

N 2143D

#2



The Standard

AIRCRAFT LOG

ASA-SA-2

Aircraft Record General Information

Manufacturer Cirrus

Model SR 22

Serial 0678

Registration Number _____

Date of Manufacture Sept. 03

Engine(s) currently installed:

Manufacturer _____ Model _____ Serial _____

Manufacturer _____ Model _____ Serial _____

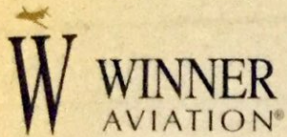
Propeller(s) currently installed:

Manufacturer _____ Model _____

HUB Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____



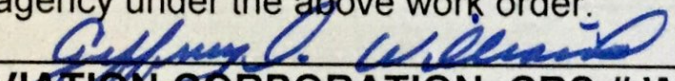
YOUNGSTOWN-WARREN REGIONAL AIRPORT • VIENNA, OH 44473
PHONE: (330) 856-5000 • FAX: (330) 856-4582 • CRSW6NR985J

AVIONICS
N 8143D <> Cirrus SR22 <> S/N: 0678

1. Installed New DFC90 Avidyne Autopilot Computer, P/N: 850-00170-000, S/N: 1026A74433. Removed S-Tec 55X, P/N: 01192-34-01T-30, S/N: 5863. All Work Performed I.A.W. Original STC SA00296BO and SIL 606-00006-001. All Work and Ground Tested I.A.W. Pilot Operators Handbook, Aircraft M.M.
2. Installed Overhauled Primary Flight Display, P/N: 700-00006-000, S/N: 26592464 Loaded with Hardware Mod 55 and Software Release 8.0.3. All Work and Tested I.A.W. Avidyne EX5000 Installation Manual, P.O.H and Aircraft M.M.

Date: 9-2-10 AFTT: 829.1 Hobbs: 829.1 W/O No: 42-04199

The maintenance operations described above were inspected I.A.W. current Federal Aviation Regulations, and with respect to the work performed the aircraft and or component is approved for return to service for discrepant items above. Details are on file at this agency under the above work order.

Signed: Jeffrey D. Williams  For,

WINNER AVIATION CORPORATION, CRS # W6NR985J

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

1. Approving National Aviation Authority/Country:
FAA/United States

2.

3. Form Tracking Number:
9010771

4. Organization Name and Address:
Avidyne Corporation, 202 West Drive Melbourne FL 32904 (Phone: 321.821.5224 Fax:321.821.5203)

5. Work Order/Contract/Invoice Number:
9010771

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Primary Flight Display	700-00006-000	N/A	1	26592464	See block 13

13. Remarks:

1. Repaired in accordance with Repair manual 600-00128-004rev02 sections 1-11, and PMM Temporary Revision Sheet 605-00128-000rev10. FAA A.D. 2008-06-28 may apply with full details held within Returned Material Authorization 9010771
2. Certifies that the work specified in block 12/13 was carried out in accordance with EASA Part-145 and in respect to that order the component is considered ready for release to service under EASA.145.6138
3. This article has been tested and inspected and found to comply with appendix E of 14 CFR 43 and 630-00129-000rev21 in accordance with 14 CFR 91.411

Mods Installed: 15, 18, 19, 21, 23, 24, 25, 29, 31, 34, 36, 37, 38, 39, 40, 43, 47, 48, 51, 55, 57

<p>14. Certifies the items identified above were manufactured in conformity to:</p> <p><input type="checkbox"/> Approved design data and are in a condition for safe operation.</p> <p><input type="checkbox"/> Non-approved design data specified in Block 13.</p>	<p>19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 13</p> <p>Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.</p>		
<p>15. Authorized Signature:</p>	<p>16. Approval/Authorization No.:</p>	<p>20. Authorized Signature: <i>Maurice Shomgard Jr.</i></p>	<p>21. Approval/Certificate No.: 1VAR161B</p>
<p>17. Name (Typed or Printed):</p>	<p>18. Date (m/d/y):</p>	<p>22. Name (Typed or Printed): Maurice Shomgard Jr.</p>	<p>23. Date (m/d/y): Jul/28/2010</p>

User/Installer Responsibilities

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

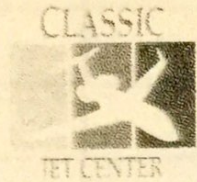
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies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

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

YEAR 20 10 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
12-09-	2010			<p>Wheels greased. Brakes serviced, installed All New O-Rings in L & R wheel cylinders, O-Rings P/N M 83461 / 1-222, Installed New; Aircraft Battery P/N 6243, S/N G02535168, 2 Standby Batterys P/N 50979-001, Induction Air Filter P/N BA-24, Left & Right MLG Wheel Fairing Bracket upper P/N 13522-001 and TKS Doice system Filter Element P/N 26115-101. ELT inspected and ops checked OK as per FAR 91.207(d). All pulleys, hinges, cables and controls inspected & Labeled as needed. Aircraft tightened in general. Aircraft inspected in accordance with Cirrus Maintenance Manual and FAR. 43 and appendix D as applicable. Installed SKY-TEC Starter Model C24ST5 S/N 4C5-410909 on Engine, weight & Balance and Equipment List Revised. Starter Ops Checked OK. (cont)</p>

YEAR 20 <u>10</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
12-09-2010	(cont)			New Empty Weight 2363.15
		Hobbs	839.5	" " " CG 139.25
		TT	839.5	" Moment 329072.66
				" Useful Load 1036.85
				<p>I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>an ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION TACH <u>Hobbs & TT 839.5</u></p>
				<p>SIGNED <u>Alan C. Kettner</u> ATP JA 2057321</p>

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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1969 Lost Nation Rd. Willoughby, OH 44094 440.942.7574

Reg. #: 8143D
 Make: Cirrus
 Total Time: 846.1

Date: 3/22//2011
 Model: SR22
 Hobbs Time: 846.1

Work Order: LNN-11-0231
 S/N: 0678

C/W Service Bulletin SB 2X-243-09. Removed both wing steps for re-chrome, install new anti slip on steps and reinstalled both after chrome. Removed cabin armrests, repainted and reinstalled them. Installed new door handles.

Ritch Kovacic Ritch Kovacic A&P 3027373 IA, RMT

YEAR 20 <u>11</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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09-18-2011

Completed Service Bulletin SB 2X-27-16R1
 Revised May 06-2011. Modification to prevent possible
 Asymmetric Flap and Flap Actuation Over-extension Conditions.
 Hobbs 868.3 Alan C. Kethum
 TT 868.3 A+P 2057321



THE OHIO STATE UNIVERSITY AIRPORT
 2160 West Case Road Hgr. 3
 Columbus, Ohio 43235-2526
 CRS# IKBR028F

Date: 12/21/2011 Work Order #: AM04743 N#: N8143D
 Aircraft Make/Model: SR 22 Serial #: 0678

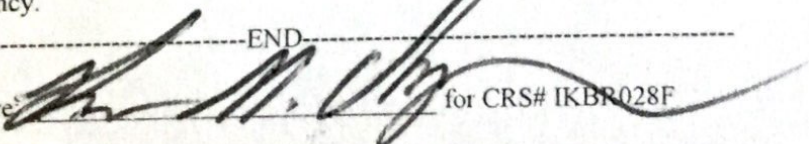
Airframe Log:

1. Installed new Cirrus FAA/PMA nose gear p/n 18110-001 spindle cup and p/n 70229-001 spindle stud replacement kit. Work performed as per Cirrus SR22 AMM chap. 32-20.

"Maintenance Release"

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.

-----END-----

Signature:  for CRS# IKBR028F

YEAR 20/2 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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01-01-2012 877.1

Wheels greased. Nose Gear Reinstalled after Repair By OSU Airport C# IKBR 028F, WO AM04743. Installed New O-Rings P/N M83461/1-222 in L & R Brakes (wheel cylinders). All pulleys, hinges, cables and controls inspected and labeled as needed. Aircraft tightened in general. Aircraft inspected in accordance with Cirrus Maintenance manual and F.A.R. 43 and appendix (D) as applicable.

I CERTIFY THAT THIS Aircraft HAS BEEN
 INSPECTED IN ACCORDANCE WITH an ANNUAL
 INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY
 CONDITION TACH TT 877.1

SIGNED C. Kethanan A+P IA 2057321

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
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Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

NexAir Avionics Radio Installation
January 12, 2012 N8143D HOBBS: 0880.6

AVIONICS UPGRADE TO INCLUDE THE REMOVAL OF: GARMIN GNS430 NAV/COM/GPS 1, GARMIN GNS430 NAV/COM/GPS 2. ALL RADIOS REMOVED COMPLETE.

INSTALLATION OF: GARMIN GTN650 GPS/NAV/COM (1), SN: 1Z8001717 WITH GA35 ANT SN: 79398 AND GARMIN GTN650 GPS/NAV/COM (2), SN: 1Z8001753 WITH GA35 ANT SN: 80592. INSTALLED NEW CI-5120 NAV SPLITTER SN: 376728.

NUMBER 1 GPS ANTENNA MOUNTED TOP OF AIRCRAFT. NUMBER 2 GPS ANTENNA MOUNTED UNDER GLARESHIELD ON FABRICATED BRACKET. ALL RADIO AND SYSTEMS OPERATIONS CHECK OK – FLIGHT TEST PERFORMED, ALL SYSTEMS OPERATING TO SPECIFICATIONS.

SEE FAA FORM 337 THIS DATE.

Note: Work Order #945 on File, Equipment List and Weight & Balance updated.

Dave Fetherston NEXAIR AVIONICS FAA CRS: N4OR087B

01-15-2012 Installed New induction air filter element P/N BA-24
 Ops checked OK.

Hobbs + TT 882.6 Alan C. Kettner ATP 2057371

YEAR 20 <u>12</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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11-7-12

924.2

I Certify That The Altimeter And Static System Tests Required by FAR Part 91.411 Have Been Performed.

