



Transport
Canada

Transports
Canada

C-GMLC

TP 14058E
(05/2005)

Log S/n: 02

Airframe Log

TC 10000180



Canada

Volume #: 02

Opened on: Nov 14/08

AIRCRAFT DETAILS

- 1 Nationality & registration marks C-GMLC
- 2 Manufacturer CIRRUS
- 3 Type & Model SR 22
- 4 Serial Number 0735
- 5 Date of manufacture November 2003

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Details of task
Sept. 19/2008	717.4	-	Transcribed from previous
Nov. 14/2008	745.4	-	Daily total 28.0
/			

Airframe technical Logbook S/n: 01

Signature: *[Signature]* AME or AMO/ACA: *[Signature]*

Project: 3893 LogID: 520
 Aircraft: C-GMLC Aircraft TT: 745.4 hrs



Customer references - PO: verbal; Inspection program: N/A

Work requested: Landing light U/S.

Work performed:

- [Task: 4968; ATA:30]; Discrepancy : Deicing fluid need to be replenished as per customer request.
 Rectification : Deicing fluid replenished IAW MM 12-10 page: 2.
- [Task: 4969; ATA:31]; Discrepancy : Aircraft Hobbs meter not install properly and need to be re-installed correctly. (Reported by customer)
 Rectification : Aircraft Hobbs meter installed properly IAW MM 31-30 page: 2.
- [Task: 4917; ATA:33]; Discrepancy : Landing light U/S, report by pilot. Need to be investigated.
 Rectification : Troubleshooted and found landing light broken. Landing light P/N:12580-123 replaced by new IAW MM 33-40 page: 2. Operational ground check c/out and found serviceable.
- [Task: 4971; ATA:51]; Discrepancy : During landing light replacement, found oil filler access door hinge crack. Need to be repaired.
 Rectification : Oil filler access door hinge replaced by hinge P/N: MS20257-2 (7" long) and fixed on access door with solid rivets P/N: MS20426AD4-4 IAW MM chapter 51.

The work described above has been performed in accordance with the applicable standards of airworthiness.

14 novembre 2008

[Signature]
 Martin Tremblay

TrueNorth Aviation
 AMO/OMA 11-77

[Signature]
 AME/TEA identification

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Daily Total	Details of task
April 1, 2009	780.8	—	35.4	
/				
April 10, 2009	781.2	—	0.4	
April 27, 2009	781.8	—	0.6	
April 29, 2009	782.5	—	0.7	
May 01, 2009	790.1	—	7.6	
May 02, 2009	795.6	—	5.5	

Project: 3986 LogID: 577
 Aircraft: C-GMLC Aircraft TT: 780.8 hrs



Signature: _____ AME or AMO/ACA

Customer references - PO: verbal; Inspection program: verbal

Work requested: 50 hr inspection

Work performed:

[Task: 5183; ATA:05]; Discrepancy : Perform all tasks required by 50 hr inspection.
 Rectification : All tasks required by 50 hr inspection c/out IAW MM 05-20. Oil filter CH48109-1 replaced by new. Oil filter cut-open and inspected, no contamination found.
 Engine oil renewed 15W50. Ground run c/out and found serviceable. No leak found.
 [Task: 5186; ATA:32]; Discrepancy : During 50 Hrs inspection found all tires soft.
 Rectification : Service all tires with nitrogen (62psi Main & 40psi Nose) as per Cirrus MM12-10 page 3.
 [Task: 5184; ATA:33]; Discrepancy : Pilot reading light w/s (report by owner).
 Rectification : Found pilot reading light bulb P/N:50608-001 burned. Bulb replaced by new IAW MM 33-10. Operational check c/out and found serviceable.
 [Task: 5208; ATA:34]; Discrepancy : Perform AD2009-05-05 if applicable.
 Rectification : AD2009-05-05 Avidyne PFD displaying incorrect altitude and airspeed information found not applicable by serial number.
 Only paragraph (f) (5) of this AD applies to you, do not install any PFD with an affected serial number listed in Avidyne SB601-00006-096R1 dated July 14/2008.
 [Task: 5209; ATA:71]; Discrepancy : Perform AD2009-02-03 if applicable.
 Rectification : AD2009-02-03 Precision Airmotive LLC introducing the installation of a new improved servo plug gasket P/N:2577258. AD2009-02-03 found not applicable by engine and servo model number. No further action required.

The work described above has been performed in accordance with the applicable standards of airworthiness.

TrueNorth Aviation
 AMO/OMA 11-77

3 avril 2009

[Signature]
 Martin Tremblay

[Signature]

AME/TEA identification

[Handwritten signatures and initials]
 CAA07/11-77
 CAA07/11-77
 CAA07/11-77
 CAA07/11-77
 CAA07/11-77
 CAA07/11-77

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Daily Total	Details of task
May 14, 2009	795.6	-	0	
/				
May 14, 2009	796.2	-	0.6	
May 15, 2009	805.0	-	8.8	
May 24, 2009	812.9	-	7.9	
June 03, 2009	814.1	-	1.2	
June 17, 2009	815.3	-	1.2	
June 21, 2009	817.1	-	1.8	

Project: 4038 LegID: 612
 Aircraft: C-GMLC Aircraft TT:



Signature

Customer references - PO: VERBAL; Inspection program:

Work requested: PFD EXP5000 fault.

Work performed:

[Task: 6369; ATA:34]; Discrepancy: PFR recently replaced found with excessive fan sound and TAS show 21 kts at start.

Rectification:
 Avidyne provided RMA for replacement # 9006499
 Replaced PFD unit under customer FLEX Extended Service Plan option 3 (advance exchange).

Removed: Avidyne PFD p/n: 700-00008-00 s/n: 20061348;
 Installed: Avidyne PFD p/n: 700-00008-00 s/n: 20039197: SV-RD

Performed functional test completed and flight test will be c/out on first flight for autopilot calibration.

* note: Magnetometer, Pitot-Static leak check, PFD configuration performed and completed.

Flight Test is required.

Conditional to a satisfactory flight test, c/out by:

Lic: _____

The work described above has been performed in accordance with the applicable standards of airworthiness.

TrueNorth Aviation
 AMOVCAA 11-77

14 mai 2009




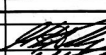
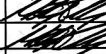
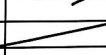
Patrick Labrie

AME/TEA Identification

[Handwritten signatures and dates]
 c/Av07/11-77
 c/Av07/11-77
 Av07/11-77
 Av07/11-77
 Av07/11-77
 Av07/11-77


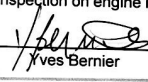


Section 1: Record of maintenance and elementary work



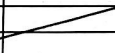
Date	Total air time	Total landings/cycle	Days total	Details of task
Nov 24/09	900.1	-	2	
/				
Nov 28/09	907.1	-	7.0	
Dec 04/09	908.1	-	1.0	
Dec 07/09	915.0	-	6.9	
/				

Project: 4199		LogID: 709			Signature	AME or AMO/ACA
Aircraft: C-GMLC		Aircraft TT: 900.1 hrs				
Customer references - PO: Verbal; Inspection program: N/A						
Work requested: 50 hr inspection						
Work performed:						
<p>[Task: 5927; ATA:05]; Discrepancy : Perform all tasks required by 50 hr inspection. Rectification : All tasks required by 50 hr inspection c/out IAW MM 05 -20. Oil filter CH48109-1 replaced by new. Oil filter cut/opened and inspected, no contamination found. Engine oil renewed 15W50. Ground run c/out and found serviceable. No leak found. Oxygen cylinder refilled with Aviator Oxygen IAW POH Section 9. No leak found.</p> <p>[Task: 5928; ATA:05]; Discrepancy : AD 2009-24-52 to be checked if applicable on engine. Rectification : AD2009-24-52 (Rapid wear on the face of hydraulic lifters) checked and found not applicable on engine IO-550-N S/N:913973. Engine IO-550-N S/N:913973 repaired on Oct 05/2007 and no hydraulic lifters replaced since June 19/2009.</p>						
The work described above has been performed in accordance with the applicable standards of airworthiness.						
				TrueNorth Aviation AMO/OMA 11-77		
24 novembre 2009						
		Martin Tremblay		AME/TEA identification		
					 C-ADP/11-77  C-ADP/11-77  C-ADP/11-77	

Section 1: Record of maintenance and elementary work


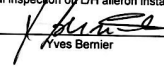


Date	Total air time	Total landings/cycle	Day/ly Total	Details of task
Jan 29/10	935.6	-	0	
Feb 03/10	936			
Feb 12/10				
Feb 15/10				
Feb 03/10	937.3	-	1.7	
Feb 12/10	938.1	-	0.8	
Feb 15/10	938.9	-	0.8	






Signature	AME or AMO/ACA
Project: 4220 LogID: 723 Aircraft: C-GMLC Aircraft TT: 935.6 hrs 	
Customer references - PO: Verbal; Inspection program: N/A	
Work requested: Starter problem.	
Work performed:	
[Task: 6028; ATA:80]; Discrepancy : Starter problem, with starter on (energize) engine do not turn. Report by owner/pilot. Rectification : Troubleshooted and found starter adapter assy P/N:642083A12 faulty. (slipping clutch inside starter adapter assy) Starter adapter assy P/N:642083A12 replaced by P/N:642083A12-R-E (overhaul) IAW TCM Maintenance Manual Section 17-9. Ground run c/out and no leak found. Starter and starter adapter assy found serviceable.	
Dual inspection on engine mixture control for safety, c/out by:	
 Yves Bernier	Lic: PCO10 
The work described above has been performed in accordance with the applicable standards of airworthiness.	
29 janvier 2010  Martin Tremblay	TrueNorth Aviation AMO/OMA 11-77 CAO7 AME/TEA identification

 CAO7/11-77
 CAO7/11-77
 CAO7/11-77

Section 1: Record of maintenance and elementary work

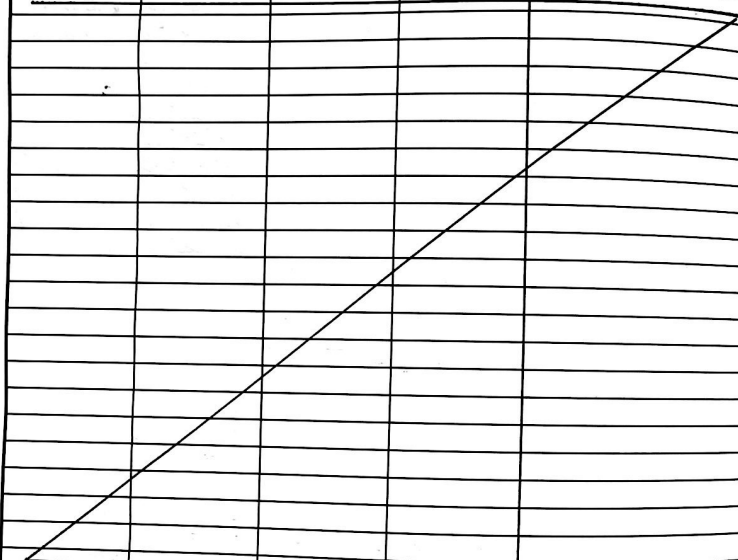
Date	Total air time	Total landings/cycle	Daily Total	Details of task
April 29, 2010	961.6	-	0	
/				
April 30, 2010	967.8	-	6.2	
May 1, 2010	970.0	-	2.2	
May 2, 2010	972.6	-	2.6	
May 5, 2010	978.1	-	5.5	
May 22, 2010	986.5	-	8.4	

Project: 10013	LogID: 740		Signature	AME or AMO/ACA
Aircraft: C-GMLC	Aircraft TT: 961.6 hrs			
Customer references - PO: Verbal; Inspection program: N/A				
Work requested: 100 hr inspection				
Work performed:				
<p>[Task: 15120; ATA:05]; Discrepancy : Perform all task require by 100 hr inspection inspection as per customer request.</p> <p>Rectification : All task required by 100 hr inspection c/out IAW MM 05-20. Oil filter CH48109-1 replaced by new. Engine oil renewed 15W50. Ground run c/out and found serviceable. No leak found.</p> <p>Dual inspection on L/H aileron installation for safety and proper direction of movement, c/out.</p> <p>[Task: 15148; ATA:32]; Discrepancy : During 100 hr inspection, found R/H tire worn. Need to be replaced.</p> <p>Rectification : R/H tire P/N:301-249-438 S/No:32111137 replaced by P/N:301-249-438 S/No:91697099 (new) IAW MM Chapter 32.</p> <p>Tire found serviceable.</p> <p>[Task: 15122; ATA:74]; Discrepancy : Both magnetos due for 500 hr inspection. Both magneto send to J-Air inc. for inspection.</p> <p>Rectification : R/H magneto P/N:10-500556-1 S/N:D04KA115 re-installed after overhaul by J-Air inc. (refer to PO:25026) IAW Continental Engine MM Chapter 12. Overhaul date: April 28/2010.</p> <p>L/H magneto P/N:10-500556-1 S/N:D05DA052 re-installed after overhaul by J-Air inc. (refer to PO:25026) IAW Continental Engine MM Chapter 12. Overhaul date: April 28/2010.</p> <p>Ground run c/out and found serviceable. No leak found.</p> <p>[Task: 15123; ATA:74]; Discrepancy : During 100 hr inspection, found induction duct and air filter assy worn. To be replaced.</p> <p>Rectification : Induction duct P/N:15708-003 replaced by new IAW MM 71-60 & SB2x-71-12R2. Air filter assy P/N:50207-001 replaced by new IAW MM 71-60.</p> <p>Ground run c/out and found serviceable.</p> <p>Dual inspection on L/H aileron installation for safety and proper direction of movement, c/out by:</p>				
				Lic: PCO10
The work described above has been performed in accordance with the applicable standards of airworthiness.				
Azimuth AeroMaintenance AMO/CMA 29-09				
29 avril 2010				 AME/TEA identification

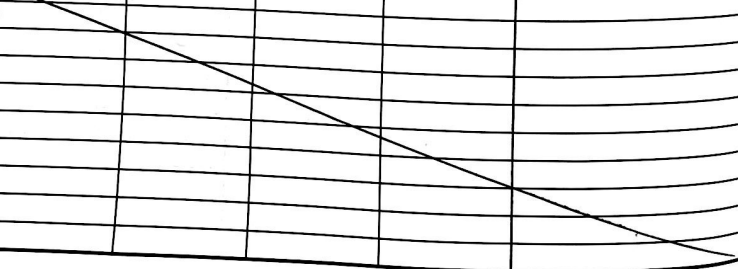
 1140
 1140
 1140
 1140
 1140

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Daily Total	Details of task
1 1				
Oct 28, 2010	1062.9	-	0.4	
Oct 28, 2010	1063.4	-	0.5	
Oct 29, 2010	1065.5	-	2.1	
Oct 31, 2010	1068.0	-	2.5	
Nov 01, 2010	1068.0	-	0	



Nov 03, 2010	1069.1	-	1.1	
--------------	--------	---	-----	--



Signature	AME or AMO/ACA
<i>[Signature]</i>	1007/29-09
<i>[Signature]</i>	1007/29-09
<i>[Signature]</i>	1007/29-09
<i>[Signature]</i>	1007/29-09

Project: 10239 LogID: 841
 Aircraft: C-GMLC Aircraft TT: 4067.0 hrs
 Customer references - PO: Verbal; Inspection program: N/A
 Work requested: Perform 100hr/annual inspection.
 Work performed:
[Task: 15655; ATA:25]; Discrepancy : Removed ELT for certification on bench
 Rectification : Removed ACK Tech Inc. ELT Model: E-01 s/n: 046906. Certification of unit completed and no fault found. (Battery due date: March 2013.) Unit reinstalled. Operational ground check of ELT completed and no fault found. All works completed as per manufactures specifications and in accordance with STD 571 appendix G.
 The work described above has been performed in accordance with the applicable standards of airworthiness.



1 novembre 2010 *[Signature]* PC005
 Steevens Verreault AME/TEA identification

<i>[Signature]</i>	1007/29-09
--------------------	------------

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Daily Total	Details of task
Brought Forward	1086.1	—	—	
Jan 23, 2011	1087.0	—	0.9	
Feb 04, 2011	1087.8	—	0.8	
Feb 04, 2011	1088.6	—	0.8	
Mar 12, 2011	1097.1	—	8.5	
Mar 14, 2011	1097.5	—	0.4	
Mar 16, 2011	1098.5	—	1.0	
Mar 18, 2011	1099.0	—	0.5	
Mar 18, 2011	1099.4	—	0.4	
Mar 22, 2011	1108.0	—	8.6	
April 06, 2011	1118.3	—	10.3	
April 07, 2011	1122.1	—	3.8	
April 11, 2011	1126.5	—	4.4	
April 12, 2011	1133.8	—	7.3	
April 20, 2011	1133.8	—	—	

LANDMARK AVIATION
 14600 North Airport Drive • Scottsdale, AZ 85260 • (480) 948-2400
 C-GMLC Date: April 11, 2011
 Model # Cirrus SR-22 S/N 0735
 HOBBS: 1409.3
AIRFRAME LOG ENTRY

Removed muffler p/n 14836-001 and installed new muffler p/n same.
 Removed heat exchanger p/n 1437-001 and installed new exchanger p/n same.
 I certify that the above stated maintenance was performed in accordance with the current FAR's and this aircraft is approved for return to service. W.O. C29-11-00774

LANDMARK AVIATION
 R. April 7, 2011
 FAA CRS# LN3R663L

Signature
 AME or AWO/ACA
 [Signatures]

Project: 10403 LogID: 957
 Aircraft: C-GMLC Aircraft TT: 1132.8 hrs



Customer references - PO: Verbal; Inspection program: N/A

Work requested: 50 hr inspection

Work performed:

[Task: 16352; ATA:05]; Discrepancy : Perform 50 hr inspection (customer request).
 Rectification : All tasks required by 50 hr inspection c/out IAW MM 05 -20. Oil filter CH48109-1 replaced by new. Oil filter cut-open and inspected, no contamination found.
 Engine oil renewed 15W50. Ground run c/out and found serviceable. No leak found.

The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance
 AMO/OMA 29-09

20 avril 2011

Martin Tremblay

AME/TEA Identification

[Signature]

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Daily Total	Details of task	Signature	AME or AMO/ACA
Forward	1132.8	—	—			
April 29, 2011	1139.8	—	7.0		<i>[Signature]</i>	
April 31, 2011	1145.4	—	5.6		<i>[Signature]</i>	
May 3, 2011	1153.0	—	7.6		<i>[Signature]</i>	
May 25, 2011	1153.7	—	0.7		<i>[Signature]</i>	
May 27, 2011	1161.2	—	7.5		<i>[Signature]</i>	
May 02, 2011	1161.9	—	0.7		<i>[Signature]</i>	
May 09, 2011	1163.0	—	1.1		<i>[Signature]</i>	
May 10, 2011	1164.1	—	1.1		<i>[Signature]</i>	
May 20, 2011	1165.3	—	1.2		<i>[Signature]</i>	
May 24, 2011	1166.4	—	1.1		<i>[Signature]</i>	
May 29, 2011	1171.9	—	5.5		<i>[Signature]</i>	
May 31, 2011	1175.9	—	4.0		<i>[Signature]</i>	
August 20, 2011	1177.5	—	1.6		<i>[Signature]</i>	
August 21, 2011	1179.4	—	1.9		<i>[Signature]</i>	
August 24, 2011	1181.1	—	1.7		<i>[Signature]</i>	
September 02, 2011	1183.6	—	2.5		<i>[Signature]</i>	
September 04, 2011	1184.8	—	1.2		<i>[Signature]</i>	
September 05, 2011	1187.8	—	3.0		<i>[Signature]</i>	
September 11, 2011	1188.6	—	0.8		<i>[Signature]</i>	
September 16, 2011	1188.6	—	—		<i>[Signature]</i>	

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycles	Daily Day	Details of task
-	1222.5	-	-	
December 26, 2011	1230.1	-	7.6	
January 01, 2012	1231.7	-	1.6	
January 08, 2012	1239.4	-	7.7	
January 30, 2012	1239.4	-	-	

Signature	AME or AMO/ACA
<i>Martin Tremblay</i>	
<i>Martin Tremblay</i>	
<i>Martin Tremblay</i>	
<i>Martin Tremblay</i>	

Project: 10778 LogID: 1171
 Aircraft: C-GMLC Aircraft TT: 1239.4 hrs

Customer references - PO: Verbal, Inspection program: N/A
 Work requested: 50 hrs inspection
 Work performed:

- [Task: 17446; ATA:09] Discrepancy: Perform 50 hrs inspection as per owner request. Rectification: All tasks required by 50 hr inspection (clout IAW MM 05-20. Oil filter CH48109-1 replaced by new. Oil filter cut-open and inspected; no contamination found. Engine oil renewed 15W50. Ground run clout and found serviceable. No leak found.
- [Task: 17506; ATA:28] Discrepancy: During 50 hrs inspection, found fuel filter screen distorted. Need to be replaced. Rectification: Fuel filter screen PIN 20308-001 replaced by new IAW MM 28-20. Operational check clout and no leak found.
- [Task: 17503; ATA:32] Discrepancy: During 50 hrs inspection, found RH main landing gear inner fairing support bracket broken. Need to be replaced by new. Rectification: RH main landing gear inner fairing support bracket PIN: 17205-002 replaced by new IAW MM 32-10. Operational check clout and found serviceable.
- [Task: 17447; ATA:71] Discrepancy: Owner/pilot report mag drop on engine. To be checked. Rectification: Troubleshoot and found bottom spark plug of cylinder #5 fouled. All spark plug cleaned for preventive maintenance. Spark plug gap adjusted. Spark plug reinstalled. Ground run clout and no fault found.
- [Task: 17502; ATA:73] Discrepancy: During 50 hrs inspection, found fuel leak at mechanical fuel pump. Fuel leak at mixture control shaft. Rectification: Engine mechanical fuel pump PIN 655921-1 AS S/Neff B03A317 removed and sent to Aero-Atelier for repair. Engine mechanical fuel pump PIN 655921-1 AS S/Nton B03A317 (repaired) reinstalled IAW MM 17-11.4. Ground run clout and found serviceable. No leak found.
- [Task: 17508; ATA:CR9] Discrepancy: Check AD2012-01-11 if applicable. Log entry required. Rectification: AD2012-01-11 to inspect and modify the air box flange welds and slots and install induction system air box seats (and not applicable by aircraft model: SR22. No further action required.

Dual inspection on mixture control at fuel pump for safety and operation, clout by:
[Signature] Lic: PC010
[Signature]

The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance
 AMO/OMA 29-09

30 janvier 2012
[Signature] CA007
 Martin Tremblay AME/TEA identification

[Signature]

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Day Day	Details of task
—	12 39.4	—	—	
February 09, 2012	12 41.0	16	1.6	
February 21, 2012	12 41.0	—	—	
/				
February 29, 2012	12 41.0	—	—	
/				

Signature
AME or AMO/ACA

Melanie Jodanis
Melanie Jodanis



Project: 10825 LogID: 1185
Aircraft: C-GMLC Aircraft TT: 1241.0 hrs

Customer references - PO Verbal, Inspection program: N/A

Work requested: Starter problem

Work performed:

[Task: 17557; ATA:80] Discrepancy: Starter problem, with starter on (energize), propeller turn and stop when engine reaches compression. Report by owner/pilot.
Rectification: Troubleshoot and found starter adaptor sloping.
Starter adaptor P/N 642083A12 S/N: A0143 removed IAW TCM Maintenance Manual Section 17-9 and sent to Aero-Asteler for repair.
Starter adaptor P/N 642083A12 S/N: 0143 reinstalled after repair IAW TCM Maintenance Manual Section 17-9.
Operational check: out and found serviceable. No task found.

Dual inspection on mixture control for safety and operation, clout by:
Martin Tremblay Lic: **CA007**

The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance
AMO/OMA 29-09

21 février 2012

Gerry Trépanier
Gerry Trépanier

ME 002
AME/TEA identification

Melanie Jodanis

Project: 10850 LogID: 1189
Aircraft: C-GMLC Aircraft TT: 1241.0 hrs

Customer references - PO Verbal, Inspection program: N/A

Work requested: AD2012-03-06 to be check if applicable

Work performed:

[Task: 17606; ATA:CR] Discrepancy: As per customer request, AD2012-03-06 to be check if applicable. Log entry required.
Rectification: AD2012-03-06 to prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, found not applicable by fuel servo model.
No further action required.

The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance
AMO/OMA 29-09



29 février 2012

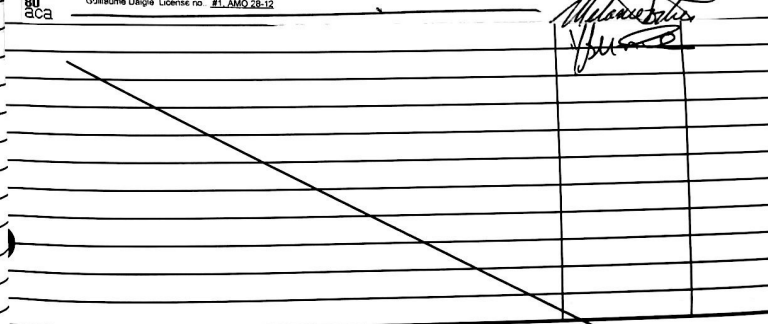
Martin Tremblay
Martin Tremblay

CA007
AME/TEA identification

Melanie Jodanis

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Day	Details of task
11	1323.9	-	Day	
December 07, 2012	1343.1	-	19.2	
 <p>3971830 Canada inc. 5800, route de l'Aéroport Saint-Hubert (Québec) J3Y 8Y9 AMO 28-12 Ph. Office: 450-445-4444 Fax: 450-926-0430</p> <p>Aircraft registration: CLIENT- OCCASIONNEL Work report number: 215 Date: déc. 07, 2012 Journey log</p> <p>Aircraft TTAF : 1343.1 Landing : 0.0</p>				
Item	Description	Correction		
6	Power level removed for lubrication	Power level removed and reinstalled after lubrication as per MM 76-10		
11	L/H aileron removed for 100 hrs inspection	L/H aileron removed and reinstalled after 100 hrs inspection as per MM 76-10		
<p>The maintenance described above has been performed in accordance with the applicable standards of airworthiness.</p> <p>Guillaume Daigle License no. M901631</p> <p>Bernard-Mathieu Tanguay License no 738555</p>				
				
FEV 05/13	1366.6	23.5		

Item	Description	Correction
1	100 HRS inspection Req'd by customer	100 HRS inspection C/OUT as per Cirrus maintenance programme dated May 31 2011. Oil filter removed, opened, inspected and replaced with new P/N CH48109. Engine oil serviced with aeroshell 15W50.
2	CF90-03R2, exhaust heater inspection due	Exhaust heater inspected as per C/90-03R2, No defect found
3	Bracket air filter to be replace	Bracket air filter replaced with new P/N BA-24 as per B.A.F document I-194.
4	Portable Fire Extinguisher Inspection	Fire extinguisher inspected as per manufacturer info. No defect found
5	First Aid Kit Inspection	First aid kit inspected as per CAR's 723.82 AND Règlement sur la sécurité et la santé au travail (aéronautique) Partie X
7	L/H Tire worn	L/H tire replaced with new P/N 301-249-420 as per MM 32-41
8	R/H tire worn	R/H tire replaced with new P/N 301-249-420 as per MM 32-41
9	R/H brake disc is out of limits	R/H disc replaced with new P/N 154-01501 as per MM 32-41
10	All R/H MLG lining to be replace	All R/H lining replaced with new P/N RA65-105 as per MM 32-42
12	Found TKS leak at FS 222	functional test C/OUT and found leak on proportioning unit, horizontal fitting found loose. fitting tightened and secured. functional test C/OUT and no leak found.
13	clearance between pick up collar and BH222 is below 0.400 inch	We found around 0.390 inch between pick up collar and BH222. We ask at fieldservice@cirrusdesign.com. if it's acceptable and his answer was : that is acceptable and proper.
14	L/H tail nav light inop	L/H tail nav light replaced with new P/N 50911-001 as per MM 33-40.
15	Pilot seat recline system is hard to move	functional test C/OUT and found serviceable
16	Copilot seat recline system is hard to move	Pilot seat recline system adjusted as per MM 25-10. functional test C/OUT and found serviceable
17	Unable to adjust L/H magneto	Copilot seat recline system adjusted as per MM 25-10. functional test C/OUT and found serviceable
18	Cabin air control temperature knob is hard to move	L/H magneto removed and found condensateur inop. L/H condensateur replaced with new P/N 10-400615. L/H magneto reinstalled as per Continental manual M-16 6 3-9.1
19	Engine alternate air control chaffed with metered fuel supply line between fuel servo and distributor	Found control cable kinked strait cable and adjusted control as per MM 21-50
20	Brake reservoir oil supply line is kinked	Engine alternate air control secured as required with lacing P/N T1223K
21	Engine baffle is cracked at fwr R/H corner	Remake brake line and reinstalled on aircraft as per standard practice.
22	upper rivet on rudder tab is loose	functional test C/OUT and no leak found
23	Battery 1 negative pole nipple is torn	Baffle repaired as per AC43-13-1B section 4
		rvet replaced as per AC43-13-1B section 4
		Battery 1 negative pole nipple P/N MS25171-2S replaced with new as per standard practice
<p>The maintenance described above has been performed in accordance with the applicable standards of airworthiness.</p> <p>Guillaume Daigle License no. #1 AMO 28-12</p>		
		

Signature: *M. Mathieu*
AME or AMO/ACA



3971830 Canada inc. 5800, route de l'Aéroport Saint-Hubert (Québec) J3Y 8Y9 AMO 28-12 Ph. Office: 450-445-4444 Fax: 450-926-0430

Aircraft registration: CLIENT- OCCASIONNEL
Work report number: 215
Date: déc. 07, 2012
Journey log

Aircraft TTAF : 1343.1
Landing : 0.0

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Details of task
—	1366.6	—	
April 02, 2013	1366.6	—	



Project: 11386 LogID: 1544
Aircraft: C-GMLC Aircraft TT: 1366.6 hrs

Customer references - PO: VERBAL; Inspection program: n/A
Work requested: 24 MONTHS CERTIFICATION

Work performed:

[Task: 18942; ATA:341] Discrepancy : Transponder reported intermittent during flight and TAS failed at same time
Rectification: Problem confirmed on ground. Found and removed Garmin transponder GTX 327 p/n: 011-00490-00 s/n: 83715053 faulty. Send to MFG for repair.
MEG works: Repaired transmitter board to correct the return issue. Updated software to the latest version. Status: repaired. Certification date: Mar 15, 2013. Transponder reinstalled. Operational ground ramp check completed and no fault found. Data correspondence test completed and no fault found. TAS unit tested on ground and no fault found. All works completed as per manufactures specifications and in accordance with STD 571 appendix F.
[Task: 18946; ATA:341] Discrepancy : 24 months certification on altimetry system need new certification
Rectification: Removed United Inst Inc altimeter p/n: 5934D-3 s/n: 433958 and ACK tech Inc encoder Model: A-30 s/n: 101299 for new certification on bench. Certification of United Inst Inc altimeter p/n: 5934D-3 s/n: 433958 completed to 20 Kft and no fault found. Corrolation between United Inst Inc altimeter p/n: 5934D-3 s/n: 433958 and ACK tech Inc encoder Model: A-30 s/n: 101299 completed to 20 Kft and no fault found. Unit reinstalled. Altimeter section inside PFD tested to 20 Kft and no fault found. Pressure leak check completed and no fault found. All works completed as per STD 571 appendix B and F and in accordance with manufactures specifications.

Certification date:
 Altimeter: march 13, 2013
 PFD altimeter: March 13, 2013
 Encoder: March 13, 2013.
 Pressure leak check: March 13, 2013.
 Transponder: march 15, 2013

Signature: *Michael S. Verreault*
AME or AMO/ACA

*91.411
91.413
Due March 15*

The work described above has been performed in accordance with the applicable standards of airworthiness.



Azimuth AeroMaintenance
AMO/OMA 29-09





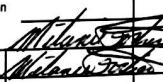
2 avril 2013 *Steevens Verreault*
Steevens Verreault

Pceos
AME/TEA identification

Signature: *Michael S. Verreault*

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Details of task
1/1	1366.6	—	
May 02, 2013	1366.6	—	
			
Project: 11334		LogID: 1602	
Aircraft: C-GMLC		Aircraft TT: 1366.6 hrs	
Customer references - PO: Verbal, Inspection program: N/A			
Work requested: Inspection following propeller strike on ground.			
Work performed:			
<p>[Task: 18813; ATA:05]; Discrepancy: Aircraft to be inspected following propeller strike on ground IAW Cirrus MM 05-50 (Hard/Overweight landing). Rectification: Aircraft inspected and found propeller blade damaged refer to W/C: 18814 & W/C: 18815. Nose landing gear strut found cracked refer to W/C: 18816. Engine removed and sent for prop strike inspection, refer to W/C: 18816. Engine mount to be inspected, refer to W/C: 18846 & W/C: 18847. Nose gear upper pucker pan found cracked; refer to W/C: 18880. No other damage to the aircraft was found during Hard/Overweight landing inspection IAW MM 05-50.</p> <p>[Task: 18818; ATA:06]; Discrepancy: Liquid penetrant inspection on nose gear leg and eddy current inspection on nose fork assy. Visual inspection performed and crack suspected on nose gear leg. Rectification: Liquid penetrant inspection performed by Tomgats (WIO: 1792) on nose gear leg P/N: 14082-006 and found cracked. To be replaced (refer to W/C: 18821).</p> <p>Eddy current inspection performed by Tomgats (WIO: 1792) on nose fork assy P/N: 11638-003 and no crack indication found. [Task: 18821; ATA:32]; Discrepancy: Upon liquid penetrant inspection, nose gear leg P/N: 14082-006 found cracked and need to be replaced. Rectification: Nose landing gear strut assy P/N: 14082-006 (New) installed IAW MM 32-20. Operational check clout and found serviceable.</p> <p>[Task: 18880; ATA:32]; Discrepancy: Magnetic particles inspection on nose upper pucker pan P/N: 13549-002. Suspect crack upon hard landing and prop strike. Rectification: Magnetic particles inspection performed by Tomgats (WIO: 1835) on nose upper pucker pan P/N: 13549-002 and found four (4) cracks. Two (2) cracks found on each side of the tube welded joint and two (2) cracks found on inboard side of attachment brackets. [Task: 18881; ATA:32]; Discrepancy: Liquid penetrant inspection on nose lower pucker pan P/N: 14072-001. Suspect crack upon hard landing and prop strike. Rectification: Liquid penetrant inspection performed by Tomgats (WIO: 1835) on nose lower pucker pan P/N: 14072-001 and no crack indication found.</p> <p>[Task: 18882; ATA:32]; Discrepancy: Upon magnetic particles inspection, nose upper pucker pan P/N: 13549-002 found cracked and need to be replaced. On visual inspection, found rebound bumper P/N: 18380-001 and pucker P/N: 13386-001 damage due to hard landing and need to be replaced. Rectification: Nose landing gear upper pucker pan assy P/N: 13549-002 (New) installed with rebound bumper P/N: 18380-001 (New) and pucker P/N: 13386-001 (New) IAW MM 32-20. Operational check clout and found serviceable.</p>			
<p>The work described above has been performed in accordance with the applicable standards of airworthiness.</p>			
<p>Azimuth AeroMaintenance AMO/OMA 29-09</p>			
2 mai 2013			CAD07
		Martin Tremblay	AME/TEA identification
May 02 2013	1366.9	0.3	

Date	Total air time	Total landings/cycle	Details of task	Signature	AME or AMO/ACA
1/1	1366.6	—			
May 02, 2013	1366.6	—			
					
Project: 11334		LogID: 1603			
Aircraft: C-GMLC		Aircraft TT: 1366.6 hrs			
Customer references - PO: Verbal, Inspection program: N/A					
Work requested: Inspection following propeller strike on ground.					
Work performed:					
<p>[Task: 18219; ATA:34]; Discrepancy: During inspection, found transponder antenna cracked. Rectification: Removed transponder antenna p/n: C1101 and replaced by equivalent part number p/n: 104-12 (status: NEW Found Garmin Transponder Model: GTX 327 p/n: 011-00463-00 s/n: 83715053 faulty. Replaced by Garmin transponder model: GTX 327 LOANER UNIT # 2503 p/n: 011-00490-00 s/n: 83746517 (status: NEW p/n: 20715). Certification date: FEB 21 2013. Operational ground ramp check of transponder system completed and no fault found. All works completed as per manufacturer specifications and as per STD 571 appendix C.</p> <p>[Task: 18846; ATA:31]; Discrepancy: After engine removal, suspected cracks on engine mount at bottom fitting attachment. Engine mount to be removed for NDI. Rectification: Engine mount removed from aircraft IAW MM 71-20. Engine mount sent to Tomgats for NDI. Fluorescent Magnetic Particles inspection clout (Tomgats WIO: 1792) and two (2) cracks found on LH and RH side, at bottom fittings and repair as require. [Task: 18847; ATA:71]; Discrepancy: Engine mount P/N: 15546-003 S/N: 0185 has been repaired by Acom Welding (Refer to WIO: 31907). Engine mount installed on aircraft IAW MM 71-20. Rectification: Engine mount P/N: 15546-003 S/N: 0185 has been repaired by Acom Welding (Refer to WIO: 31907). Engine mount installed on aircraft IAW MM 71-20. [Task: 18243; ATA:71]; Discrepancy: Engine Model: IO-550N27B S/N: 913973, propeller Model: D3A3C443-A S/N: 023167 and propeller governor P/N: C20033-91723 S/N: 020029 to be reinstalled on aircraft. Rectification: Engine Model: IO-550N27B S/N: 913973 (Repaired) T/S/N: 1386.6 hrs installed IAW MM 71-20. Propeller Model: D3A3C443-A S/N: 023167 (Overhauled) T/S/O: 0.0 hrs installed IAW MM 61-10. Propeller governor P/N: C20033-91723 S/N: 020029 (Overhauled) T/S/O: 0.0 hrs installed IAW MM 51-20. Ground run clout and found serviceable. No leak found. Mount retaining bolts P/N: AN8-16A (Qty: 2) & P/N: AN8-20A (Qty: 2). Suspect crack upon hard landing and prop strike. Rectification: All bolts described above has been magnetic particles inspected (Refer to Tomgats WIO: 1835) and no crack indication found.</p>					
<p>Dual inspection on throttle control installation, mixture control installation and propeller governor control installation for safety and operation, clout by:</p> <p> Lic: PC010</p> <p>Yves Bernier</p> <p>Conditional to a satisfactory flight test and sign by pilot.</p> <p>Michel Bourbeau Lic: _____</p> <p>Michel Bourbeau</p> <p>The work described above has been performed in accordance with the applicable standards of airworthiness.</p>					
<p>Azimuth AeroMaintenance AMO/OMA 29-09</p>					
2 mai 2013			CAD07		
		Martin Tremblay	AME/TEA identification		
May 02 2013	1366.9	0.3			

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Details of task
11	1366.9	-	
May 06, 2013	1366.9	-	
/			
May 16, 2013	1366.9	-	
/			

Signature: *Milani Santos* AME or AMO/ACA

Project: 11493 LogID: 1608
 Aircraft: C-GMLC Aircraft TT: 1366.9 hrs



Customer references - PO: VERBAL; Inspection program: n/A

Work requested: Removed transponder loaner unit

Work performed:

[Task: 19261; ATA:34]; Discrepancy: Removed transponder loaner and replaced by exchange unit

Rectification: Removed Garmin transponder (loaner: 2503) Model: GTX 327 p/n: 011-00490-00 s/n: 83746517 (Status: Removed serviceable at flight time: 1366.9). Installed Garmin transponder Model: GTX 327 p/n: 011-00490-00 s/n: 83701046 (Status: OH certification date: MAR 26, 2013 on p/o: 26936). Operational ground ramp check of transponder system completed and no fault found.

The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance AMO/OMA 29-09

6 mai 2013

Steevens Verreault AME/TEA identification

Milani Santos

Project: 11525 LogID: 1620
 Aircraft: C-GMLC Aircraft TT: 1366.9 hrs



Customer references - PO: verbal; Inspection program: n/a

Work requested: Traffic advisory always ON on ground.

Work performed:

[Task: 19336; ATA:34]; Discrepancy: Customer report traffic advisory warning on ground. Rectification: Troubleshoot and found wrong configuration of XPDR GTX-327. Reconfigure correctly as per Cirrus SR22 maintenance manual Chap 34-50 section G. Operational ground ramp check of transponder completed and no fault found.

[Task: 19336; ATA:71]; Discrepancy: Customer reported: Engine shutdown when throttle back to idle. Rectification: Ground run out and engine idle RPM adjusted IAW MM 13-20.

[Task: 19337; ATA:71]; Discrepancy: Customer reported: Engine not able to reach max RPM. Always 2650 RPM in lieu of 2700 RPM. Rectification: Ground run out and engine max RPM adjusted IAW MM 61-20.

The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance AMO/OMA 29-09

16 mai 2013

Martin Tremblay AME/TEA identification

Milani Santos

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Details of task
-	1366.9	-	
May 17, 2013	1375.8	8.9	
May 24, 2013	1377.9	2.1	
May 25, 2013	1387.2	9.3	
May 26, 2013	1387.9	0.7	
June 07, 2013	1387.9	-	

Signature	AME or AMO/ACA
<i>[Signature]</i>	
<i>[Signature]</i>	
<i>[Signature]</i>	
<i>[Signature]</i>	

Project: 11543 LogID: 1643
 Aircraft: C-GMLC Aircraft TT: 1387.9 hrs



Customer references - PO: verbal; Inspection program: n/A
 Work requested: transponder intermittent

Work performed:

[Task: 19385; ATA:34]; Discrepancy : Transponder reported intermittent
 Rectification : Problem confirmed on ground ramp check.
 Found unit Garmin Transponder Model: GTX 327 p/n: 011-00490-00 s/n: 83701046 faulty, return to MFG for warranty repair.
 Replaced for preventive maintenance coaxial cable of transponder system.
 Removed old coaxial cable and replaced by MIL-C-17/128-RG-400 (NEW p/o: 26928) with BNC straight p/n: 5225395-6 (NEW p/o: 26754) and BNC 90 p/n: 225973-4 (NEW p/o: 26928).

[Task: 19420; ATA:34]; Discrepancy : Reinstallation of transponder after MFG repair.
 Rectification : Reinstallation of Garmin Transponder Model: GTX 327 p/n: 011-00490-00 s/n: 83701046; RD (PO.:26988)
 Operational ground ramp check of transponder system completed and no fault found.

The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance
 AMO/OMA 29-09

7 juin 2013

[Signature]
 Benoit Lapointe

[Signature]
 AME/TEA identification

[Signature]

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Details of task
-	1387.9	-	
June 07, 2013	1389.4	3	
June 28, 2013	1389.4	1.5	
/			

Project: 11558 LogID: 1663
 Aircraft: C-GMLC Aircraft TT: 1389.4 hrs



Signature: *Milovan Jelic*
 AME or AMO/ACA

Customer references - PO: verbal; Inspection program: n/A
 Work requested: MFD send to MFG for repair
 Work performed:

[Task: 19424: ATA:311]: Discrepancy : MFD reported with white stripe inside screen and in MFD menu lot of choice stays in yellow (not available)

Rectification : Problem confirmed on ground for menu option and shows always message CMAX Initializing please wait.
 Troubleshooting: Found Avidyne MFD Model: EX5000C R6.1 p/n: 700-00004-006 s/n: 1951 faulty.
 Unit removed and send for repair under warranty to MFG.
 Pull and put protection on MFD circuit breaker and put connector in a bag.

[Task: 19534: ATA:311]: Discrepancy : After repair, MFD need to be reinstall

Rectification : Reinstalled Avidyne Corp Multi-Function Display Model: EX5000C p/n: 700-00004-006 s/n: 1951 (status: Modified p/o: 27007). MDF set up completed for SR22 aircraft. Operational ground check of MFD system during engine run up completed and no fault found. All works completed as per SR22 MM chap: 31-60 and manufactures specifications.

The work described above has been performed in accordance with the applicable standards of airworthiness.

28 juin 2013 *Steevens Verreault*
 Steevens Verreault
 Azimuth AeroMaintenance AMO/OMA 29-09
PCAS
 AME/TEA identification

Milovan Jelic

Section 1: Record of maintenance and elementary work

FAA Form 337 (10-06)

36

Date	Total air time	Total landings/cycle	Details of task
1/1			<p>Cirrus Design Factory Service Center</p> <p>MAKE: Cirrus MODEL: SR22 S/N: 22-0735 REG: N270MW WORK ORDER: 15803-12-2013</p> <p>Repair Station No. YD5R855Y 4961 Airport Road Duluth, MN 55811 Phone: 218-769-3433</p> <p>DATE: 1/7/2014 ACFT: 1841.4 FRAMES: 1841.4</p> <p>Airframe Entries</p> <p>(2) Performed CAPS parachute and rocket time limited item replacement in accordance with the SR-22/22T CAPS Component Maintenance Manual. Removed parachute PN 15046-002 with SN 1032. Installed inspected parachute PN 15046-002S with SN 00837R1, expiration date 12-20-2013. Removed rocket assembly PN 15047-001 with SN 01112. Installed new rocket assembly PN 25363-003 with SN 1464, expiration date 1-06-2024. Removed and replaced line cutters P/N 25347-002 expiration date 12-20-2019. All work done IAW CDC AMM 95.</p> <p>(3) Performed SB 2X-95-13 by modification of the CAPS bucket strap pass through slots and installation of grommets as specified in the service bulletin instructions.</p> <p>I have reviewed the file on this aircraft and the accompanying discrepancy forms. The aircraft, airframe, aircraft engine, propeller or appliance identified was repaired/inspected in accordance with current requirements of the Federal Aviation Administration in regards to the work requested. Additional discrepancies need to be corrected before this aircraft can be returned to service. Pertinent details of this work order are on file at this Certified Repair Station CFS YD5R855Y.</p> <p>DATE: 1/7/2014 SIGNER: <i>[Signature]</i> Work Order: 15803-12-2013 <small>Jacobs Thompson Certified Repair Station No. YD5R855Y</small> Printed by EBIS 3 (datamedia.com)</p>

12/20/2013

ET U

N270MW - SN: 22-0735 - Life Limited Components			
Part Name	Part Number	Part Data	Expires
CAPS Rocket Motor	25363-003	S/N 1464	1/6/2024
CAPS Parachute	15046-002S	S/N 00837R1	12/20/2023
CAPS Reefing Line	25347-002		Dec-19
Cutter.			
ELT Batteries	MN1300	Date Installed	
		3/1/2003	Mar-10

Annual sticker goes here

Midwest Aircraft Refinishing	Cirrus Design Corp SR22	18 Feb 2014
11038 Hwy 37 Bld A Box 8 Hibbing, MN 55746 (218)404-0314	N270MW 22-0735 Airframe Entry	Hobbs- 1853.6 Fit-1462.1

Installed PMA'd Reiff Engine Pre-Heat system IAW Reiff installation instructions. Complied with SB2X-27-12R1 to correct yoke free-play. Complied with SB2X-32-19R3 for nose gear reinforcement. Complied with SB2X-27-16R2 to prevent possible asymmetric flap deployment. Complied with SB2X-53-03 to replace tail tie down with rubber bumper. Complied with SB2X-31-01 to install a flight meter. Reviewed aircraft journey logs and aircraft maintenance logbooks, as well as Avdyne engine data to determine that the aircraft has accumulated 1,462.1 flight hours since new. I certify that this statement is true and correct to the best of my knowledge. Replaced 55X autopilot head with serviceable unit due to back light being burnt out IAW SR22 AMM CH22. Removed Garmin 340 audio panel and installed PS Engineering PMA8000BT audio panel. Installed XM weather system as a minor alteration to add an available factory option. Installed AeroLED "Micro Sun" Recognition lights per manufacturer's instructions. Form 337 attached. