

Aircraft Record General Infor	rmation		
Manufacturer Cnevs		Model SRZZ	******
		Registration Number	881SR
Date of Manufacture	· ·		
Engine(s) currently installed:	16		
Manufacturer	Model	Seri	al
Manufacturer	Model	Ser	ial
Propeller(s) currently installed:			
Manufacturer		Model	
HUB Model	Serial	Ser	ial
Blade Model	Serial	Serial	Serial
Blade Model	Serial	Serial	Serial

CIRRUS SR22

AIRFRAME

LOG

G-FORCE AVIATION INC.

5430 Lauby Rd. Bldg $\,\#\,\, 17$

Canton OH 44720

PH. 330-499-9790

CRS# G25R150C

REGISTRATION NESISR

Hobbs Time: 1614.2

Fit Time 1441.7

Date 03/24/2015

Pate 03 24 2015

Removed and reinstalled nose wheel pant and replaced left and right wheel pant brackets per Cirrus SR22 AMM 32-20. Customer had out the second and reinstalled nose wheel pant and replaced left and right wheel pant brackets per Cirrus SR22 AMM 32-20. Customer had out the second and reinstalled nose wheel pant and replaced left and right wheel pant brackets per Cirrus SR22 AMM 32-20. Customer had out the second and reinstalled nose wheel pant and replaced left and right wheel pant brackets per Cirrus SR22 AMM 32-20. Customer had out the second and reinstalled nose wheel pant and replaced left and right wheel pant brackets per Cirrus SR22 AMM 32-20. Customer had out the second and reinstalled nose wheel pant and replaced left and right wheel pant brackets per Cirrus SR22 AMM 32-20. Customer had out the second and reinstalled nose wheel pant and replaced left and right wheel pant brackets per Cirrus SR22 AMM 32-20. Customer had out the second and replaced left and right wheel pant are second as the second and replaced left and right wheel pant are second as the second and replaced left and right wheel pant are second as the second and replaced left and right wheel pant are second as the second and replaced left and right wheel pant are second as the second are se Removed and reinstalled nose wheel pant and replaced left and only leading edges with isopropyl alcohol, water and TKS fluid. Panels flowed at 5 Panels flowed flowed at 5 Panels flowed fl source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected, cleaned and purged wing reasons source repair wheel pant. Inspected the rest of the Basic 2 deice system and found several air leaks causing system to not flow or wet efficiently. Tightened lines, purged in the rest of the Basic 2 deice system and found several air leaks causing system to not flow or wet efficiently. Tightened lines, purged in the rest of the Basic 2 deice system and found several air leaks causing system to not flow or wet efficiently. Tightened lines, purged in the rest of Inspected the rest of the Basic 2 deice system and found several and low settings with desired performance, per Cirrus SR22 AMM 30-00 and 30 for leak checks and performed final check with TKS pump on high and low settings with desired performance, per Cirrus SR22 AMM 30-00 and 30 for leak checks and performed final check with TKS pump on high and low settings with desired performance, per Cirrus SR22 AMM 30-00 and 30 for leak checks and performed final check with TKS pump on high and low settings with desired performance, per Cirrus SR22 AMM 30-00 and 30 for leak checks and performed final check with TKS pump on high and low settings with desired performance, per Cirrus SR22 AMM 30-00 and 30 for leak checks and performed final check with TKS pump on high and low settings with desired performance, per Cirrus SR22 AMM 30-00 and 30 for leak checks and performed final check with TKS pump on high and low settings with desired performance, per Cirrus SR22 AMM 30-00 and 30 for leak checks and performed final check with TKS pump on high and low settings with desired performance. for leak checks and performed final check with TAS pump on might and inspected filter media, no defects noted. Serviced engine oil and filter per Cirrus SR22 AMM 12-10. Cut open old filter and inspected filter media, no defects noted. Serviced engine oil and filter per Cirrus SR22 AMM 12-10. Cut open old filter and inspected filter media, no defects noted. Serviced engine with the control of t 06 Changed engine oil and filter per Cirrus SR22 AMM 13-10. Cut open assembly, for overhaul by Hartzell Service Center see 8130-3 form dated 8 quarts of Phillips 20W50 X/C oil Removed and reinstalled propeller assembly, for overhaul by Hartzell Service Center see 8130-3 form dated 8 quarts of Phillips 20W50 X/C oil Removed and reinstalled propeller assembly, for overhaul by Hartzell Service Center see 8130-3 form dated 8 quarts of Phillips 20W50 X/C oil Removed and reinstalled propeller assembly, for overhaul by Hartzell Service Center see 8130-3 form dated 8 quarts of Phillips 20W50 X/C oil Removed and reinstalled propeller assembly, for overhaul by Hartzell Service Center see 8130-3 form dated 8 quarts of Phillips 20W50 X/C oil Removed and reinstalled propeller assembly. 8 quarts of Philips 20W50 X/C oil Removed and refuscance propeller dated and SR22 AMM 61-10 S/N FP5992B overhauled new propeller time 00/20/15 for details, per Hartzell Propeller Owners manual 61-00 and Cirrus SR22 AMM 61-10 S/N FP5992B overhauled new propeller time 00/20/15 for details, per Hartzell Propeller assembly. Adjusted manifold pressure controller, fuel pump aperoid adjustment time 00/20/15 for details. 03/20/15 for details, per Hartzell Propeller Owners manual of the Manual Performed post leak and operational check of property and Structions for Continued Airworthiness for Cirrus Design.