I certify that the ATC transponder test and inspection required by FAR Part 91.413 were performed this date and found to comply with FAR 43, Appendix F
 #1 Make Garmin G4327 69714472
 #2 Make N/A N/A

Static System Test Date 11-7-12

Date and location of test performed on file at this station 4294 Date 11-7-12
 Signature [Signature]
 TRM AVIONICS LOGISTICS #T56R494Y

Altimeter(s) Tested To 20K Feet.
 LH S/N 26592464 Date 11-7-12
 RH S/N 432312 Date 11-7-12

I certify that the automatic pressure altitude reporting system has been tested as required by FAR 91.411 IAW FAR 43, Appendix E, para (C).
 Date 11-7-12
 LH A-30 RH N/A
 Signature [Signature]
 TRM AVIONICS LOGISTICS #T56R494Y

Signature [Signature]
 TRM AVIONICS LOGISTICS #T56R494Y

TRM AVIONICS LOGISTICS

FAA Repair Station #T56R494Y

1296 Stone Road
Chillicothe, Ohio 45601

WO # 4294

PO# _____

N 81430

PARTS REPLACED:

QTY.	PART NO.	DESCRIPTION

CUSTOMER Delta Trans LLC INSTRUMENT Avidyne #1
 SERIAL NO. 26592464 DATE COMPLETED 11-7-12
 MFG. P/N _____ MFG. MODEL NO. _____
 DEAL P/N _____ DEALER MODEL NO. _____
 MFG. _____ O.E.M. MODEL NO. _____

WORK TO BE PERFORMED

OVERHAUL REPAIR FUNCTIONAL TEST FUNCTIONAL TEST NEW MATERIAL
 COMMENTS: _____

INSPECTION RESULTS

Barometric Scale Error: ok
 Static System: ok
 Altitude Encoder Requirements: ok

READING	ERROR	READING	ERROR	READING	ERROR	READING	ERROR
-1000	-20	6000	-10				
0	0	8000	0				
500	0	10000	0				
1000	0	12000	-20				
1500	0	14000	0				
2000	0	16000	-20				
3000	0	18000	-20				
4000	0	20000	0				

HYST.: ok FRICTION: ok CASE LEAKAGE: ok
 BEFORE: 680 AFTER: 660

The aircraft identified above was overhauled, repaired, or functional tested as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under work order number above.

REPAIRMAN: [Signature] DATE: 11-7-12 INSPECTOR: [Signature] DATE: 11-7-12

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
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Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)



THE OHIO STATE UNIVERSITY AIRPORT
 2160 West Case Road Hgr. 3
 Columbus, Ohio 43235-2526
 CRS# IKBR028F

Date: 06/13/13 Work Order #: AM05513 N#: 8143D
 Aircraft Make/Model: SR-22 Serial #: 0678
 Flt. Meter: 0937.4 Total Time: 0937.4

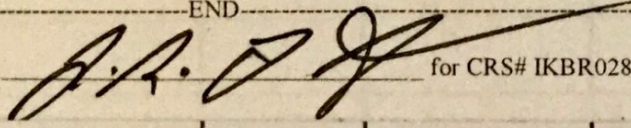
Aircraft Log:

- Removed parachute assy. p/n 15046-002, s/n 982 and rocket assy. p/n 0547-001, s/n 01033. Installed rebuilt parachute assy. p/n 15046-002S, s/n 00894 R1 from CDC under wo# 464846 (8130-3). Installed new rocket assy. p/n 26601-001, s/n 1405 from CDC under po# 4500194618 (C of C). Installed new CAPS cover from Cirrus CAPS-KIT-S as per Cirrus AMM chap. 95-01-01. Installed using 55g Epon 862, 6g Heloxy 68, 8.8g Epicure, 4.7g Aerosil and 5.3g Sil-Cell. Performed heated cure method for 1hr at 140 F. All above work done i.a.w. Cirrus CAPS Maint. Manual #95-01-01 rev. C, chapter 95-01-01, p. 10, para. 2 through chapter 95-01-01, p. 20, para. s. Parachute repack due 05/15/23. Rocket assy. Expires 05/21/23. Line cutters due 03/15.
- Painted caps cover replacement area with F3975 primer, Delfleet ESSS code DSS91330, and F3930 clear coat. Applied two new caps placards Cirrus p/n 12430-001.
- C/W SB 2X-95-13 "CAPS strap abrasion" per SB instructions.

"Maintenance Release"

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.

-----END-----

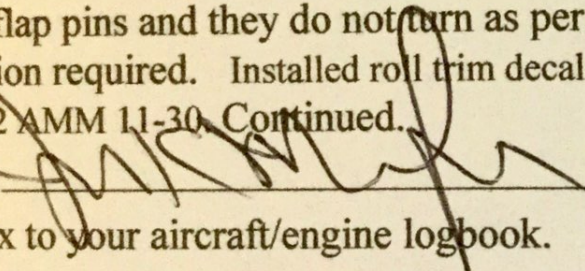
Signature:  for CRS# IKBR028F

N#: 8143D
WO#: V14-1034
DATE: 2/12/2014
HOBBS: 978.7



FAA REPAIR STA.
#RSUR804H
VARS-115

Serviced tires, brakes, repacked wheel bearings with grease. Installed 5 new orings P/N 15164-091 in the prop deice TKS line and 1 at BH222 divider as per SR22 AMM 30-05-00. Tested Alt #1 & Alt #2 indications as per the operational inspection. Indication about 2A i/a/w Cirrus SR22 AMM 24-30. Load tested G243 battery as per Cirrus SR22 AMM 24-00. Battery is more than 80% of 1 hour discharge rate. Installed Sheepskin covers as per Manufacturers instructions. Complied with as per Garmin Bulletin SSB 1360A #1 & #2 GTN650 software now 5.0 Main, 2.12. Inspected flap pins and they do not turn as per the SA13-05. No further action required. Installed roll trim decal PN# 12391-002 as per Cirrus SR22 AMM 11-30. Continued.

Signature: 

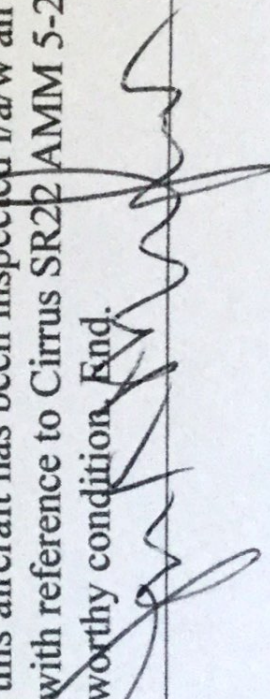
Please affix to your aircraft/engine logbook.



N#: 8143D
WO#: V14-1034
DATE: 2/12/2014
HOBBS: 978.7

FAA REPAIR STA.
#RSUR804H
VARS-115

Complied with ELT inspection as per CFR 91.207. Battery due 12/2022. Installed new fire extinguisher RTA600 as per Cirrus SR22 AMM 26-20. Removed and replaced L/H upper landing gear fairing wellnut P/N50802-001 as per Cirrus SR22 AMM 71-20. Torqued right lower firewall engine mount to 39ft lbs as per Cirrus SR22 AMM 71-20. Replaced the induction filter P/N BA24. I certify that this aircraft has been inspected i/a/w an annual inspection with reference to Cirrus SR22 AMM 5-20 and was found to be in airworthy condition. End.

Signature: 

Please affix to your aircraft/engine logbook.

Inspections, Tests, Repairs and Alterations
Dorsed with Name, Rating and Certificate Number of
ir Facility. (See back pages for other specific entries.)

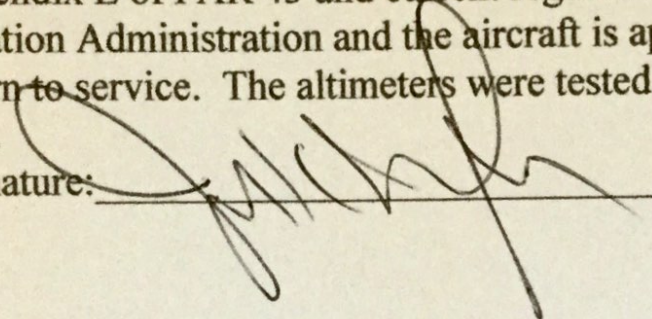
YEAR
20 _____
DATE

N#: 8143D
WO#: V14-1034
DATE: 2/12/2014
HOBBS: 978.9



FAA REPAIR STA.
#RSUR804H
VAR-130

I certify that the static system, altimeter systems, and the automatic pressure altitude reporting system test required by the FAR 91.411 have been performed in accordance with Appendix E of FAR 43 and current regulations of the Federal Aviation Administration and the aircraft is approved for return to service. The altimeters were tested to 20,000 feet.
End.

Signature: 

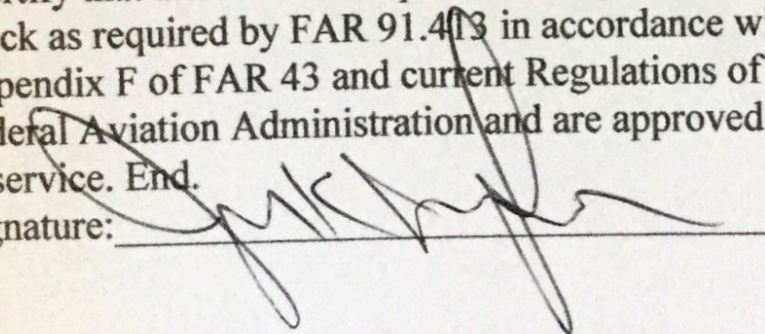
N# 8143D
WO#: V14-1034
DATE: 2/12/2014
HOBBS: 978.9



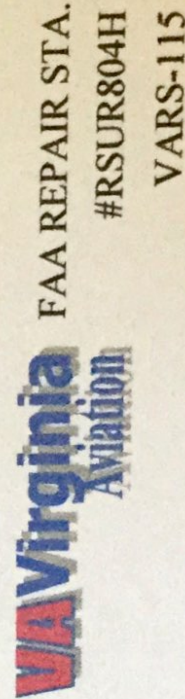
FAA REPAIR STA.
#RSUR804H
VAR-131

Transponder Garmin GTX327 SN# 83715213

I certify that the above transponder was given a biennial check as required by FAR 91.413 in accordance with Appendix F of FAR 43 and current Regulations of the Federal Aviation Administration and are approved for return to service. End.

Signature: 

s, Tests, Repairs and Alterations
Name, Rating and Certificate Number of
(See back pages for other specific entries.)



N#: 8143D
WO#: V14-1045
DATE: 02/14/2014
FAA REPAIR STA.
#RSUR804H
VAR-115

Removed and replaced the #2 Batteries with new batteries P/N 50979-001 as per Cirrus SR22 AMM. Next due 02/2016

END.
Signature: 

VARs-103

DFD

Step 1: PRETEST GROUND LEVEL 600

Step 2: SCALE ERROR*

Altitude @ P=29.92	Max ± Ft. Tolerance	Error
-1,000	20	-5
0	20	-5
500	20	+5
1,000	20	+5
1,500	25	+5
2,000	30	+5
3,000	30	+5
4,000	35	+10
6,000	40	+10
8,000	60	+5
10,000	80	+10
12,000	90	+5
14,000	100	+10
16,000	110	+10
18,000	120	+5
20,000	130	0
22,000	140	
25,000	155	
30,000	180	
40,000	205	
45,000		
50,000		

CASE

LEAK
100 ft. in
one
minute
maximum

*Rate= 1,000 FPM Static= 2 MIN

Step 3. HYSTERESIS- Rate 5,000 FPM to within 3,000 ft. of the 50% Max altitude point then 3,000 FPM to 50% point. Read after 5 min. Same to 40% point read after 2 Min.

	50% Point	40% Point
Reading	+10	+5
Return	+10	-5
Hysteresis	0	0
	(± 75 ft.)	(± 75 ft.)

Step 4. POST TEST GROUND LEVEL

600 (2 Min. after Hysteresis)
After Effect 0 (± 30ft.)

Altimeter

Make _____
Model _____
Serial _____

Hobbs/Tach

978.9

W.O. V14-1034

Step 5.

FRICION

Decrease pressure @750 fpm

Altitude	Friction	Max Tolerance
1,000		+ 70
2,000		70
3,000		70
5,000		70
10,000		80
15,000		90
20,000		100
25,000		120
30,000		140
35,000		160
40,000		
50,000		

Step 6.

BAROMETRIC SCALE ERROR

Pressure	Level	Difference from 29.92	Ideal	25 Ft. Max. Error
28.10	-1130	-1730	-1727	+ -3
28.50	-740	-1340	-1340	0
29.00	-260	-860	-863	+3
29.50	205	-395	-392	-3
29.92	600	-	0	-
30.50	1130	+530	+531	-1
30.90	1495	+895	+893	+2
30.99	1575	+975	+974	+1

Step 7. RECORD Comply with FAR 43.9

Record date and maximum altitude in logs.

2 copies of test results

1 copy to customer

1 copy attach to work order

Affix sticker to altimeter

Test by Archie E. Thomas #RSUR804H

Date 2-4-14

Owner Golub Reg. # X181431D

Static System DA 1000 Leak -20

Pitot Heat Good

Transponder

Make Garmin
Model GTX 527
Serial 83715213

VAR-103 Standby
 Step 1: PRETEST GROUND LEVEL 590

Step 2: SCALE ERROR*

Altitude @ Rate=29.92	Max± Ft. Tolerance	Error
-1,000	20	-10
0	20	-5
500	20	-10
1,000	20	-5
1,500	25	-5
2,000	30	+5
3,000	30	+10
4,000	35	+5
6,000	40	+10
8,000	60	-5
10,000	80	-10
12,000	90	-15
14,000	100	0
16,000	110	+10
18,000	120	+40
20,000	130	+70
22,000	140	
25,000	155	
30,000	180	
40,000	205	
45,000		
50,000		

CASE

LEAK
 100 ft. in
 one
 minute
 maximum

*Rate= 1,000 FPM Static= 2 MIN

Step 3. HYSTERESIS- Rate 5,000
 FPM to within 3,000 ft. of the 50% Max
 altitude point then 3,000 FPM to 50% point.
 Read after 5 min. Same to 40% point read
 after 2 Min.

	50% Point	40% Point
Reading	-10	-5
Return	-5	0
Hysteresis	+5	+5
	(± 75 ft.)	(± 75 ft.)

Step 4. POST TEST GROUND LEVEL
590 (2 Min. after Hysteresis)
 After Effect 0 (± 30ft.)

Altimeter
 Make _____ Hobbs/Tach 978.9
 Model _____
 Serial _____

W.O. V14-1034

Step 5.

FRICITION

Decrease pressure @750 fpm

Altitude	Friction	Max Tolerance
1,000	40	± 70
2,000	50	70
3,000	40	70
5,000	50	70
10,000	40	80
15,000	60	90
20,000	30	100
25,000		120
30,000		140
35,000		160
40,000		
50,000		

Step 6. BAROMETRIC SCALE ERROR

Pressure	Level	Difference from 29.92	Ideal	25 Ft. Max. Error
28.10	-1150	-1730	-1727	-3
28.50	-760	-1340	-1340	0
29.00	-280	-860	-863	+3
29.92	580	-	0	-
30.50	1110	+530	+531	-1
30.90	1470	+890	+893	-3
30.99	1550	+970	+974	-4

Step 7. RECORD Comply with FAR 43.9

Record date and maximum altitude in logs.
 2 copies of test results
 1 copy to customer
 1 copy attach to work order
 Affix sticker to altimeter

Test by David E. Thomas #RSUR804H

Date 2-4-14

Owner Culub Reg. # N8143D

Static System DA 1000 Leak -20

Pitot Heat Good

Transponder
 Make _____
 Model _____
 Serial _____

YEAR

20

DATE

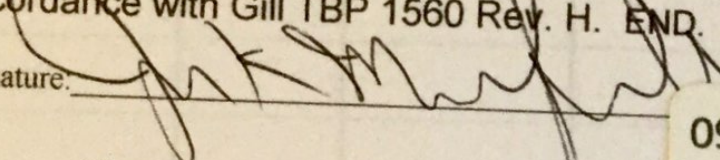


N#: 8143D
WO#: V14-1297
DATE: 8/1/2014
Hobbs: 1005.5

FAA REPAIR STA.
#RSUR804H
VARS-115

ions, Tests, Repairs and Alterations
th Name, Rating and Certificate Number of
(See back pages for other specific entries.)

Tested the MCU100 as per Cirrus AMM Section 24-30. Tested each of the current sensors in the system with no faults found. Gained access to the Ammeter and cleaned the connections on the Ammeter. Gained access to the main electrical ground buss and cleaned all ground connections to this buss as per AMM 24-00. Ran the aircraft and found that the MCU100 now ramp checked good as per the SR22 AMM 24-30. Serviced the nose tire to 40 PSI as per Cirrus SA13-04R1 and service the main landing gear tires pressures to 60 psi as per SR22 AMM 12-10. Main Battery 1 was serviced with distilled water in accordance with Gill TBP 1560 Rev. H. END.

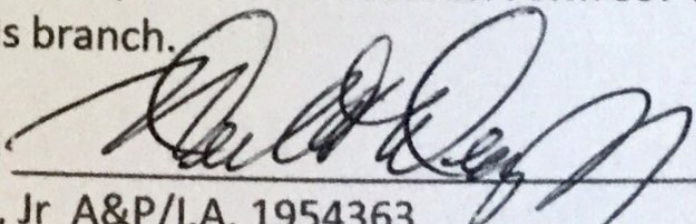
Signature: 

Please affix to your aircraft logging book

09/09/2014 Cirrus design N8143D s/n 0678 Hobbs 1010.5
Airframe log

Removed Gill battery model G-243 and installed Concorde model RG24-15M per STC SA010304WI IAW Concorde installation instructions. Torqued cable bolts to 70 in/lbs per spec. Updated weight and balance information and entered into aircraft permanent records. Form 337 submitted to FAA records branch.

Signed



Herbert

Degan, Jr A&P/I.A. 1954363

YEAR
20
DATE

ENGINE MODEL:
IO-550-N27
ENGINE S/N: 913907
REG. NO: 8143D
WORK ORDER: 9398



Freedom Aviation

Repair Station No. BGSR439C
310 Hangar Road
Lynchburg, VA 24502
Phone: 434-237-7002

DATE: 2/6/2015
A/C TSN: 1039.1
ENG TT: 1039.1
HOBBS: 1039.1

and Alterations
ificate Number of
er specific entries.)

Log Entries

Complied with annual inspection on airframe IAW Cirrus SR22 AMM 5-20 inspection report.... Complied with annual inspection on engine IAW Cirrus SR22 AMM 5-20 inspection report.. Drained oil and removed filter. No metal found in removed filter. Installed new filter CH48108-1. Serviced with 7 qts of Aeroshell W100 oil. Owner provided. Engine compressions are #1-71, #2-66, #3-60, #4-67, #5-63, #6-64/80. Ran aircraft. No leaks noted.... Sent starter adapter away for OH. Reinstalled OH'd starter adapter (Overhaul by G&N aircraft, Inc.) and starter IAW Cirrus SR-22 AMM 80-10-00.... Removed worn out brake rotors and replaced with new P/N 164-01501 on right and left sides, IAW Cirrus SR-22 AMM 32-42.... Removed brake pads and replaced with new pads and rivets on right and left sides P/N's 066-10500 lining, IAW 32-42 of the Cirrus AMM.... Removed and replaced nose gear pucks PN: 13386-001 and bumper PN: 18380-001 I/A/W Cirrus SR-22 AMM 32-20.... Removed and replaced CAPS system line cutters PN: 25347-002, due to time change on FEB 2021 I/A/W Cirrus SR22 component MM 95-01-01.... Complied with FAR 91.207 ELT annual inspection IAW FAR 91.207 (d) and ELT manufacturer's instructions on ELT model ACK E-01, SN: 054620. Next due Feb 2016. ELT battery due Feb 2017.... AD 2014-05-29 eff. date 4-25-2014, is N/A. No cylinder changes since date of engine manufacture.... AD 2012-03-06C eff. date 2-24-2012. N/A no fuel servo work performed after May 20,2010 per logbook research.... Replaced stripped well nuts on left and right strut fairings with P/N AN525-10R12 IAW Cirrus AMM 20-00-00.... Complied with ICA on oil/air separator P/N AFC-w347. Cleaned and inspected unit IAW ICA SA02268CH. No discrepancies noted at this time... Complied with ICA on HID cowl mounted light. No defects noted at this time IAW LSM-500-082 Rev M Page 33

Maintenance Release

The aircraft and/or component(s) on 8143D as listed above was repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station under Work Order No. 9398, dated 2/6/2015.

DATE: 2/6/2015

SIGNED:

Work Order: 9398

James Mashburn
Certified Repair Station No. BGSR439C

Printed by EBis 3 (datcomedia.com)

2-6-15 Jim

I certify that this Aircraft
has been inspected in accordance with
an Annual inspection and was
determined to be in airworthy condition.

Inspector
Freedom Aviation,
Repair Station #BGSR439C



310 Hanger Road
 Lynchburg, VA 24502
 (434) 237-7002
 CRS# BGSR439C

Date: 2/20/2016; Aircraft: N8143D; Type: SR22; S/N: 0678; Total Time: 1097.50
 Shop Order #: F16-1159

Airframe Entry

Complied with Annual inspection IAW Cirrus SR-22 AMM 05-20. Owner noted pilot door not working. Lubricated and confirmed proper operation of pilot door lock mechanism IAW Cirrus SR22 AMM 52-00-00. Serviced TKS reservoir with fluid as required IAW Cirrus SR-22 AMM 12-10. Removed and replaced LH OB fuel drain PN: 25038-001 op's and leak check good. I/AW Cirrus SR-22 AMM. Owner requested check nose gear alignment. Checked and confirmed proper alignment IAW Cirrus SR22 section 32-20-00. Found a minor crack in landing light lense. Stop drill crack and filled with acrylic cement as necessary. Work done IAW Cirrus SR22 AMM 20-00-00. Found landing light rubber shock mounts deteriorated. Removed and replaced shock mounts PN: 14502-003 IAW Cirrus SR22 AMM 33-40-00. Reinstalled proper CAPS cover placard IAW Cirrus SR22 AMM 20-00-00. Complied with SB2X-28-12R1IAW Accomplishment Instructions 11 B. (1) thru (6). No defects observed. No further actions required. Installed new screws in inboard wing panel P/N: MS24693 IAW Cirrus SR22 AMM 20-60.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station.

Signed: *Daryl P. [Signature]* CRS# BGSR439C

I certify that this Aircraft
 has been inspected in accordance with
 an Annual inspection and was
 determined to be in airworthy condition.

Inspector *Daryl P. [Signature]*
 Freedom Aviation,
 Repair Station #BGSR439C

YEAR
20

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of
Air Facility. (See back pages for other specific entries.)



310 Hanger Road
Lynchburg, VA 24502
(434) 237-7002
CRS# BGSR439C

Date: 2/20/2016; Aircraft: N8143D; Type: SR22; S/N: 0678; Total Time: 1097.50
Shop Order #: F16-1159

Avionics Entry

I certify that this altimeter system, static system test required by FAR 91.411 have
been performed and comply with 14 CFR part 43 Appendix E.

Altimeters were tested to 20,000 ft.

Altitude reporting system test to 20,000 ft.

I certify that this transponder test required by 14 CFR 91.413 have been performed and
found to comply with 14 CFR Part 43, Appendix F.

Make/Model Garmin GTX 327
SN# 83715213
Mode: A/C

The Skywatch 497 System ran without any problems for 1.5 hours during the static
check. Connected the HyperTerminal interface to to the Skywatch 497 System as per
the Skywatch installation manual #009-10800-001. Downloaded the unit's error log
and found that the unit is intermittently storing Error Code 017 which is RF Amplitude.
This indicates that an Antenna calibration is in need. Performed an antenna
calibration as per the installation manual. The Skywatch 497 system ramp checked
good.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired in accordance with
current Federal Aviation Regulations. Pertinent details are on file at this repair station.

Signed:

CRS# BGSR439C



Freedom Aviation
310 Hangar Road
Lynchburg, VA 24502
(434) 237-3342
CRS# BGSR439C

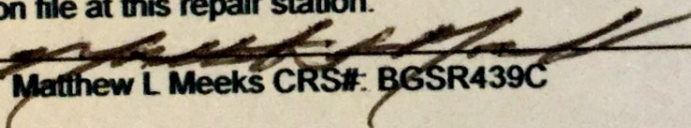
Date: 06-24-16; Aircraft: N8143D; Type: Cirrus SR22 S/N 0678 ; Hobb's 1097.5 TTAF 1097.5
WO#: F16-1744

Airframe Entries

Performed Garmin Main: 6.11 and COM: 2.20 System Software update i/a/w Garmin STC Service Bulletin No.: 1614 Rev. A. Performed a Capacity Check on the Main ship battery IAW Cirrus SR22 AMM 24-30-00 and Concorde RG Series CMM 24-30-71 capacity test procedure. Main ship battery passed Capacity Check with a final voltage of 22.4V. Recharged Battery IAW Concorde RG Series CMM 24-30-71 Constant Potential Charge Procedure. Reinstalled Battery IAW Cirrus SR22 AMM 24-30-00. Ops check good. Resecured Headliner and door trim IAW Cirrus SR22 AMM 25-10-00.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station.


Matthew L Meeks CRS# BGSR439C

s, Repairs and Alterations
ating and Certificate Number of
pages for other specific entries.)



Freedom Aviation
310 Hangar Road
Lynchburg, VA 24502
(434) 237-3342
CRS# BGSR439C

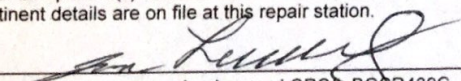
Date: 3/3/2017; Aircraft: N8143D; Type: SR22; S/N: 0678; Tach: 1151.3; AFTT: 1151.3
WO#: F17-2180

Airframe Entries

Complied with Annual inspection on aircraft (s/n 678) IAW chapter 05-20 of Cirrus SR22 AMM. Complied with 12 month ELT inspection IAW FAR 91.207 (d) and ELT manufacturer's instructions on ACK Tech. ELT model# E-01, SN 054620 . ELT Battery due 12-2022. CAPS HANDLE COVER LOOSE AND KEEPS FALLING DOWN. Secured caps handle cover IAW chapter 11-30 of Cirrus SR22 AMM. Owner wants to remove Concorde RG24-15M.s/n 40677878 battery that was installed under STC SA01304WI on 9-8-2014 which will return to its original configuration and service with new Gill G-243, s/n G02926479 (which owner provided) that we serviced and installed IAW chapter 24-30 of Cirrus SR22 AMM. 337 complete. Weight and balance calculated. Install trickle charger (owner supplied). Installed trickle charger kit p/n: BM-AIK2 with reference to Batteryminder installation instructions p/n: 752-647B. Mounted connection plug on top of external power plug. Ops check good. This installation is considered a minor alteration. Removed damaged tow lug on Rt side of nose wheel fork assembly and inserted 5/16-24 helicoil to replace damaged threads IAW chapter 20-70 of Cirrus SR22 AMM. Removed leaking Lt wing inboard fuel panel (panel with drain plug) inspected, cleaned and resealed IAW chapter 57-30 of Cirrus SR22 AMM. Ground check no leaks. Complied with Airwolf Filter corp (STC# SA02268CH) ICA on engine breather air-oil separator IAW Airwolf AFC-360 ICA. Checked TKS system for operation IAW chapter 30-00 of Cirrus SR22 AMM. Propeller, wings and stabilizer checked normal. Pilot said RPM overspeed light came on on takeoff. would like max rpm turned down 50 rpm. Complied with IAW chapter 61-20 of Cirrus SR22 AMM. Turned governor stop screw clockwise one turn. LH main tire worn. Removed Lt wheel and disassemble. Discarded Goodyear p/n 156E66-4, s/n 00132131 tire and Goodyear tube. Serviced with new Michelin Aviator p/n 061-501-0, s/n 1089S00461 tire and new Michelin Airstop tube, p/n 092-500-0 IAW chapter 32-41 of Cirrus SR22 AMM. RH main tire worn. Removed Rt wheel and disassemble. Discarded Goodyear p/n 156E66-4, s/n 71011476 tire and Goodyear tube. Serviced with new Michelin Aviator p/n 061-501-0, s/n 1124S00153 tire and new Michelin Airstop tube, p/n 092-500-0 IAW chapter 32-41 of Cirrus SR22 AMM. Complied with ICA on LoPresti Boom Beam Cowl Mounted Landing Light IAW document LSM-500-082 Rev R, #4. on page 36. Removed and Replaced TKS filter P/N: 26115-101, No leaks noted at this time. All work done IAW Cirrus SR22 manual section 30-00. BRAKE ASSY WHEEL O RINGS DUE TIME CHANGE. Removed both wheel brake calipers and removed packing. Serviced with 4 new p/n MS28775-222 o-rings IAW chapter 32-42 of Cirrus SR22 AMM. Bled to proper level. Performed muffler/heat Exchanger 1000 HR inspection IAW Cirrus SR22 AMM section 5-10, and 78-20. No defects noted. Removed expired ELT remote switch battery and serviced ACK p/n E-01-05 remote switch with new Duracell 6V 2CR11108 battery (expires March 2024) IAW ACK Technologies Instructions. Ground check OK. Removed and replaced Lt aileron gap seal at owners request with new p/n 14490-003 seal IAW chapter 57-50 of Cirrus SR22 AMM.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station.


Joe Leonard CRS# BGSR439C



Freedom Aviation
310 Hangar Road
Lynchburg, VA 24502
(434) 237-3342
CRS# BGSR439C

Date: 3/4/2017; Aircraft: N8143D; Type: SR22; S/N: 0678 Tach; 1098.0; WO# F17-2255

Airframe Entry

After takeoff owner stated Cyl #6 CHTs and EGTs went completely cold and engine ran rough. Verified that Cyl #6 was cold. Removed, inspected, and reinstalled Cyl #6 spark plugs with no defects noted at this time. Inspected Ignition lead for condition with no defects noted. Removed Cyl #6 fuel injection nozzle and found partially clogged with debris. Ultrasonically cleaned injector nozzle and reinstalled into cylinder. Ground run ops checks good at this time. Work done with reference to Cirrus SR22 AMM 71-00-00. Owner requested relocation of battery tender plug. Removed plug from ground power port. Relocated and secured plug to upper aft LH engine baffle. Work done with reference to Cirrus SR22 AMM 20-00-00 and manufacturer's instructions.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired and inspected in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station.

JOE LEONARD CRS# BGSR439C



Freedom Aviation
310 Hangar Road
Lynchburg, VA 24502
(434) 237-3342
CRS# BGSR439C

Date: 3/6/2017; Aircraft: N8143D; Type: SR22; S/N: 0678 Tach; 1156.2; WO# F17-2263

Airframe Entry

Inspected battery tender system, found blown fuse, removed and replaced fuse PN: AGC10, op's check good in ref. to Batteryminder installation instructions p/n: 752-647B.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired and inspected in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station.

JOE LEONARD CRS# BGSR439C

Alterations
a Number of
specific entries.)



Freedom Aviation
310 Hangar Road
Lynchburg, VA 24502
(434) 237-3342
CRS# BGSR439C

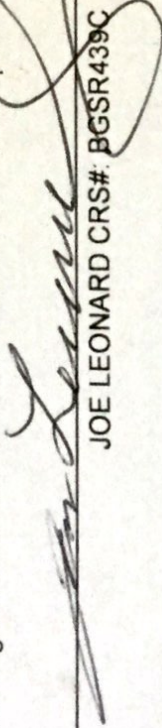
Date: 4/26/2017; Aircraft: N8143D; Type: SR22; S/N: 0678 Tach: 1161.3; WO# F17-2550

Engine Entry

Removed starter adapter and sent to Triad Aviation for inspection, reinstalled exchange rebuilt starter adapter Triad invoice #493139, PN: R-642083A12, run, leak, and op's check good I/AW TCM IO-550 O/H manual. Engine timing checked good in ref. to Cirrus SR-22 AMM.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired and inspected in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station.


JOE LEONARD CRS# BGSR439C



DOMINION AVIATION


Date: 1/03/2019; Aircraft: 8143D; Type: SR-22; S/N: 0678; Hobbs: 1178.10;
Tach:; Total Time: 1178.10; Engine - Type: IO-550, S/N:; Time:; Prop - Type:
S/N:; Time:

Airframe

Adjusted ACK A-30 Encoder sn 102289 referencing Cirrus SR22 AMM Chapter 34-10. Operation checked good.

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 31082

Signed 

Dominion Aviation CRS# ODAR018H
7511 Airfield Drive
Richmond, Virginia 23237
(804) 271-7793

DAS FORM LB-1

Date: 1/03/2019; Aircraft: 8143D; Type: SR-22; S/N: 0678; Hobbs: 1178.10;
 Mach: ; Total Time: 1178.10; Engine - Type: IO-550, S/N: ; Time: ; Prop - Type:
 S/N: ; Time:

Airframe

Performed the 91.411 and 91.413 tests on PFD, Standby Altimeter, Encoder,
 and Transponder and found all systems to be within limits in accordance with
 FAR Part 43 appendix E and F.

PFD

91.411 and 91.413 Calibration Record

Dominion Aviation CRS #ODAR018H
 7511 Airfield Dr. Richmond VA 23237
 804-271-7793

Aircraft Tail #		N8143D		S/N:		678	
Date:		1/3/2019		S.O. #		31082-2	
Altimeter				Encoder			
P/N: Avidyne Flightmax Entegra				P/N: A-30			
S/N: 26592464				S/N: 102289			
Position: PFD				Position: Single			
Altitude	Scale		Friction		Data Correspondence		
	Error	Tolerance ± ft	Measured	Tolerance ± ft	On	Off	
-1000	0	20			-50	Out of Range	
0	0	20			-50	60	
500	0	20			-40	60	
1000	0	20	0	70	-40	60	
1500	0	25			-40	60	
2000	0	30	0	70	-40	60	
3000	0	30	0	70	-60	40	
4000	0	35			-60	40	
5000	0	35	0	70	-60	40	
6000	0	40			-60	40	
8000	0	60			-60	40	
10000	0	80	0	80	-60	40	
12000	0	90			-60	40	
14000	0	100			-60	40	
15000	0		0	90	-60	40	
16000	-10	110			-60	40	
18000	-10	120			-60	40	
20000	-20	130	0	100	-60	40	
22000		140					
25000		150					
30000		180					
35000		205					
40000		230					
45000		255					
50000		280					
Hysteresis				Transponder			
Alt	Up	Down	Tol.	P/N:	GTX-327		
7500	0	0	75ft	S/N:	83715213		
7500	0	0	75ft	Position:	Single		
Baro Scale Error				Transponder Test Results			
Scale	Error	Tol. ± 25 (ft)	Frequency	1088.66	Peak Power	240 watts	
28.10	Out of Range	-1727	Receiver Sen / MTL	Pass	% No Reply / SLS	Pass	
28.50	Out of Range	-1340	% Reply	Pass	Reply Jitter	Pass	
29.00	3	-863	Reply Delay	A&C 3.06 µs	F1 Pulse	A 445, C 444 µs	
29.50	-8	-392	F2 Pulse	A 439, C 436 µs	F1 to F2	Pass	
29.92	0	0	MTL Difference	Pass	ATCRBS only all call	Pass	
30.50	-11	+531	Alt:	A1 A2 A4 B1 B2	PASS		
30.90	7	+893	Codes	X X X X X X			
30.99	6	+974	/ Mode	B4 C1 C2 C4 D4			
Case Leak at 1,000 ft.	45 ft/min ±100ft		C	X X X X	PASS		
After Effect at 0 ft.	0 ft. 30ft		Mode S only				
Altimeter Tested to:	20,000 ft		MODE S-UF24	Adr. Validate			
Data Correspondence tested to:	20,000 ft		Mode S all call	Squitter			
The altimeter, static, altitude and transponder reporting systems have been tested as required by FAR 91.411 and FAR 91.413 and meet the requirements of FAR Part 43 appendix E and F.			Diversity	S-REPLY			
			Mode S	UF0	UF4	UF5	UF11 UF16 UF20 UF21
			Format				

I certify that the altimeter and static system test required by 14 CFR 91.411 and the transponder tests, including data correspondence, required by 14 CFR 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F.

Work Order # 31082

Signature *[Signature]*

Dominion Aviation Service CRS# ODAR-018H
 7511 Airfield Dr
 Richmond VA, 23237



DOMINION AVIATION

Date: 1/03/2019; Aircraft: 8143D; Type: SR-22; S/N: 0678; Hobbs: 1178.10; Tach: ; Total Time: 1178.10; Engine - Type: IO-550, S/N: ; Time: ; Prop - Type: S/N: ; Time:

Airframe

Performed the 91.411 and 91.413 tests on PFD, Standby Altimeter, Encoder, and Transponder and found all systems to be within limits in accordance with FAR Part 43 appendix E and F.

STANDBY

91.411 and 91.413 Calibration Record

Dominion Aviation CRS #ODAR018H
7511 Airfield Dr. Richmond VA 23237
804-271-7793

Aircraft Tail #		NR143D		S/N:		678	
Date:		1/3/2019		S.O.#		31082.2	
Altimeter				Encoder			
P/N		12102-001		P/N			
S/N		432312		S/N			
Position				Position			
Altitude	Scale		Friction		Data Correspondence		
	Error	Tolerance ± ft	Measured	Tolerance ± ft	On	Off	
-1000	0	20					
0	0	20					
500	-10	20					
1000	-20	20					
1500	-20	25	10	70			
2000	-20	30	10	70			
3000	-10	30	20	70			
4000	0	35					
5000	0	35	20	70			
6000	-20	40					
8000	-20	60					
10000	-40	80	40	80			
12000	-30	90					
14000	-30	100					
15000	-20	100	20	80			
16000	10	110					
18000	20	120					
20000	40	130	30	100			
22000		140					
25000		150		120			
30000		160		140			
35000		200		160			
40000		230		180			
45000		250		200			
50000		280		250			
Hysteresis				Transponder			
AR	Up	Down	Tol	P/N			
	40	20	75R	S/N			
	30	10	75R	Position			
Baro Scale Error				Transponder Test Results			
Scale	Error	Tol ± 25 (ft)	Frequency	Peak Power			
28.10	-3	-1727	Receiver Sen / MTL	% No Reply / SL S			
28.50	-20	-1340	% Reply	Reply Jitter			
29.00	3	-863	Reply Delay	F1 Pulse			
29.50	2	-392	F2 Pulse	F1 to F2			
29.92	0	0	MTL Difference	ATCRBS only all call			
30.50	-11	+531	Alt. A1 A2 A4	B1	B2		
30.90	-13	+893	Code				
30.99	6	+974	/ Mode B4 C1 C2 C4 D4				
Case Leak at 1.690 ft. 45 ft/min 1100ft							
After Effect at 0 ft. 0 ft 30R							
Altimeter Tested to: 20,000 ft				Mode S only			
Data Correspondence tested to: 20,000 ft				MODE S-UF24 Adr. Validate			
The altimeter, static, altitude and transponder reporting systems have been tested as required by FAR 91.411 and FAR 91.413 and meet the requirements of FAR Part 43 appendix E and F.				MODE S all call Squitter			
				MODE S S-REPLY			
				Diversity			
				Mode S UFR UF4 UF5 UF11 UF16 UF20 UF21			
				Format			

I certify that the altimeter and static system test required by 14 CFR 91.411 and the transponder tests, including data correspondence, required by 14 CFR 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F.

Work Order # 31082

Signature [Signature]

Dominion Aviation Service CRS# ODAR-018H
7511 Airfield Dr
Richmond VA, 23237
(804) 271-7793

AERO INDUSTRIES , INC,
5745 Huntsman Rd, Richmond Intl Airport, Va. 23250-2411

N8143D Cirrus SR22 sn 0678 AFTT: 1178.1

Removed & resealed all pipe fittings from aft T-fitting for both static port branches to each metal pipe fitting at both static ports. CW pitot/static leak check IAW FAR 43, App E, par a.

The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service with respect to the work performed. Details of this repair are on file at this repair facility under

Work Order # 63790

Open Date: 7/25/2018

Certificate: CRS BIER 466C

Date - 12/28/2018

Signature _____

Rudy Stetter

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of
(See back pages for other specific entries.)



DOMINION AVIATION

Date: 1/24/2019; Aircraft: 8143D; Type: SR-22; S/N: 0678; Hobbs: 1178.10;
Tach.; Total Time: 1178.10; Engine - Type: IO-550, S/N:, Time:; Prop - Type:
, S/N:, Time:

AIRFRAME

Enabled CAPS by reconnecting activation handle in reference to Cirrus
SR22 maintenance manual chapter 95-00.

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 31194.

Signed [Signature].

Dominion Aviation CRS# ODAR018H
7511 Airfield Drive
Richmond, Virginia 23237
(804) 271-7793

DAS FORM LB-1

YEAR	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations
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Entries must be endorsed with Name, Rating and Certificate Number of

AERO INDUSTRIES, INC
 5745 HUNTSMAN RD.
 RICHMOND INTL AIRPORT
 VA. 23250-2411

DATE -- 15 AUGUST 2019
 MAKE -- CIRRUS
 M/N -- SR22
 S/N -- 0678
 REG. # N8143D
 HOBBS: 1178.1 HOURS

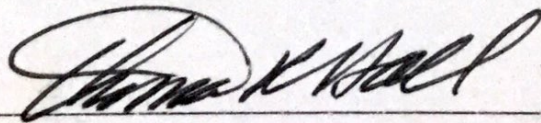
ENTER IN : AIRFRAME/ENGINE RECORD

Complied with the following in accordance with Cirrus SR22 M/M unless otherwise noted:

1. Tail aft tie down broke and propeller hit the ground: Removed broken tie down and installed new tie down P/N'S 16678-001 & 51631-001 in accordance with Cirrus SB2X-53-03. See items 2 & 3 below.
2. Removed engine for prop strike and sent to Penn Yan Aero for inspection, Model IO-550N27 S/N 913907: Reinstalled repaired engine after prop strike inspection by Penn Yan. Used existing mounts and hoses in accordance with Cirrus SR22 M/M. Reference Item # 4 below for engine mount.
3. Removed damaged propeller Model PHC-J3YF-1RF S/N FP9183B: Reference Item 5 below. Installed new propeller Model PHC-J3YF-1RF S/N FP9312B per Cirrus SR-22 M/M Chapter 61. Prop installed with new C3317-228 o-ring and new hardware P/N'S A1381 & A2044 per Chapter 61.
4. Engine mount weldment is out of alignment at upper nose gear shock attach points: Mount removed and sent out for repair at Aerospace Welding Minneapolis, Inc., P/N 15546-002 S/N 182215. Re-installed engine mount weldment P/N 15546-002 S/N 182215 in accordance with Cirrus SR22 M/M.
5. Factory new propeller Model PHC-J3YF-1RF S/N FP9312B received through H & H Propeller, "not" in correct configuration, needs de-ice boots on blades for TKS system: Propeller received back from H & H with proper de-ice boots for TKS system, S/N FP9312B. Reference Item # 3 above for propeller installation per Cirrus SR22 M/M Chapter 61.
6. Complied with leak and operational checks on engine and propeller installations: Performed Cirrus SR22 Chapter 53-30 Operational Checks, no engine defects noted. Complied with ground run portion of engine break-in procedure per CAT Manual M-0 Para 7-2.4. Leak check good on propeller, propeller governor and engine.

Note: Engine requires 2-hour break-in flight in accordance with Continental Motors Manual M-0 Sections 7-2.4 & 7-2.4.1 by a certificated SR22 pilot.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. **Complied with final inspection for work accomplished under this work order. 63790**

Signature: 
 Chief Inspector

CRS Certificate No: BIER466C

AERO INDUSTRIES , INC
5745 HUNTSMAN RD .
RICHMOND INTL AIRPORT
VA . 23250 -2411

DATE -- 19 AUG 2019
MAKE -- CIRRUS
M/N -- SR22
S/N -- 0678
REG. # N8143D
HOBBS: 1178.8 HOURS

ENTER IN : AIRFRAME/ENGINE RECORD

Complied with the following in accordance with Cirrus SR22 M/M unless otherwise noted:

1. Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005.
2. RH aileron removed to facilitate wing removal. RH aileron was reinstalled in accordance with Cirrus SR22 M/M Chapter 22.
3. Removed VOR/LOC antenna and removed cable to area forward of wing: Re-routed and secured antenna wiring in fuselage and tailcone. Installed and sealed antenna per Cirrus SR22 M/M Chapter 34. After wing installation.
4. Unplugged magnetometer and disassembled plug in RH wing: Reassembled cannon plug and connected magnetometer per Cirrus SR22 M/M after wing installation.
5. Disconnected aileron cable and stowed in wing: Reconnected aileron cables after wing installation in accordance with Cirrus SR22 M/M and rigged/tensioned per Chapter 27.
6. Disconnected rudder cables and stowed in forward fuselage: Reconnected rudder cables after wing installation and rigged/tensioned in accordance with Cirrus SR22 Chapter 27.
7. Disconnected pitch cables and stowed in forward fuselage: Reconnected pitch cables after wing installation in accordance with Cirrus SR22 M/M and rigged/tensioned per Chapter 27.
8. Removed pitch capstan cable & blocks from pitch cable: Reinstalled blocks and cables to capstan and tensioned per Cirrus SR22 Chapter 27 & 22.
9. Unplugged magnetometer in aft fuselage and stowed in wing: Assembled both pin plugs. Connected and secured harness in accordance with Cirrus SR22 M/M.
10. Cut and marked wires for LH & RH wing electrical: Located wires and verified markings. Installed new pins where needed and installed in connector blocks. Installed blocks to approximate connections in accordance with Cirrus SR22 M/M, operational checks satisfactory.
11. Removed spar access panel for wing removal: Installed new spar panel P/N 10046-002 in accordance with Cirrus SR22 M/M Chapter 57-10. Verified new panel mesh is bonded, has 0 M ohms to wing root boding strap, ok for service per Cirrus SR22 M/M Chapter 57.
12. Disconnected and removed LH & RH forward air ducts and stowed on forward fuselage: Rerouted and attached air ducts in accordance with Cirrus SR22 M/M.
13. Disconnected brake lines at spar and interior LH & RH wing: Reconnected brake lines and bled brake system in accordance with Cirrus SR22 M/M Chapter 32.
14. Disconnected fuel lines for fuel valve at center wing area: Reconnected fuel lines in accordance with Cirrus SR22 M/M, leak check good, no leaks noted.

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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15. Disconnected and removed COM coaxial cable and stowed in forward fuselage: Routed COM coaxial cable and connected to # 2 COM antenna per Cirrus SR22 M/M.
16. Disconnected and disassembled flap bellcrank and removed from fuselage: Reassembled flap torque tubes and bell cranks in accordance with Cirrus SR22 M/M.
17. Disconnected Pitot line at fuselage and stowed in wing: Rerouted and connected Pitot line in accordance with Cirrus SR22 M/M. Pitot system leak checked under this Work Order, Item 45 and Dominion Work Order # 31082 dated 1/03/2019.
18. Disconnected # 1 LH & # 2 TKS lines in fuselage and stowed with wing: Rerouted and connected TKS lines in accordance with Cirrus SR22 M/M, leak check good.
19. Aircraft parachute was disconnected during aircraft recovery at Tangier Island: CAPS system reconnected by Dominion Aviation under their Work Order # 31194 on 1/24/2019. Reference Dominion Aviation log entry dated 1/24/2019.
20. Removed TKS bulkhead and nozzles from prop: Reinstalled TKS bulkhead and nozzles on new prop per CAV Aerospace Instructions and Cirrus SR22 M/M.
21. RH wing drips on MLG wheel pant: Removed wing drain and blew out valve to clean seal. Reinstalled valve per Cirrus SR22 M/M, no further leaks noted.
22. RH aileron gap seal is cracked: Gap seal material is OK for service per Cirrus SR22 M/M. Cracks on seal are paint cracks, does not affect the airworthiness at this time. No further action taken.
23. Removed nose wheel pant to facilitate other maintenance (FOM): Reinstalled nose wheel pant per Cirrus SR22 M/M, Chapter 32-20 Paragraph (k).
24. Removed both MLG wheel pants to FOM: Reinstalled both MLG wheel pants per Cirrus SR22 M/M Chapter 32-10 Para (2).
25. Removed both MLH leg fairings to FOM: Reinstalled both MLG leg fairings per Cirrus SR22 M/M, Chapter 32-10 Para (2).
26. LH upper leg fairing - aft outbd screw has wellnut missing from wing: Installed new wellnut P/N 50803-001 per Cirrus SR22 M/M. OK for service.
27. Firewall has two areas wrinkled at top engine mount attachment: Notified Cirrus Aircraft Engineering. Damage is normal per Karl Haggland Field Support. These depressions in the stainless steel is caused by the bolts for the CAPS system fittings and have a high torque so a little depression in the stainless is not an issue. Reference email dated 3/08/2018.
28. Removed nose wheel for inspection: Reinstalled nose wheel after inspection per Cirrus SR22 M/M.
29. Removed nose gear shock assy for inspection: Reinstalled nose gear shock disk stack after inspection per Cirrus SR22 M/M.
30. Removed nose strut assy for inspection: Reinstalled nose gear strut assembly after inspection per Cirrus SR22 M/M.
31. Removed glareshield and LH kickplate: Reinstalled glaresheild and kickplates per Cirrus SR22 M/M.
32. Nose strut assy RH hinge attach bushing has damage: Replaced nose strut hinge bushing with new P/N NAS77-10-013 per Cirrus SR22 M/M Chapter 32.
33. Bolts needed for engine shipping crate: Installed new bolts, P/N'S AN7-7A & AN7-14A to secure engine in shipping crate.

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D/
34. Wing bushings P/N11099-001 inspected for cracks prior to wing installation using eddy current inspection, no cracks found.
 35. Installed original wing assembly in accordance with Cirrus SR22 M/M Chapter 57-10 using original wing mounting fixtures and new bolts, P/N'S MS21250-14048, NAS6608-16D with new nuts P/NMS21044N14 per Chapter 57-10
 36. Comply with tip to tip measurement per SR22 M/M due to wing removal/reinstallation: Not required per Cirrus Structures DER/Field Engineer due to original wing is installed with original attachment plates and fittings per Cirrus SR 22 M/M. Reference Letter from Cirrus Structures DER/Field Engineer dated 9/04/2018.
 37. Comply with wing angle of incidence and decalage measurement per Cirrus SR22 M/M due to wing removal/reinstallation: Not required per Cirrus Structures DER/Field Engineer due to original wing is installed with original attachment plates and fittings per Cirrus SR 22 M/M. Reference Letter from Cirrus Structures DER/Field Engineer dated 9/04/2018.
 38. Prep bottom of fuselage for replacement panel install over wing spar cavity: Fuselage prepped, discrepancies noted and sent to Cirrus Engineering. Multiple areas between FA140 - F3160 on lower fuselage at removed belly panel area have damage due to wing removal. Repairs accomplished as noted in this work order below and Item # 11 above..
 39. Wing main spar has damage forward to aft .75" long X .05" wide, .002 deep, 2.8 inches from center: Removed damage and applied a fiberglass lay up in accordance with Engineering Field Repair/Alteration # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
 40. Wing main spar has damage that runs diagonally 1.8 " long X .030" wide, .001 deep, 13.25 inches right of center: Removed damage and applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
 41. Wing main spar has damage - runs forward to aft, 1.4" long X .020" wide, .001" deep, 21 inches right of center: Removed damage and applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
 42. Hole .3" X .3", .243 deep, extends through core materials at bottom of first step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
 43. Hole 2.65" X .4" wide, extends into core at the slope and bottom of the first step, .221" deep: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
 44. Hole 1.8" long X .25" wide, extends into core .107" deep at the bottom of the first step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
 45. Hole .5" long X .1" wide, .052" deep and extends into core at bottom of the first step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
 46. Hole 2.0 " long X .2" wide, .039" deep, core is visible at the bottom of the first step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.

YEAR 20	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of
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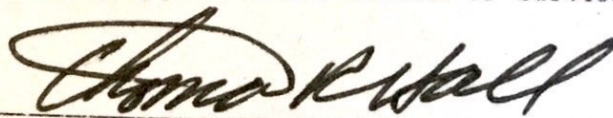
47. Abrasion 1.6" long X .4" wide, .011" deep, does not extend into core at the bottom of the first step: Removed damage and applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
48. Abrasion 1.3" X 1.3", .027" deep, core is visible: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
49. Hole .9" X .35", .124" deep, extends into core at the bottom of the first step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
50. Abrasion .9" X .6", .039" deep, core is visible between first and second step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
51. Abrasion 2.4" X .2", this occurs at the edge of the filler. The skin can be pushed into core: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
52. Holes (2), 2.5" X .3", .151" deep, extends into core at the slope and bottom of the first step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
53. Holes (3), 2.2" X .4", .173" (2 holes) deep, extends into the core on 2 holes at the bottom of the first step: Removed damage and filled core. Applied a fiberglass lay up in accordance CDEP112 CDEP 112 Engineering Field Repair/Alteration Form Repair # FRA00012927 and Cirrus SR22 M/M Chapter 51-20.
54. Comply with bond test on repaired/spliced EMM on newly installed spar cover panel P/N 10046-002 prior to accomplishing further body work and painting: Verified new spar cover panel bonding, has 0 M ohms to wing root ground strap per Cirrus SR22 M/M Chapter 57-10. Repair has proper EMM grounding protection, OK for service.
55. Both wing flap hinge fairings are cracked at middle and outboard hinges - LH flap & RH flap: Replaced middle and outboard flap hinge fairings by installing kit P/N'S 16738-102 & 16738-103 per SB 2X-57-06R1 Instructions.
56. RH wing TKS nut and bushing is missing: Installed new nut and bushing P/N'S 15164-002B and 15164-022. TKS line installed per Cirrus SR22 M/M.
57. Numerous TKS leaks: Troubleshoot leaks, found the leaks at the seals of 3 fittings that were removed for wing removal and 5 fittings that were not disturbed during the wing removal. Replaced seals with P/N's 15164-092, S1201-20 & S1201-12 and aligned tubing for best fit. Leak check good per Cirrus SR22 M/M. Topped of tank with TKS fluid.

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58. Aileron balance cable is wrapped around part of LH wing electrical harness: Disconnected balance cable and removed interference between cable and harness. Reconnected and tensions balance cable in accordance with Cirrus SR22 M/M Chapter 27.
59. Pitot/Static leak checks and repairs accomplished to repair excessive leaks. Reference log entry dated 12/28/2018 under Work Order 63790 and Item # 18 under Work Order # 62950 for Avionics 24-Month certifications under CFR Part 91.411 & 91.413 and Part 43 Appendix E & F. Note: certifications for 24 Month was accomplished by Dominion Aviation under their Work Order # 31028 on 1/03/2019.
60. # 2 battery does not come on line: Troubleshoot by checking connections after new battery installation, found OK. Checked # 2 battery switch, found OK. Checked plugs and connectors at battery box, found OK. Found no conductivity from relay control wire to switch. Traced wire and found open. Repaired wire per wiring M/M, # 2 battery operational check good.
61. Removed LH aileron to FOM: Reinstalled LH aileron per Cirrus SR22 M/M Chapter 57-50.
62. Upon inspection of aileron cable installations in wings, found yoke stops hitting before aileron wing stops: Adjusted aileron actuator pulley by adjusting cable turnbuckles. Adjusted aileron wing and yoke stops, travels are now within limits. Cable tensions are within limits. Work accomplished in accordance with Cirrus SR22 M/M Chapter 27-10. Relocated aileron trim placards, P/N 12391-002 per SR22 M/M.
63. Upon inspection of pitch cable installations, found yoke stop adjustment not correct for elevators: Adjusted elevator yoke to neutral position by adjusting elevator turnbuckles. Elevator stops now are correct. Elevator cable tensions are now correct and travels are now correct. Work accomplished per Cirrus SR22 M/M Chapter 27-30.
64. Paint flaking off of RH aileron gap seal: Stripped and painted gap seal on RH wing per Cirrus SR22 M/M Chapter 51.
65. Aircraft had hard landing on Tangier Island with propeller strike: Aircraft picked up and brought to RIC (Aero Industries Inc.). Reference Work Order 62865 for recovery.
66. Reinstall wing root fairings: Reinstalled wing root fairings in accordance with Cirrus SR22 M/M Chapter 53-50.
67. Painting accomplished after maintenance to match existing paint finish on lower fuselage belly panel over main spar due to wing removal and RH aileron gap seal, all per Cirrus SR22 M/M Chapter 51.
68. Reference FAA Form 337 dated 8/19/2019 for composite repairs accomplished under this Work Order, identified in Items 11 and 38 thru 54.
69. Reference Aero Industries Work Order 63790 for engine and propeller replacement and Work Order # 92950 for aircraft Annual Inspection and repairs.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. **Complied with final inspection for work accomplished under this work order. 62833**

Signature: _____



Chief Inspector

CRS Certificate No: BIER466C

AERO INDUSTRIES . INC
5745 HUNTSMAN RD .
RICHMOND INTL AIRPORT
VA . 23250 -2411

DATE -- 19 AUG 2019
MAKE -- CIRRUS
M/N -- SR22
S/N -- 0678
REG. # N8143D
HOBBS: 1178.8 HOURS

ENTER IN : AIRFRAME RECORD

Complied with the following in accordance with Cirrus SR22 M/M unless otherwise noted:

1. Complied with Preliminary Inspection in accordance with Aero Form 005.
2. Complied with Annual Inspection - Operational Inspection Report for Final Checks Only in accordance with Cirrus SR22 M/M Chapter 5-30. Initial checks were not completed since aircraft was recovered, disassembled and transported to this repair station. Reference Aero Industries Work Order # 62833.
3. Complied with annual hand-held fire extinguisher per NFPA-10 Revision 2018: Extinguisher Model RT-A600 S/N X-813636 bled down below minimum weight and was replaced with new Model A344T S/N F50154471 and new bracket in accordance with Cirrus SR22 M/M Chapter 25-60.
4. Complied with annual ELT inspection in accordance with CFR Part 91.207(d) and FAA Supplemental ELT Inspection Checklist. Found ELT housing with cracks. Removed and sent ELT for repairs, ACK Technologies Model E-01 S/N 028084. Re-installed overhauled ACK Technologies Model E-01 S/N 028084 per SR22 M/M with new batteries. Next battery change is due August 2021 and RPCI battery change date is March 2027.
5. Complied with annual inspection and check on Gill G-243 battery per Gill ICA: Top charged and capacity tested G-243 S/N G02926479, battery passed at 60 minutes to 20 volts @ 10 amps per Document Q01-1120 Rev K dated 12/15/16. Re-installed battery after to re-charge in accordance with Cirrus SR22 M/M Chapter 24-30, operational check good.
6. Complied with ICA on Airwolf Air-Oil Separator per AFC-360 ICA: Disassembled, cleaned and inspected in accordance with Airwolf ICA, found Air-Oil separator chaffed beyond limits on canister. Replaced canister with new P/N 22W-3000 per Airwolf Instructions. Wrapped chaff protection tape around bracket to prevent chaffing on new canister as required and re-assembled Airwolf Air-Oil Separator system per instructions. OK for service.
7. Complied with ICA on TKS system per STC for proper condition, operation and security, no defects noted at this time, system operated correctly per Cirrus SR22 Chapter 30.
8. Complied with ICA on Rosen Sunvisor System per STC SA01285SE for proper operation, adjustment and cleanliness, no defects noted at this time.
9. Complied with ICA on Garmin GTN 650, STC SA02019SE-D for security, condition and proper operation. Completed per Garmin GTN 650 Document # 190-01007-A1 Rev * STC SA0201SE-D, no faults noted.
10. Complied with ICA on LoPresti Boom Beam Lighting System per Document LSM-500-082 Rev R., no defects at this time.

YEAR
20
DATE

11. Complied with ICA on L-3 Avionics Systems Skywatch SKY 497 TCAS System for proper security, condition and test: Completed per Document # 009-10800-001 Rev K dated Aug 21, 2015 Section 4.2 Continuous Airworthiness, No scheduled maintenance required and Paragraph 4.3 Periodic Maintenance, no faults found. OK for service.
12. Complied with ICA on Avidyne DFC 90 Digital Flight Control System per STC SA00296BC Section 5 Maintenance Instruction, no faults found per ICA Doc # AVDFC-030 Rev 04 dated 5/22/13.
13. **Complied with AD2017-04-06 dated 4/07/2017 for United Instruments altimeters displaying misleading data: Altimeter P/N 5934D-3 S/N 432312 (DOM 7-03 Code A 249G) is not applicable based on Serial Number and Date of Manufacture. No further action required.**
14. Com # 1 C/B is missing it's amp rating: Found amperage rating button in bilge area. Cleaned and reinstalled with epoxy per Cirrus SR22 M/M.
15. **Avionics 24-Month certifications were completed for 91.411 & 91.413 per CFR Part 43 Appendix E & F by Dominion Aviation on 1/02/2019 under their Work Order # 31082. Reference Dominion Aviation Log Entries dated 1/03/2019 for PFD and Stand-By. Next Avionics Certs are due 1/02/2021.**
16. POH P/N 13772-001 Rev A10 is not current: Verified and installed missing Revision A10 pages and inserted Temp Revisions 15-15R1, 18-03, 15-27, 15-18, 13-08R1 & 11-03. POH/AFM is up to date at this time.
17. LH fuel gauge will not stay on fuel reading during calibration: Checked wiring and contacts. Sender resistance checks OK. Cleaned fuel calibration pot by rotating stop to stop several times. Successfully completed calibration of LH fuel quantity indication system in accordance with Cirrus SR22 M/M.
18. RH fuel gauge will not read above 25 gallons with tanks full. Troubleshoot to outboard sending unit: Removed sending unit, cleaned contacts and wiper arm. Bench test of unit, showed proper resistance values. Reinstalled unit and completed fuel quantity calibration for RH indication per Cirrus SR22 M/M. Panel was sealed with PR1440B1/2 sealant per M/M.
19. Fuel boost pump leaking from cavity drain: Removed pump P/N 5217-00-3 S/N 2121 for repairs: Re-installed overhauled fuel pump P/N 5217-00-3 S/N 2121 in accordance with Cirrus SR22 M/M, leak and operational check good.
20. RH nose gear tow pin is not seated fully inside fork: Attempted to seat and failed. Removed and cleaned threads, no help, helicoil is deformed. Replaced helicoil and installed tow pin per Cirrus SR22 M/M.
21. Nose gear fork pivot thrust washer worn out: Replaced washer with new P/N 50545-001 per SR22 M/M. OK for service.
22. Landing light mount couplings are torn: Replaced torn couplings with new P/N 14502-003 per SR22 M/M. OK for service.
23. Aileron rigging currently causes a right roll with the controls at the neutral locked position: Found side sticks out of rig with the center actuator pulley. Adjusted push-pull rods to properly rig sticks. Installed new trim placards P/N 12391-002, all per Cirrus SR22 M/M.
24. Aileron/Rudder interconnect bungee is past it's 5-Year life limit: Replaced bungee with new P/N 12985-001 and rigged interconnect per Cirrus SR22 M/M.
25. There's no economical capacity test for # 2 battery pack: Replaced batteries with new P/N 50979-001 per Cirrus SR22 Pack
26. Broken rivet in nose gear leg fairing: Replaced rivet with AN420AD3-4 rivet per Cirrus SR22 M/M and AC43.13-1B Ch 4.

YEAR
20

RECORDING
TACH

TODAY'S
FLIGHT

TOTAL
TIME IN

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name Rating and Certificate Number of

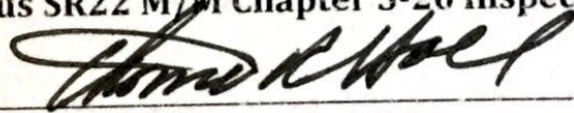
- 27. Elevator pitch trim actuator motor has 4 mounting screws loose: Tightened loose screws per Standard Maintenance Practices & Cirrus SR22 M/M. Pitch trim motor inspected per SR22 M/M. OK for service.
- 28. RH horizontal stab TKS panel does not flow, inboard half: Accomplished panel purge process per CAV Aerospace Manual 12253-01 Rev * dated 2/03/09, panel now flows properly.
- 29. RH brake caliper temp indicator indicates its been overheated: Replaced pistons o-rings in caliper with new MS28775-222 and reassembled caliper. Bled brake and installed new brake temp indicator with new P/N 51698-001, all per Cirrus SR22 M/M Chapter 32-42. Leak and operational check good.
- 30. Airspeed indicator back lighting is inop: Spliced broken wire with environmental splice- sleeve per wiring procedures in AC43.13-1B, operational check good on airspeed indicator back lighting.
- 31. MFD will not power up: Found avionics non-essential relay inoperative. Replaced relay with new P/N 50288-001 in accordance with Cirrus SR22 M/M Chapter 24-50, operational check normal.
- 32. Landing light inop: Cleaned all connectors per Cirrus SR22 M/M, operational check good per Chapter 33-40.
- 33. Section of chaff seal on cowling edges loose or missing: Replaced upper and lower cowling chaff seal with new P/N 51401-063U per Cirrus SR 22 Chapter 71-10.
- 34. Small TKS leak inside panel below AFT LH seat: Tightened tee fitting per Cirrus SR22 M/M Chapter 33-05, leak check good. Landing light rubber shock mounts dry rotted: Replaced light shock mounts under Item # 22 above per Chapter 33-40.
- 35. Complied with all leak and operational checks for this inspection and repairs, all checked satisfactory.
- 36. All applicable AD's are current to date and compliance records updated.
- 37. Complied with final inspection for work accomplished under this Work Order # 62950.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service.

Hobbs: 1178.8 Hours ACTT: 1178.8 Hours ETSN: 1178.8 Hours ETSN: 1178.8 Hours ETSO/R: .7 Hours PTSN: .7 Hours

In addition to the above mentioned, I certify this aircraft has been inspected in accordance with a 100-Hour/Annual Inspection in accordance with Cirrus SR22 M/M Chapter 5-20 Inspection Checklist and was determined to be in airworthy condition.

Signature: _____



Chief Inspector

CRS Certificate No: BIER466C

AERO INDUSTRIES , INC
5745 HUNTSMAN RD .
RICHMOND INTL AIRPORT
VA . 23250 -2411

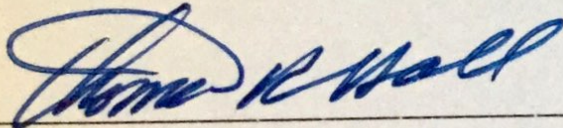
DATE -- 19 AUG 2019
MAKE - CIRRUS
M/N -- SR22
S/N -- 0678
REG. # N8143D
HOBBS: 1178.8 HOURS

ENTER IN : AIRFRAME/ENGINE RECORD

Inspection wrap-up after Annual Inspection completed 19 AUG 2019 @ ACTT: 1178.8 Hours / Hobbs: 1178.8 Hours

Annual Inspection:	Next due NLT 31 AUG 2020
ELT Inspection:	Next due NLT 19 AUG 2020
ELT Battery Chg:	Next due NLT 19 AUG 2021
ELT RCPI Battery:	Next due March 2027
Battery # 2:	Next due NLT 19 AUG 2021 or 1678.8 unless condition dictates.
Rudder Bungee Cord:	Next due On Condition or 5 Years from Date of Manufacture. Replaced 19 AUG 2019
Propeller Assy:	Overhaul due 8/2025 or 3578.8 unless condition dictates.
Propeller Gov:	Overhaul due 8/2024 or 3178.8 unless condition dictates.
Engine Assy:	Overhaul due 8/2031 Or 3178.8 unless condition dictates.

CAPS Rocket Motor Assy: Due 5/21/2023
 CAPS Parachute Assy: Due 5/15/2023
 CAPS Reefing Line Cutters: Due 2/06/2021

Signature:  CRS Certificate No: BIER466C
 Chief Inspector

For	N	30	60	E	120	150
Steer	0	3061	91	120150		
For	S	210	240	W	300	330
Steer	181	210	240	271	300	330
DATE	9/4/2019					AIRPATH

AERO INDUSTRIES, INC
5745 HUNTSMAN RD.
RICHMOND INTL AIRPORT
VA. 23250-2411

DATE -- 10 SEP 2019
MAKE -- CIRRUS
M/N -- SR 22
S/N -- 0678
REG. # N8143D
HOBBS: 1181.4 Hours

ENTER IN : AIRFRAME/ENGINE RECORD


Complied with the following in accordance with Cirrus SR 22 M/M unless otherwise noted:

1. Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005.
2. Test flight/engine break-in completed for 2.3 hours using Continental Motors Break-in Procedures in Manual M-0 Section 7-2.4 & 7-2.4.1 and Cirrus SR 22 POH/AFM for proper operation. Aircraft handled very well with controls and trim system. No issues with take off or landings, no shimmy or problems braking.
3. Complied with Post-Flight Checks after break-in flight by removing engine cowling and checking engine for proper security of components and leak checks, no defects noted in accordance with CAT Manual M-0 and Cirrus SR 22 M/M. Re-installed cowling on engine per SR 22 M/M.
4. Complied with compass swing and adjusted as needed. New compass correction card completed and installed in aircraft card holder. All completed per Cirrus SR 22 M/M and AC43.13-1B Chapter 12 Paragraph 12-37a thru c.
5. Engine idles above 800 RPM and on shut-down RPM rise was almost 100 RPM: Adjusted idle RPM down to 650 RPM per CAT Manual M-0 and re-adjusted mixture for a 50 RPM rise on engine shut-down per M/M M-0.
6. Completed engine fuel set-up is not required at this time. Max cruise RPM was noted at 2680 RPM and fuel flows at cruise RPMs were in accordance the performance charts listed in the SR 22 POH Section 5. Engine oil pressure and temps were within acceptable operating limits for engine specification. See # 5 above for adjustments made after flight for engine idle RPM and mixture rise.
7. Propeller Dynamic balance accomplished: Set-up engine with ACES balancing gear. Ground run engine and initial Inches Per Second (IPS) was .34 IPS. Complied with dynamic balancing per ACES 1015 Balancer Instructions, Hartzell Manual 115N Rev 23 dated Feb/2018 Page 6-29 thru 6-32. and Document The Smooth Propeller # AW-9511-2 dated 12 June 1990. Final balancing IPS is .02 IPS with 10 grams of weight secured on propeller bulkhead at 60 degrees, between # 1 & # 3 blades to the right of the hub serial numbers.
8. Autopilot was intermittent when armed, would not work in NAV. Debriefed pilot, verified problem and verified good HDG, ALT & NAV on PFD. Re-racked Avidyne A/P DFC 90 controller per Avidyne Tech Support, operational check good on autopilot in all modes in accordance with DFC 90 A/P AFMS Doc # 600-00249-000 Rev 1. OK for service.
9. Navigation database has no procedures when called up: Certain parameters have to be loaded per flight plan. Only 1 allowed per plan (ie, departure). Plan was loadable and crossfilled to other GTN 650. Checked good in accordance with Garmin AFMS for GTN 650, Doc # 190-01007-A2 Rev J. OK for service.
10. Fuel boost pump will not pump fuel. It appears to lose prime and does not have enough suction: Removed P/N 5217-00-3 S/N 2121 for warranty repair. Re-installed repaired fuel boost pump P/N 5217-00-3 S/N 2121 in accordance with Cirrus SR 22 M/M, leak check and functional check good.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. **Complied with final Inspection for work accomplished under this work order. 65176**

ACTT: 1182.4 Hours HOBBS: 1182.4 Hours ETSN: 1182.4 Hours ETSO: 4.3 Hours PTSN: 4.3 Hours

Signature: _____



Chief Inspector

CRS Certificate No: BIER466C

1. Approving National Aviation Authority/Country:
FAA/United States

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

3. Form Tracking Number:
464846

5. Work Order/Contract/Invoice Number:
464846

4. Organization Name and Address:
Cirrus Design Corporation 4515 Taylor Circle Duluth, MN 55811

12. Status/Work:

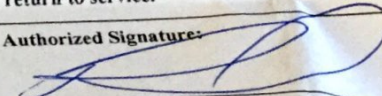
6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:
1	PACKED PARACHUTE ASSEMBLY, SR22	15046-002S	NA	1	00894 R1

SEE BLOCK 13

13. Remarks:
Rebuilt to original PAH's Specifications.
The work identified above has been accomplished in accordance with the requirements of 14 CFR 43.2(b) and 14 CFR 43.3(j). This product has been rebuilt in accordance with Cirrus Design Corporation process specification 90814.
Process Specification 90814 is FAA approved under Type Certificate A00009CH.
Expiration: MAY/21/2023
Assembly being shipped less the Line Cutters to meet shipping requirements. Part #26707-001

14. Certifies the items identified above were manufactured in conformity to:
 Approved design data and are in a condition for safe operation.
 Non-approved design data specified in Block 13.
15. Authorized Signature:
17. Name (Typed or Printed):

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

20. Authorized Signature: 
22. Name (Typed or Printed):
Robert George Gould II

21. Approval/Certificate No.:
PC#338CE
23. Date (m/d/y):
MAY214/2013

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