 2005-23.... (4) Complied with the Gill battery test Doc. # Q01-1120 REV. B 6/30/05. Battery was found to be within limits. Removed battery from aircraft, top charged the battery and reinstalled into the aircraft. Op's check good. Next due 1201.5 +/- 50 flight hours or 11 +/- 1 calendar months. NOV 2006.... (5) Performed ELT check IAW FAR 91.20 (d), no defects noted. Next due Nov 2007. Battery due March 2009.... (6) Installed new battery in clock... (7) Removed old induction filter and installed new filter... (8) Performed inspection per SB96-12 by visuall, compression check, and leak check. No defects at this time.... (9) Customer has logbook entry for altimeter and transponder ... Customer declined any corrective action at this time. Aircraft restricted operating in controlled airspace, until altimeter and transponder have been tested, IAW 91.411.... (10) Removed worn LH and RH brake linings. Installed new linings on LH and RH brake assemblies.... (11) Removed old step tread, cleaned up area. Applied wink-walk compound to area.... (12) Serviced hydraulic reservoir with 5606 hydraulic fluid.... (14) Re-positioned pin into pilots door handle and secured with safety wire.... (15) Performed AD research.... (16) Cleaned area and attached disk to leg using 1300l... (17) Removed right door interior panel, inspected inside door and found no defects. Reinstalled door interior.... (18) AD 05-17-19 Crew Seat Break-Over Bolt p/c/w IAW SB A2X-25-08. No further action taken.... (19) Removed Rt brake caliper and replaced o-rings on both pucks, installed caliper, bled system, ops check ok.... (20) Removed and installed new bearing and races in nose wheel.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 674

DATE: 11/21/2005

SIGNED:


 Richard Clinton Pittman
 Certified Repair Station No. IBIR931E

Work Order: 674

Printed by EBis 3 (datcomedia.com)

INSPECT F.A.R.

C/N # 956C

DATE 11-4-04

SHOP ORDER NO. 1004325

Master Altimeter Kollsman p/n 1846X-4-01, s/n 1583. Calibration expires 10/05



Frederick Aviation Inc
Avionics Department
330 Aviation Way
Frederick, MD 21701
800.545.9393 Ext 129
FAA CRS LC1R291K

Technician Signature *[Signature]*

Inspector Signature *[Signature]*

Encoder has been tested and found to be within +/- 125 feet of Altimeter reading

AIRCRAFT TIME

KIND OF SERVICE
SIGNATURE - CERT. NO.

MAKE: Cirrus
MODEL: SR22
S/N: 0387
REG. NO: N956C
WORK ORDER: 762



Dulles Aviation, Inc.
Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

Airframe Entries

(1) Removed acft cover, pilot and copilots seat, center console Lh and Rh panels. C/Wd chafing, no noted. Installed kit 70133-001 IAW service bulletin.... (2) Removed right ma noted. Removed upper engine cowling checked brake resivour and serviced as required

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance v was approved for return to service. "Pertinent details of the repair are on file at this repair

DATE: 1/5/2006

SIGNED:

[Signature]
Richard Clinton Pittman
Certified Repair Station No. IBIR931E



Your FIRST CHOICE in
Aviation Services

FREDERICK AVIATION, INC. 330
Reg No: N956C
S/N: 0387
Hours: 0308.5 Hobbs

Complied with FAR 91.411, altimeter, altitude reporting and static
Complied with FAR 91.413, ATC transponder biennial tests and ir
For details of work see SO# 1004325 on file at F.A.I.

David E. Shelton

[Signature]

Date: 1

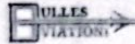
ALTITUDE	Altimeter Reads W/O Vib	Friction	Altimeter Reads With Vib	SCALE		Master Alt Correction	CASE LEAK (1 Min @ 18,000 FT)			
				TOTAL	ERROR		-20 Tol - 100 FPM			
-1000			-1010	20	+10	-20	HYSTERESIS			
000			-10	20	-10	-20	Altitude	Error	Tot/ w/vib	
500			490	20	-10	0	10,000	50%	-30	75
1000	990	-10 / 70	995	20	-5	0	8,000	40%	-40	75
1500			1495	25	-5	+5	AFTER EFFECT (Within 5 Min)			
2000	1495	-5 / 70	2005	30	+5	-5	-10 +/- 30FT			
3000	2490	-10 / 70	3000	30	0	0	AT 29.92 Hg			
4000			3990	35	-10	+20	MASTER READS +140			
5000	4980	-30 / 70	4990			+25	TESTED READS +135			
6000			5990	40	-10	+30	Barometric Scale Error +/- 25FT			
8000			7985	60	-15	+25	28.10	-1727	-1730	
10000	9980	-30 / 80	9995	80	-5	+5	28.50	-1340	-1340	
12000			12020	90	+20	-10	29.00	-863	-850	
14000			14020	100	+20	-20	29.50	-392	-405	
15000	15005	15 / 90	15025			-35	29.92	000	0	
16000			16030	110	+30	-30	30.50	+531	+540	
18000			18035	120	+35	-35	30.90	+893	+905	
20000	20040	140 / 100	20065	130	+65	-70	30.99	+974	+980	
Altimeter / Encoding Altimeter							MFG Garmin			
							P/N 49340-2 A-2-15 H			
							S/N 428627			
							Blind Encoder			
							MFG ACK			
							P/N A-30			
							S/N 78761			
							Transponder			
							MFG Garmin CTR 327			
							P/N 011-00440-00			
							S/N 83711550			
							GC 0224			

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

MAKE: Cirrus
 MODEL: SR22
 S/N: 0387
 REG. NO: N956C
 WORK ORDER: 823



Dulles Aviation, Inc.

Repair Station No. IBIR931E
 10501 Observation Road
 Manassas, Virginia 20110
 Phone: 703-361-2171

DATE: 2/13/2006
 A/C TSN: 406.1
 HOBBS: 406.1

Airframe Entries

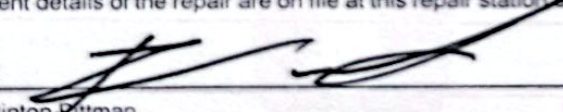
(1) Removed upper engine cowling, inspected heat box assy, found no defects. All controls operated normally. Inspected right exhaust pipe and attaching hardware at ball joint. No broken bolts noted. Remove upper instrument panel inspected control linkage for plenum box no defects noted. Reinstalled upper panel. No further action taken. Advised owner check defrost and cold air control knobs for movement.... (2) Cleaned and re-glued Rt door panel... (3) Removed left wing tip, inspected power pack voltage and found voltage present, check bulb found ok. Further troublehoting found loose pin in connector, installed new pin. Function check strobes system ok. Reinstalled wing tip.... (4) Pre run re-veiled no abnormal indications or vibrations. Removed spark plugs, check condition, and spark. No defects noted. Reinstalled plugs. No further action taken.... (5) Inspected found plastic portions in some area warped, but glareshield installed correctly.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 823

DATE: 2/13/2006

SIGNED:


 Richard Clinton Pittman
 Certified Repair Station No. IBIR931E

Work Order: 823

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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

MAKE: Cirrus
 MODEL: SR22
 S/N: 0387
 REG NO: N956C
 WORK ORDER: 918



Dulles Aviation, Inc.

Repair Station No. IBIR931E
 10501 Observation Road
 Manassas, Virginia 20110
 Phone: 703-361-2171

DATE: 3/31/2006
 A/C TSN: 422 1
 HOBBS: 422 1

Airframe Entries

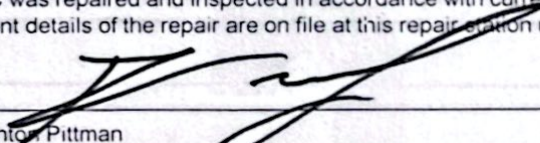
(7) C/w'd SB 2X-32-14 R1 Main landing gear fairing mod for inspection hole, IAW service bulletin A thru G... (8) Repaired left outboard mounting hole and installed new bolt... (9) Removed right door trim panels, inspected door for voids, cracks and for looseness. No defects noted with door. Reinstalled trims. No further action taken.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 918


DATE: 3/31/2006

SIGNED:


 Richard Clinton Pittman
 Certified Repair Station No. IBIR931E

Work Order: 918

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5-5-06	429.8	<p>AD 06-07-06 P/c/w per Cirrus Design</p> <p>SB 2X-28-04 R1 FUEL LINE chaffing. Hobbs 406.1</p> <p>See log entry dated 1-5-06 No further ACTION required.</p> <p style="text-align: right;"> CRS IBIR931E</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
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MAKE: Cirrus
MODEL: SR22
S/N: 0387
REG NO: N956C
WORK ORDER: 1099



Dulles Aviation, Inc.

Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

DATE: 7/18/2006
A/C TSN: 454.4
HOBBS: 454.4

Airframe Entries

(10) Removed #2 batteries and installed new batteries IAW Cirrus chapter 24 maintenance manual. Ops check of #2 batteries ok... (11) Removed cowlings and cleaned out bird nest in engine compartment.... (12) Installed new copilot gas door strut IAW Cirrus maintenance manual.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 1099

DATE: 7/18/2006

SIGNED:

Charles Edward Schoenduby
Certified Repair Station No. IBIR931E

Work Order: 1099

Printed by EBis 3 (datcomedia.com)

ENGINE MODEL:
IO-550-N-7
ENGINE S/N: 686694
REG. NO: N956C
WORK ORDER: 1099



Dulles Aviation, Inc.

Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

DATE: 7/18/2006
A/C TSN: 422.1
ENG TT: 422.1
HOBBS: 422.1

Engine Entries

(7) Changed oil and filter, inspected filter. Serviced with 8 qts 20W50. Engine run and leak check ok.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 1099

DATE: 7/18/2006

SIGNED:

Richard Clinton Pittman
Certified Repair Station No. IBIR931E

Work Order: 1099

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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
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MAKE: Cirrus
MODEL: SR22
S/N: 0387
REG NO: N956C
WORK ORDER: 1144



Dulles Aviation, Inc.

Repair Station N: IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

DATE: 8/10/2006
A/C TSN: 454.4
HOBBS: 454.4

Airframe Entries

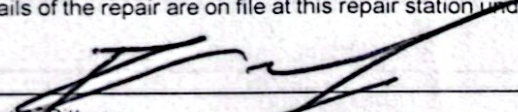
(7) C/w/d SB 2X-52-04 passenger and crew doors strut modification IAW Cirrus service bulletin para D, 1-4.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 1144

DATE: 8/10/2006

SIGNED:


Richard Clinton Pittman
Certified Repair Station No. IBIR931E

Work Order: 1144

Printed by EBis 3 (datcomedia.com)

MAKE: Cirrus
MODEL: SR22
S/N: 0387
REG NO: N956C
WORK ORDER: 1300



Dulles Aviation, Inc.

Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

DATE: 10/13/2006
A/C TSN: 466.6
HOBBS: 466.6

Airframe Entries

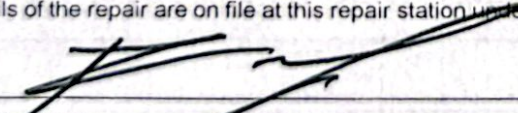
(7) C/w/d AD 06-19-10 Crew seat break-over bolt pin replacement by installing Kit 70130-001 IAW Cirrus Service Bulletin 2X-25-17 R1... (11) SB 2X-71-05 R1 Induction duct assembly support bracket P/C/W see engine log dated 11/25/03... (12) SB 2X-80-01 Starter replacement P/C/W see engine log dated 6/10/04... (13) AD 06-21-03 brake fires, has been complied with thur logbook research. Cirrus Service Bulletins 2X-32-14 R1. Next due at Annual inspection or 100 hr inspection.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 1300

DATE: 10/13/2006

SIGNED:


Richard Clinton Pittman
Certified Repair Station No. IBIR931E

Work Order: 1300

Printed by EBis 3 (datcomedia.com)

ACN# 456C

DATE Dec 1, 2006

SHOP ORDER NO.

Master Altimeter United pin 5934PA-3A Rev. 5/14/97B Calibration expires 1/13/07

1007055



Your FIRST CHOICE in avionics services.

Frederick Aviation Inc
Avionics Department
330 Aviation Way
Frederick, MD 21701
800.545.9393 Ext 129
FAA CRS LC1R291K

Technician Signature *[Signature]*

Inspector Signature *[Signature]*

Encoder has been tested and found to be within +/- 125 feet of Altimeter reading

ALTITUDE	Altimeter Reads W/D Vib	Friction	Altimeter Reads With Vib	SCALE		Master Alt Correction	CASE LEAK (1 Min @ 18,000 FT)		
				TOTAL	ERROR		20 FT Tol - 100 FPM		
-1000			-980	20	+20	-20	HYSTERESIS		
000			-0-	20	-0-	-10	Altitude	Error	Tot/ w/vib
500			500	20	-0-	-5	18,000	50% +70	75
1000	990	30/20	1,020	20	+20	0	8,000	40% +10	75
1500			1,500	25	-0-	0	AFTER EFFECT (Within 5 Min)		
2000	1,980	30/70	2,010	30	+10	+5	+10 +/- 30 FT		
3000	2,970	40/70	3,010	30	+10	+5	AT 29.92 Hg		
4000			4,000	35	-0-	+5	MASTER READS - 20 FT		
5000	4,970	30/70	5,000			-5	TESTED READS - 20 FT		
6000			6,000	40	-0-	0	Barometric Scale Error +/- 25 FT		
8000			8,000	60	-0-	-5	28.10	-1727	-1730
10000	9,970	30/80	10,000	80	-0-	-20	28.50	-1340	-1350
12000			12,010	90	+10	-30	29.00	-863	-850
14000			14,020	100	+20	-40	29.50	-392	-400
15000	14,980	30/90	15,010			-10	29.92	000	-0-
16000			16,030	110	+30	-40	30.50	+531	+530
18000			18,040	120	+40	-35	30.90	+893	+900
20000	20,010	70/100	20,080	130	+80	-35	30.99	+974	+980
							Altimeter / Encoding Altimeter		
							MM United INSTR		
							PIN 59340-3A, 249H		
							S/N 428627		
							Blind Encoder		
							MM ACK TECHNOLOGIES		
							PIN A-30		
							S/N 78261		
							Transponder		
							MM GARMIN GTX 327		
							PIN 011-00490-00		
							S/N 6311550		
							Mfgs None SW 2.02		



FAA CRS LC1R291K
Work Order: 1007055
N956C Date: 12/12/2006
Time: 475.9

AIRFRAME

Complied with AD 2006-21-03 by installing new O rings on left brake and inserting Rev A6 in the POH, the right O rings and SB 2X-32-14 R1 were complied with previously. Complied with ICAW on battery per Q01-1120 page 74. Complied with ICAW on Sandel EHSI by replacing the lamp and resetting the counter per manual 90106-IM-G(4). Complied with ICAW on TCM cylinders per SB 96-12. Complied with ICAW on fuel nozzles per SID 05-7. Complied with ICAW on magnetos by replacing both mags with overhauled units. Complied with ICAW on Brackett filter by replacing filter BA-3. Inspected and tested ELT per 91.207(d), battery next due 3/2009. glued baggage door seal. Trimmed cowl seal. Replaced both main tires with Michelin 15X6.0-6 serial 1088W00292 left and 1087W00317 right. Replaced carb heat bracket 14062-001. glued right gear leg fairing anchor.



FAA CRS LC1R291K
Work Order: 1007055
N956C Date: 12/12/2006
Time: 475.9

AIRFRAME continued

Dressed and painted prop. Verified AD 2001-23-17 not applicable by serial # of Garmin 430s. Identified minor cracks on horizontal stabilizer bond line and verified with Cirrus Tech Support that this is not an airworthiness issue. Tightened pitch trim servo mounting bolts. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

David Schober for Frederick Aviation

DATE

AIRCRAFT TIME
IN SERVICE

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

REC'D
F.A.R. 43.11-91.409



FAA CRS LC1R291K
Work Order:1007281
N956C Date: 12/27/2006
Time: 482.2

AIRFRAME

Serviced and installed new G243 battery serial G02282887.
Adjusted nose gear swivel torque. Repaired left front cowl baffle seal.

David Schober for Frederick Aviation



FAA CRS LC1R291K
Work Order:1007318
N956C Date: 1/10/2007
Time: 493.1

AIRFRAME

Disassembled nose fork from spring assy. Replaced 50545-001 washer and 50543-001 bushing. Re-assembled and set nose swivel torque to 21lbs. Check flew aircraft and could not duplicate excessive engine or wind noise, or engine miss at idle. Could not duplicate engine starter hard to turn over.

David Schober for Frederick Aviation

DATE



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
------	--------------------------	--	---

MAKE: Cirrus
 MODEL: SR22
 S/N: 0387
 REG NO: N956C
 WORK ORDER: 1509

Dulles Aviation, Inc.
 Repair Station No. IBIR931E
 10501 Observation Road
 Manassas, Virginia 20110
 Phone: 703-361-2171

DATE: 2/7/2007
 A/C TSN: 466.6
 HOBBS: 466.6

Airframe Entries

(9) Removed nose wheel fairings. Inspected nose wheel fork assembly. Noted threads on nose gear assy damage just above cotter pin. Contact Cirrus tech support, nose wheel assy must be replaced per tech support... (10) Removed nose gear assy, pn: 14082-003, sn: 0281. Installed new gear assy, pn: 17082-004, sn: 4754. All work performed IAW Cirrus AMM 32-20, also replace lower puck assy bumper IAW Cirrus AMM 32-20 para C, 4, per owner request. Performed adjustment test on nose gear fork assy, IAW Cirrus AMM 32-20 para D, 3... (12) Trimmed nose gear strut fairing to provide clearance after installation of new nose gear assy, and to facilitate alignment of screw hole in nose gear assy.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 1509

DATE: 2/7/2007-

SIGNED:


 Richard Clinton Pittman
 Certified Repair Station No. IBIR931E

Work Order: 1509

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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
------	--------------------------	---

MAKE: Cirrus
 MODEL: SR22
 S/N: 10387
 REG. NO: N956C
 WORK ORDER: 1809

Dulles Aviation, Inc.

Repair Station No. 1B1R931E
 70501 Observation Road
 Manassas, Virginia 20110
 Phone: 703-351-2171

DATE: 8/3/2007
 AC TSN: 5196
 H: BBS: 5196

Airframe Entries

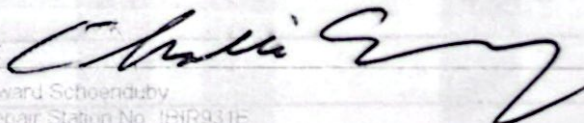
(1) ~~SR22~~ rudder-aileron interconnect modification by removing the extra washer from the attaching parts securing the rudder and a/c cable clamps to the RH a/c cable and torqued as specified in the SB. (2) ~~SR22~~ cabin door rod end replacement, is not applicable to this aircraft because of S/N. (3) Inflated tires with shop air, mains 62 psi, nose 40 psi. Ops check good. (4) 5196: hrbbs. (5) Test ran alt 1. Found that Alt 1 was showing a rate of change on the MFD display and on the digital clock/voltmeter. The Amp gauge was showing an intermittent 100% but was operating normal for alt 2 and the battery displays. Removed the glare shield and cleaned the cannon plug connections for the Amp gauge. Reinstalled the glare shield and test ran. Ops check good. (6) Removed the top engine cowl, cleaned the wire connections for Cyl# 6 CHT and resealed the top engine cowl. Ops check good.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 1809.

DATE: 8/3/2007

SIGNED:



Charles Edward Schoenduby
 Certified Repair Station No. 1B1R931E

Work Order: 1809

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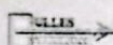
INSPECTION RECORD

F A R 43.11-91.409

Scanned with
CS CamScanner

DATE

MAKE Cirrus
MODEL SR22
S/N 0357
REG NO N956C
WORK ORDER 2039



Dulles Aviation, Inc.

Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

INSPECTION STATUS & DISCREPANCY LIST

APPROVING OR DISAPPROVING AGENCY DATE 10/13/2007

A/C TAG: 5363
HOE: 5289

Airframe Entries

(1) Performed Annual inspection per Cirrus SR22 Inspection Guide. Applicable AD's have been checked and complied with thru 2007-24. (4) Removed and installed a new clock battery, op's check good. (5) Removed and installed a new air induction filter. (6) Further inspection showed that the Pilot's external door handle op's check good, no action required. (7) Re-glued Lt main gear strut fairing stand off. (8) Saffied hinge pin on nose strut fairing that was unsecured. (9) Removed LT main gear axle fitting to facilitate removal of the upper gear strut grommet. Removed the main gear upper grommet and installed a new grommet. Reinstalled LT main gear axle fitting (AWW Cirrus SR22 MM 32-10 C). (10) Inspected ELT (AWW FAP 31 207 (d)), no defects noted. Next inspection due December 2008. Batteries due replacement January 2011. (11) SB2X-52-04R2 Cabin Door Strut Modification has been PCW on 8/10/2006, no further action needed. (12) SB2X-57-05R2 Aileron Hinge Bearing and Gap inspection has been complied with completion of SB 2X-57-05 R1, no further action needed. (13) SB2X-25-07R4 Dual Inertia Reel Seat Belt Installation has been complied with the completion of SB 2X-25-07 R4, no further action needed. (14) SB2X-25-06R4 Dual Inertia Reel Seat Belt Installation has been complied with the completion of SB 2X-25-06R3, no further action needed. (15) SB2X-28-03R1 Fuel Selector Valve Extension Shaft Sleeve Installation has been complied with by the completion of SB 2X-28-03, no further action is needed. (16) SB2X-25-05R2 Release of Arm-Safe Mandatory Service Bulletin 504907-25-02 and 504491-25-01 has been complied with by completing SB2X-25-05R1, no further action needed. (17) SB2X-32-08R1 Brake Line Inspection and Anti-Chafe Spacer Installation has been complied with by the completion of SB2X-32-08, no further action needed. (18) SB2X-57-03R1 Wing Tip Shear Pin Engagement has been complied with by the completion of SB2X-57-03, no further action needed. (19) SB2X-27-06R1 Trim Cartridge Lubrication/Modification has been complied with the completion of SB2X-27-06, no further action needed. (20) C/W SB2X-27-14R2 Rudder-Aileron Interconnect Modification by installing kit #70197-001, Op's check good. (22) Repaired cosmetic crack on top of the fuselage center line, 15" forward of the comm antenna (AWW Cirrus SR22 MM 51-20). (24) Re-glued bottom part of baggage door seal that was coming off. (25) AD's and SB's researched. (26) Removed magnetic compass deviation card from the aircraft. Retraced and darkened the existing numbers and reinstalled the magnetic deviation card into the aircraft. (27) Removed EHSI SN3308 and send to Capitol Aviation for Lamp Replacement (CA). Re-installed EHSI. Ops ok good. (28) Cleaned and buffed paint on the nose wheel strut cover to remove marks caused by the removal/installation of the lower engine cowling. (30) Removed spark plugs from Cyl# 1 & 3, tested, no defects noted. Inspected & cleaned wire harness leads, no defects noted. Rotated and reinstalled the spark plugs and wire harness. Engine run and mag check with in limits. (31) Tightened loose lock assy jam nut. Lubricated lock assy, internally. Op's check ok.

Maintenance Review

The aircraft under continuing airworthiness N956C was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repairs are on file at the repair station under Work Order No. 2039.

DATE: 12/13/2007

SIGNED:

Charles Edward Schoenduby
Certified Repair Station No. IBIR931E

Work Order: 2039

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ENCODER		ON	OFF	ALTITUDE	SCALE	ERROR	TOL	FRICTION	CASE LEAK	50	/ 100FT.



MANASSAS AIRPORT FEA REPAIR ESTIMATION
INSTRUMENT CORP.
CAPITAL ESTIMATION

15000	150	00000
20000	150	00000
25000	150	00000
30000	150	00000
35000	150	00000
40000	150	00000
45000	150	00000
50000	150	00000
55000	150	00000
60000	150	00000
65000	150	00000
70000	150	00000
75000	150	00000
80000	150	00000
85000	150	00000
90000	150	00000
95000	150	00000
100000	150	00000

MAKE Cirrus
MODEL SR22
S/N 0387
REG NO N956C
WORK ORDER 2276



Dulles Aviation, Inc.

Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-261-2171

DATE 4/11/2008
A/C TSN 539 2
HOBBS 539 2

Airframe Entries

(1) AD 2005-03-18 has been PCW in accordance with Cirrus Design SB 22-14R3 Rudder-Aileron Interconnect Modification. See log book entry dated 12/13/2007. (3) All mandatory Cirrus SB have been complied with to date. All AD's have been complied with thru 2008-07.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 2276.

DATE: 4/11/2008

SIGNED:

Work Order: 2276

Charles Edward Schoenduby
Certified Repair Station No. IBIR931E

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CAPITAL AVIATION INST. & AVIONICS 10660 AVIATION LANE MANASSAS, VA 20110 OY1R331K
LOG ID# 5718 15-January-2009 WO# 32637 CA 11 HOBBS 544.7
N956C S/N 0387 CIRRU5 SR22

Pg 1 / 1

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

ALTIMETER(S): TESTED TO 20,000 FT
ALTIMETER #1: P/N 59340-3 S/N 428627
ALT. ENC. #1: P/N A-30 S/N 78361
TRANSPONDER #1: P/N 011-00490-00 S/N 88711550
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 RETN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE ABOVE WORK ORDER.

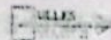
CRS OY1R331K JAMES R. GILDEA

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE

MAF: Cirrus
 MODEL: SR22
 SN: 10387
 REG. NO: N956C
 W/RCORDEP: 2749



Dulles Aviation, Inc.
 Repair Station No. IBIR931E
 10501 Observation Road
 Manassas, Virginia 20110
 Phone: 703-361-2171

DATE: 2/12/09
 RC: P/N 5814
 HOBB: 344.4

Airframe Entries

(1) Perform Annual inspection IAW Cirrus SR22 inspection guide. Applicable AD's have been checked and complied with thru 2009-03. (4) Removed and installed a new induction filter. (5) Performed ELT inspection IAW FAR 91.207(d). Batteries due March 2015. (8) Tightened mixture rod and bolt and safetied. Ops check good. (9) Removed spade terminals and installed ring terminals on CHT connections. (13) Removed and installed new "NO PUSH" placards onto the rudder and elevator. (14) Tightened elevator trim motor and brackets as needed. Ops check good at this time. (15) Removed and installed a new clock battery. Ops check good. (19) Removed and installed new pneumatic line cutters kit P/N 12970 IAW Cirrus Design CAPS line cutter replacement instructions. Line cutters expire November 2014. (22) Replaced Battery 2 with two new P/N 50979-01 batteries. Ops check good. Due to be changed January 2011 or 1044.3 hours. (33) Repaired RT button and foot IAW SR22 MM 53050 C-1 page 12. (4) Tightened and safetied the bolt securing the aileron trim to the actuator. Ops check good. (17) Removed and installed a new seat in Cyl #5's intake drain line. Leak check good. (38) Removed and replaced LH aileron inboard hinge. Reinstalled aileron control surface and performed ops check. Ops check good. Ref Cirrus airm 57-49-09 and 27-10-00. (59) Installed new welnut P/N 50102-001 at RT main fairing.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order # 2749.

DATE: 2/12/2009

SIGNED:

Charles Edward Schorlhuber
 Certified Repair Station No. IBIR931E

Work Order: 2749

Printed by EBis 3 (datcomedia.com)


2/12/09 ADO9-03-16 RUDDER/AILERON INTERCONNECT P/C/W PER
 S.B. 2X-27-1423 ON 12-13-07, A.D. 08-14-13 CABW DOOR RON EVRS
 N/A BY AIRCRAFT SN. Charles Schorlhuber OPS IBIR931E W.O.# 2749

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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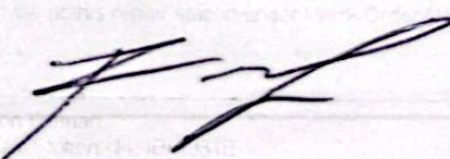
E-Code
 M 31 2010
 M 31 2010
 M 31 2010
 M 31 2010


Dulles Aviation, Inc.
 Repair Station ID: B P 016
 2001 Rockledge Road
 Fairfax, VA 22031
 Phone: 703-261-1171

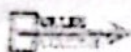
DATE: 3/11/2010
 TIME: 11:15
 BY: [Signature]

Airframe Entries

(1) Inspected and approved for flight. (2) Inspected and approved for flight. (3) Inspected and approved for flight. (4) Inspected and approved for flight. (5) Inspected and approved for flight. (6) Inspected and approved for flight. (7) Inspected and approved for flight. (8) Inspected and approved for flight. (9) Inspected and approved for flight. (10) Inspected and approved for flight. (11) Inspected and approved for flight. (12) Inspected and approved for flight. (13) Inspected and approved for flight. (14) Inspected and approved for flight. (15) Inspected and approved for flight. (16) Inspected and approved for flight. (17) Inspected and approved for flight. (18) Inspected and approved for flight. (19) Inspected and approved for flight. (20) Inspected and approved for flight. (21) Inspected and approved for flight. (22) Inspected and approved for flight. (23) Inspected and approved for flight. (24) Inspected and approved for flight. (25) Inspected and approved for flight. (26) Inspected and approved for flight. (27) Inspected and approved for flight. (28) Inspected and approved for flight. (29) Inspected and approved for flight. (30) Inspected and approved for flight. (31) Inspected and approved for flight. (32) Inspected and approved for flight. (33) Inspected and approved for flight. (34) Inspected and approved for flight. (35) Inspected and approved for flight. (36) Inspected and approved for flight. (37) Inspected and approved for flight. (38) Inspected and approved for flight. (39) Inspected and approved for flight. (40) Inspected and approved for flight. (41) Inspected and approved for flight. (42) Inspected and approved for flight. (43) Inspected and approved for flight. (44) Inspected and approved for flight. (45) Inspected and approved for flight. (46) Inspected and approved for flight. (47) Inspected and approved for flight. (48) Inspected and approved for flight. (49) Inspected and approved for flight. (50) Inspected and approved for flight. (51) Inspected and approved for flight. (52) Inspected and approved for flight. (53) Inspected and approved for flight. (54) Inspected and approved for flight. (55) Inspected and approved for flight. (56) Inspected and approved for flight. (57) Inspected and approved for flight. (58) Inspected and approved for flight. (59) Inspected and approved for flight. (60) Inspected and approved for flight. (61) Inspected and approved for flight. (62) Inspected and approved for flight. (63) Inspected and approved for flight. (64) Inspected and approved for flight. (65) Inspected and approved for flight. (66) Inspected and approved for flight. (67) Inspected and approved for flight. (68) Inspected and approved for flight. (69) Inspected and approved for flight. (70) Inspected and approved for flight. (71) Inspected and approved for flight. (72) Inspected and approved for flight. (73) Inspected and approved for flight. (74) Inspected and approved for flight. (75) Inspected and approved for flight. (76) Inspected and approved for flight. (77) Inspected and approved for flight. (78) Inspected and approved for flight. (79) Inspected and approved for flight. (80) Inspected and approved for flight. (81) Inspected and approved for flight. (82) Inspected and approved for flight. (83) Inspected and approved for flight. (84) Inspected and approved for flight. (85) Inspected and approved for flight. (86) Inspected and approved for flight. (87) Inspected and approved for flight. (88) Inspected and approved for flight. (89) Inspected and approved for flight. (90) Inspected and approved for flight. (91) Inspected and approved for flight. (92) Inspected and approved for flight. (93) Inspected and approved for flight. (94) Inspected and approved for flight. (95) Inspected and approved for flight. (96) Inspected and approved for flight. (97) Inspected and approved for flight. (98) Inspected and approved for flight. (99) Inspected and approved for flight. (100) Inspected and approved for flight.

DATE: 3/11/2010 SIGNED:  Work Order: 3095
 Printed by E-313 (dot)comedia.com

MAKE Cirrus
MODEL SR22
SN 0337
REG NO N956C
WORK ORDER 3455



Dulles Aviation, Inc.

Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone 703-361-2171

DATE 3/23/2010
A/C TSN 5003
HOERS 5003

Airframe Entries

(1) Removed top engine cowl. Disconnected ground bar and field #1 terminal from the alternator. Found resistance high between the F1 & F2 terminals. Cleaned the alternator with electrical cleaner, resistance was lower between the F1 & F2 terminals after cleaning. Reconnected the ground bar and F1 terminal. Topped off the brake fluid reservoir with MIL-5606 fluid. Reinstalled the top engine cowling and secured. Tightened the brake line nuts to union at the bottom of the LT main gear strut and cleaned, leak check good. Noted that the LT outboard fuel sump was weeping fuel, sumped several times to reset the valve, leak check good at this time. Test ran the aircraft and performed the MCU check (AW the Cirrus SR22 MM, no defects noted).

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 3455.

DATE: 3/23/2010

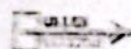
SIGNED:

Richard Clinton Pittman
Certified Repair Station No. IBIR931E

Work Order: 3455

Printed by EBis 3 (datamedia.com)

MAKE Cirrus
MODEL SR22
SN 0387
REG NO N956C
WORK ORDER 3497



Dulles Aviation, Inc.

Repair Station No. IBIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone 703-361-2171

DATE 4/15/2010
A/C TSN 5008
HOERS 5008

Airframe Entries

(1) Removed upper and lower engine cowls. Removed and installed a new alternator #1 current sensor (AW Cirrus Design SR22 MM 24-30 J1 & J2 and figure 24-306). Reinstalled bottom and upper engine cowls. Perform the MCU operational check (AW SR22 MM 24-30 3 para a-o). No defects noted.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 3497.

DATE: 4/15/2010

SIGNED:

Richard Clinton Pittman
Certified Repair Station No. IBIR931E

Work Order: 3497

Printed by EBis 3 (datamedia.com)



DOMINION AVIATION

Date: 5/26/2010; Aircraft: 956C; Type: SR 22; S/N: 0387; Hobbs:: Tach::
Total Time::; Engine - Type: , S/N:, Time::; Prop - Type: , S/N:

AIRFRAME

-Installed Micro-Ant Inc EFD-1000 RSM antenna on Cirrus SR-22 s/n 0387
N956C per drawing N956C-042610-1 (supplied by Capital Aviation
Instruments & Avionics) with reference to Cirrus SB: -34-23R1 (1/29/08)
WAAS Antenna Installation for location of antenna.

The maintenance described above was performed and inspected in
accordance with current FAA Regulations and is approved for return to
service only for the work performed. Ref: 14 CFR Part 43.9. Pertinent
details of the repair are on file at this repair station under

Work Order number

21022

Signed

[Handwritten Signature]

Dominion Aviation CRS ODAR018H

7511 Airfield Drive

Richmond, Virginia 23237

(804) 271-7793

INSPECTION RECORD

F.A.R. 43.11-91.409

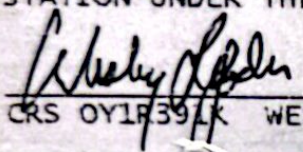
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CamScanner

CAPITAL AVIATION INST. & AVIONICS 10660 AVIATION LANE MANASSAS, VA 20110 OY1R391K
LOG ID# 6831 04-June-2010 WO# 36891 REF# 36891 CA 11 HOBBS 601.5
N956C S/N 0387 CIRRUS SR22

Pg 1 / 1

Installed Aspen EFD1000 PFD P/N 910-00001-001 S/N 5122, Aspen Configuration Module P/N 920-00005-004 S/N 10056, Aspen Remote Sensor P/N 910-00003-001 S/N 10662, and Aspen Analog Converter Unit 910-00004-001 S/N 10558. Installed RSM per Drwg. N956C-042610-1 with reference to Cirrus SB2X-34-23-R1 dated 1/29/10. See Dominion Aviation WO 21022. Work performed I.A.W. manufacturers instructions and applicable FAR's. See FAA Form 337 dated 27 May 2010. Weight & Balance and Equipment List information revised.

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.



CRS OY1R391K WESLEY L YODER

MAINTENANCE PERFORMED BY **Dulles Aviation, Inc.** DATE 7/21/2010
BY **Wesley L Yoder** TIME 08:00
REG. NO. **N956C** AIRCRAFT TYPE **CIRRUS SR22**
WORK ORDER NO. **36891**

Airframe Entries

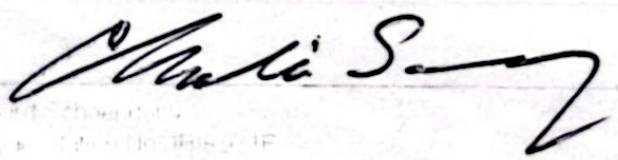
1) removed and replaced engine cowling. Refer to FAA Form 337 dated 27 May 2010. Weight & Balance and Equipment List information revised.

Maintenance Release

The aircraft and its component parts identified above was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under work order number 36891.

DATE 7/21/2010

SIGNED



Work Order 3653

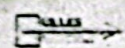
Printed by EBis 3 (datcomedia.com)

INSPECTION RECORD

F.A.R. 43.11-91.409

SERVICE

DATE: 9/30/2010
 VC TSN: 6520
 HOBBS: 6520



Dulles Aviation, Inc.
 Repair Station No. JBIR931E
 12501 Observation Road
 Manassas, Virginia 20108
 Phone: 703-261-2171

DATE: 9/30/2010
 VC TSN: 6520
 HOBBS: 6520

Engine Entries

Checked engine oil and fuel levels. Removed and inspected oil filter - no contamination noted at this time. Installed new oil filter P/N 134431001. Checked and drained oil from engine with 5 quarts of Shell Rotax 50 2-Stroke. Run-up/leak check good at this time.

Maintenance Release

The aircraft and/or component (P/N 134431001) was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Partent details of the repair are on file at this repair station under Work Order No. 3770.

DATE: 9/30/2010

SIGNED

Work Order: 3770

Name: Edward J. Theriault
 Certified Repair Station No. JBIR931E

Printed by EBis 3 (datcomedia.com)

DATE: 1/6/2011
 VC TSN: 6520
 HOBBS: 6520



Dulles Aviation, Inc.
 Repair Station No. JBIR931E
 12501 Observation Road
 Manassas, Virginia 20108
 Phone: 703-261-2171

DATE: 1/6/2011
 VC TSN: 6520
 HOBBS: 6520

Airframe Entries

Drained the remaining fuel out of the right wing fuel tank and sump. Removed the cockpit seat and the right mid console trim piece to gain access to the fuel quantity indicator equipment potentiometers for the right side. Filled the right tank with 1.5 gallons of fuel and allowed to settle, applied power and adjusted the fuel pot to the center of travel then adjusted the empty trim pot to indicate 0 gallons on the right side. Shut off the battery and topped off the right fuel tank. Turned the battery on and adjusted the full pot to indicate 170 on the indicator. Turned power off and reinstalled the tape covering the sides of the mid console trim and the cockpit seat. All work performed in accordance with current Cirrus SP22 Maintenance Manual (3770-001) revision B, dated June 15, 2010 Ch 2-40 para 2 A(2) for only the right side.

Maintenance Release

The aircraft and/or component (P/N 134431001) was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Partent details of the repair are on file at this repair station under Work Order No. 3908.

DATE: 1/6/2011

SIGNED

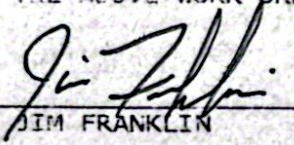
Work Order: 3908

Name: Richard Anthony Pagan
 Certified Repair Station No. JBIR931E

Printed by EBis 3 (datcomedia.com)

Tested and confirmed #2 com receive inoperative, transmit very weak. Tested com 2 antenna system and found antenna open at the connector due to corrosion. Tested Com 2 in a known good position and found receive was very weak. This is an internal failure, probably caused by reflected transmit power from the bad antenna. Removed com antenna PN CI122 SN 2091673 and installed new com antenna PN CI122 SN 337072. Removed com #2 PN 011-00280-10 SN 97111511 for OEM repair. Reinstalled same serviceable OEM repaired unit. Ramp tested utilizing IFR 4000 ramp tester. All tests passed. Updated #1 GNS430 from main SW ver 3.0 and GPS SW ver 3.0 to main SW ver 5.04 and GPS SW ver 3.01 IAW Garmin SB 0844/0308. Function tested ok.

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.


CRS OY1R391K

JIM FRANKLIN


Upgraded software on ASPEN EFD1000 P/N 010-00001-001 S/N 5122-D to ver 2.2.3 in accordance with THE ASPEN SB2010-10 Rev(). Removed from aircraft PFD AFMS P/N 900-00008-001 Rev B. and provided copy of approved PFD-MFD AFMS P/N 900-00008-001 Rev H. and pilot guide errata P/N 091-00014-001 and Addendum P/N 091-00017-001.

Software installed:

Map 2.2.3 P/N 302-00007-006

IOP B2.0.2 P/N 302-00013-002


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.


CRS OY1R391K

JIM FRANKLIN

Work Order: 3996

DATE: 3/15/2011

SIGNED: 

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 3996

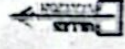
Maintenance Release

(1) Removed LH and RH wheel fairings. Jacked aircraft and removed LH and RH main wheels. Checked brake discs for warping, no defects noted. Reinstalled LH and RH main wheels on aircraft and safetied with new cotter pins. Removed LH and RH brake calipers. Disassembled calipers and inspected. No defects noted. Dressed caliper pucks and inner walls of caliper with abrasive pad. Resealed brake pucks with new o-rings P/N MS3481/1-222 and reinstalled calipers on aircraft. Torqued caliper through bolts and bled brakes. Removed aircraft from jacks and reinstalled LH and RH wheel fairings. Performed run up, ops check of brakes good at this time

Airframe Entries

DATE: 3/15/2011
A/C TSN: 663 6
HOBBS: 663 6

Dulles Aviation, Inc.



Repair Station No. 181R931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

MAKE: Cirrus
MODEL: SP22
SN: 0387
REG NO: N956C
WORK ORDER: 3996

Printed by EBis 3 (datecomedia.com)

Work Order: 3976

DATE: 3/10/2011

SIGNED: 

The aircraft ~~condition~~ on N956C has been inspected in accordance with an Annual Inspection and has been determined to be in an airworthy condition. Pertinent details are on file at this repair station under Work Order No. 3976

17. Perform annual inspection IAW Cirrus SR22 inspection guide. Applicable A/C's have been checked and complied with through 3/13/2011. (15) removed and installed a new induction filter. (16) Performed ELT inspection IAW FAR 91.207 (d). No defects noted at this time. Batteries due March 2012. The inspection due March 2012. (17) Complied with SB 2K-32-19 F2. Inspected upper-gusset plate and forward nose gear strut tilt weld. No defects noted at this time. Installed Cirrus design file. Repair kit F/N 70238-001 and torqued IAW with SB 2K-32-19 F2 paragraph F. (9) Cleaned outboard area on RH gear leg and reinstalled nut plate for center screw with adhesive. Reinstalled RH mid gear fairing. (10) Removed broken flap hinge fairings from LH and RH inboard flap hinge fairings. Installed new flap hinge fairings F/N 16736-101 on inboard flap hinges IAW Cirrus SB-2K-52-08. RT. ops check good at this time. (11) Removed worm well nuts and installed three new well nuts. F/N 50605-001, on the bottom of the LT wing. Reinstalled LH gear gear fairing. (14) Removed old battery and installed new battery in CAT/dock gauge. Battery due March 2011. (15) Renewed battery box and #2 batteries IAW Cirrus SR22 MM Chap. 24-30. Installed two new #2 batteries F/N 50979-001 and reinstalled battery box IAW Cirrus SR22 MM Chap. 24-30. Ops check good at this time. Batteries due replacement at 1152.6 or March 2013. (16) Posted FOH revision AB thru A9. (20) Emitted out rivets. removed nut from upper rear through bolt, and removed broken support bracket from RH airtailing. Fabricated new bracket, installed with screws and nuts. Reinstalled nut on through bolt and torqued IAW TCM SB-97-7. (20) applied adhesive on cargo door seal in upper RH corner, and rescrewed seal. (21) Replaced tape former 24 to surface area of upper RH headline trim and top of fuselage. Installed dual lock strip, and rescrewed upper RH headline trim to upper fuselage. (25) A/C 2005-12-06 F/C/W by replacement of left and right magnetos, next inspection due 375.5 fuel time

Airframe Entries

DATE: 3/10/2011
A/C TSN: 662 6
HOBBS: 662 6

Dulles Aviation, Inc.



Repair Station No. 181R931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

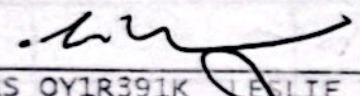
MAKE: Cirrus
MODEL: SP22
SN: 0387
REG NO: N956C
WORK ORDER: 3976

CAPITAL AVIATION 10660 AVAIATION LANE MANASSAS, VA 20110 CRS OY1R391K
LOG ID# 7400 08-March-2011 WO# 40148/1 CA 11 AC TT 662.6
N956C S/N 0387 CIRRUS SR22

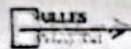
Pg 1 / 1

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

ALTIMETER(S): TESTED TO 20,000 FT
ASPEN PFD: P/N 910-00001-001 S/N 5122
ALTIMETER #1: P/N 59340-3 S/N 428627
ALT. ENC. #1: P/N A-30 S/N 78361
TRANSPONDER #1: P/N 011-00490-00 S/N 83711550
DATA CORRESPONDENCE WAS TESTED TO 20,000 FT


CRS OY1R391K LESLIE TOUART

MAKE Cirrus
MODEL SR22
S/N 0387
REG NO N956C
WORK ORDER 4017



Dulles Aviation, Inc.

Repair Station No. IB1R331E
10501 Observation Road
Manassas, Virginia 20110
Phone 703-361-2171

DATE 3/22/2011
A/C TSN 663.6
HOEES 663.6

Airframe Entries

(1) Replaced primer relay pn 50288-001. Function check of primer satisfactory.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with current FAR's rules of the Federal Aviation Regulations and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 4017.

DATE: 3/22/2011

SIGNED:


Richard Clinton Erdman
Certified Repair Station No. IB1R331E

Work Order: 4017

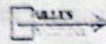
Printed by EBis 3 (datcomedia.com)

INSPECTION RECORD

F.A.R. 43.11-91.409

SERVICE

MAKE: Cirrus
MODEL: SR22
S/N: 4387
REG. NO: N956C
WORK ORDER: 4165



Dulles Aviation, Inc.

Repair Station No. 1BIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

DATE: 6/29/2011
A/C TSN: 6935
HOBS: 6935

Airframe Entries

Engine did not duplicate a failed/intermittent engine primer after 20 plus attempts.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with the current Code of Federal Regulations (CFR's) and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 4165.

DATE: 6/29/2011

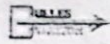
SIGNED:

Francis Corey
Francis Corey
Certified Repair Station No. 1BIR931E

Work Order: 4165

Printed by EBis 3 (datcomedia.com)

MAKE: Cirrus
MODEL: SR22
S/N: 4387
REG. NO: N956C
WORK ORDER: 4175



Dulles Aviation, Inc.

Repair Station No. 1BIR931E
10501 Observation Road
Manassas, Virginia 20110
Phone: 703-361-2171

DATE: 7/5/2011
A/C TSN: 6936
HOBS: 6936

Airframe Entries

(1) Removed upper cowling to gain access to #2 alternator. Removed #2 alternator and found drive coupling sheared. Removed sheared coupling, installed new drive coupling and gasket kit P/N: 82-06768, and reinstalled #2 alternator. Reinstalled top cowling and performed ground run. Ops check of #2 alternator good at this time.

Maintenance Release

The aircraft and/or component(s) on N956C was repaired and inspected in accordance with the current Code of Federal Regulations (CFR's) and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 4175.

DATE: 7/5/2011

SIGNED:

Richard Clinton Pittman
Richard Clinton Pittman
Certified Repair Station No. 1BIR931E


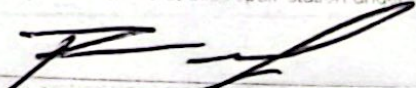
Work Order: 4175

Printed by EBis 3 (datcomedia.com)

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST
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MAKE: Cirrus MODEL: SR22 S/N: 0387 REG. NO: N956C WORK ORDER: 4325	 Dulles Aviation, Inc. Repair Station No. IBIR031E 10501 Observation Road Manassas, Virginia 20110 Phone: 703-361-2171	DATE: 10/19/2011 AV. TSN: 724.2 H. EBS: 724.2
Airframe Entries		
(1) Performed ground run, no defects with throttle noted. Removed upper and lower engine cowings. Tubed throttle control cables and rod ends at throttle body and at prop governor. Reinstalled upper and lower engine cowings. Ops check of throttle good at this time. (3) Removed broken worm clamp and installed new clamp P/N: S1891-24 on RH exhaust blast tube.		
Maintenance Release		
The aircraft and/or component(s) on N956C was repaired and inspected in accordance with the current Code of Federal Regulations (CFR's) and was approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 4325.		
DATE: 10/19/2011	SIGNED: 	Work Order: 4325

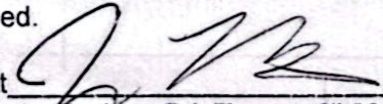
LEADING EDGE
AVIATION SERVICES, INC.
Tampa, FL



Date: 9/21/2012; Aircraft: N956C; Type: CIRRUS; S/N: 0387; Hobbs: 800.20; Total Time: 800.20

-Installed new #1 battery Concorde RG24-15M IAW STC # SA01304WI 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 Instructions for Continued Airworthiness, Concorde Valve Regulated Lead-Acid Main Battery, Dwg. No. 5-0142, Revision H, dated June 24, 2005. No change to weight & balance. Form 337 completed. S/N 40511771

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.

Jonathan Bennett  A&P 3026634
6582 Eureka Springs Rd. Tampa, FL 33610
Tampa Executive Airport (KVDF) 813 626 1515



A/C: N956C CIRRUS SR22 S/N: 0387 TACH: 696.0

Removed Avidyne EX-5000C S/N 1399 and installed an exchange Avidyne EX-5000C S/N 20029354.

The Maintenance described above was performed and inspected IAW current FAA regulations and is approved for return to service, with respect to the work performed. Details on file at this facility under work order N956C-072011.

Signature:

07/20/11

CRS: LI1R297K