The aircraft and or component listed above was repaired & inspected in accordance with current regulations of the Federal Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on file at G-Force Aviation CPS purely details of the repair are on the content and the content are on the content are on the content and the content are on the content are on the content The aircraft and or component listed above lide repair are on file at G-Force Aviation CRS number G25R150C under Administration and is approved for return to service. Pertinent details of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the condition of the repair are on file at G-Force Aviation CRS number G25R150C under the condition of the cond Work Order # 15-15789. I certify that this aircraft has been determined to be in airworthy condition.

CRS# G25R150C Sig	nature	Date 3/24/15

				5
CIRRUS SR22	AIRFRAME	LOG	G-FORCE	AVIATION INC)
REGISTRATION :N881SR			5430 La	uby Rd. Bldg. # 17
Hobbs: Time: 1614.1			Canton	OH. 44720 —
Fit. Time: 1441.7			PH. 330	- 499-9790
Date 01 24/2015			CRS# G2	5R150C
cuir grommer per Cirrus SR22 AMM 3 for continued airworthiness and the S	83–10. Removed and replaced ! "IC. Tightened thight hand exh section 4. Removed and repla	the manifold pres aust clanin as re	MM 5-20. Reomved and replaced the sure controller bracket per Tornado All quired per Cirrus SR22 AMM 78-20. Rep d tubing per Tornado Allev Turbo instr	ey Turbo instructions ired left front engine
The aircraft and/or component list Administration and is approved for re Work Order # 15-15804. I certify that	turn to service Pertinent deta	dis of the repair	ordance with current regulations of arc on file at G-Force Aviation CRS nur orthy condition	the Federal Aviation nber G25R150C under
TRS# G25R150C Signature		S Dat	4/24/15	-
				*
		V.		

	proving Civil Aviation Authority/Country /UNITED STATES	Authoriz FAA F	zed Rele om 8130-3, Airwe	ease Ce orthiness Appro	ertificate oval Tag	3 Form Tracking Number 791104744200-046
						5. Work Order/Contract/Invoice Number
Organiz	ation Name And Address GOODYEAR 11 100 BUSINES STOCKBRIDGE	RE & RUBBER CO.	GOODYEAR TIRE & 1981 GOODYEAR E DANVILLE, VA 24	R RUBBER CO. BLVD 4541 (PT2066NE)		791104764200
	7.	8.	9. Quantit	10.	Serial Number:	11. Status/Work:
Item:	Description:	Part Number: 156E66 - 4	16		BLOCK 12 - REMARKS	NEW
				11/4		
Certifies	s the items identified above were many	enufactured in conformity to:	135	White the same of	The second secon	er regulation specified in Block 12
	s the items identified above were moved design data and are in a condi	tion for safe operation.		Certifies that unless and described in B Federal Regulation	s otherwise specified in Bl	er regulation specified in Block 12 lock 12, the work identified in Block 11 I in accordance with Title 14, Code of that work, the items are approved for
Appro Non-A	oved design data and are in a condi Approved design data specified in B	tion for safe operation.	uthorization No.:	Gertifies that unless and described in B Federal Regulation return to service. 4b Authorized Signal	s otherwise specified in Block 12 was accomplished is, part 43 and in respect t	lock 12, the work identified in Block 11
Appro Non-A	data and are in a condi	ition for safe operation. llock 12. 13c.Approval/Ai 11733888	uthorization No.:	Certifies that unles and described in B Federal Regulation return to service. 4b: Authorized Signal	s otherwise specified in Block 12 was accomplished in grant 43 and in respect ture:	lock 12, the work identified in Block 11 in accordance with Title 14, Code of to that work, the items are approved for
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Appro Non-A Authorized	oved design data and are in a conditapproved design data specified in Black Signature: Ded or Printed): BRYANT	13c.Approval/Ai 117330808 12/AUG/20	uthorization No.: [4]	Certifies that unles and described in B Federal Regulation return to service. 4b: Authorized Signal 4d: Name (Typed or I Responsibilities	s otherwise specified in Block 12 was accomplished in Block 12 was accomplished in grant 43 and in respect to the complete in	lock 12, the work identified in Block 11 in accordance with Title 14, Code of that work, the items are approved for 14c. Approval/Certificate No.
Appropriate (Tyr.) PAUL portant to the user a user/ins	oved design data and are in a conditapproved design data specified in B d Signature: Dec or Printed): BRYANT Decumporary of the distribution of	13c.Approval/Ai 117330804 13e. Date (dd/m 12/AUG/20 this document alone does not ance with the national regulationiness authority accepts aircrafte installation certification. In	uthorization No.: [4] s mm/yyyy): [4] User/Installer F automatically constitutions of an airworthiness	Certifies that unlessand described in B. Federal Regulation return to service. 4b: Authorized Signal Add Name (Typed or Federal Regulation) Responsibilities te authority to install the authority different that	s otherwise specified in Block 12 was accomplished in Block 12 was accomplished in grant 43 and in respect to ture. Printed): the aircraft engine/propeller/arm the airworthiness authority of the complete services authority o	in accordance with Title 14, Code of o that work, the items are approved for 14c. Approval/Certificate No.: 14e. Date (dd/mmm/yyyy): ticle.

FAA	Authority/Country. /UNITED STATES	Authoriz	ed Re m 8130-3, Ai	lease	Certificate Approval Tag	3. Form Tracking Number:
	STOCKBRIDG	IRE & RUBBER CO. SS CENTER DRIVE E, GA 30281	GOODYEAR TIE	RE & RUBBER C AR BLVD A 24541 (PT20	0.	5, Work Order/Contract/Invoice Number
6. Item:	7. Description:	8. Part Number:	9.	antity:	10. Serial Number:	7911 04764200 11. Status/Work:
1 2. Remark	15X6.0-6 S: TSOC62D AIRWORTHIN	156E66-4		16	SEE BLOCK 12 - REMARKS	NEW
41362139	42832197	1812347 41812355 41812	2362 4181238	80 41822016	41822022 41822058 42832173	42832178 42832179 42832194
Certifies the		nanufactured in conformity to:	2362 4181238	14a. □ 144 Certifies th	CFR 43.9 Return to Service	regulation specified in Block 12
Certifies the Approved Non-Ap	ne items identified above were m	nanufactured in conformity to:		14a. 144 Certifies th and descril Federal Re	CFR 43.9 Return to Service	regulation specified in Block 12 k 12, the work identified in Block 11 k 2000 dance with Title 14 Code of

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

'AA Form 8130-3 (02-14)

NSN 9052-00-012-9005

Description of Inspections, Tests, Repairs and Alterations TOTAL Entries must be endorsed with Name, Rating and Certificate Number of TODAY'S RECORDING TIME IN Technician or Repair Facility. (See back pages for other specific entries.) YEAR FLIGHT TACH SERVICE 20 TIME DATE October 20, 2015 FLIGHT 1669.9 Hrs HOBBS 1488.1 Hrs S/N 2722 Cirrus SR22 FLIGHT 1669.9 Hrs HOBBS 1488.1 Hrs S/N 691359 NSS15R 10 550 N Continental FLIGHT 1669.9 Hrs HOBBS 1488.1 Hrs S/N FP5992B PHC-J3YF-1N Performed ground run. Removed cowling. Performed compression test - #1 71/80, #2 72/80, #3 74/80, #4 60/S0E, #5 72/S0, #6 74/S0 - M/O 42. Borescope inspection found satisfactory/found deficiencies #4 cylinder. #4 cylinder removed and routed to Bolduc Aviation for repair (WO#28650), received same unit and installed. Removed spark plugs; cleaned lead spring end contacts; new URHB32S fine wire plugs. anti-seized, and reinstalled. Removed and cleaned magnetic drain plug. Drained oil; took oil sample to route to Blackstone for analysis. Filter inspected; no contamination noted. Installed new Tempest oil filter P/N AA48109 and serviced with 7 quarts of Phillips 20W50XC and 1/3 dose of Camguard. Replaced right tail pipe support bracket and safety strap with new. Replaced slave waste gate with Calibration performed on TIT probe, found TIT probe damaged, replaced and recalibrated with correction factor noted indication is 50 degrees low. Removed, cleaned, and lubricated air filter. Lubricated throttle, prop control rods, and mixture rod ends. Adjusted magneto-to-engine timing Left was +.4 degrees and Right was "Dead on" nominal timing of 21.5 degrees BTDC. Engine-driven/electric fuel pump leak check found satisfactory. Checked alternate air door; found satisfactory. Cleaned oil breather tube relief hole in left tail pipe. Reinstalled cowling. Performed ground run

and leak check; found satisfactory.

THIS AIRCRAFT ENGINE/PROPELLER COMBINATION WAS INSPECTED AND/OR WAS REPAIRED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FAA FOR AN ANNUAL INSPECTION AND IS

APPROVED FOR RETURN TO SERVICE.

JIM BARKER, A&P/IA 2755069

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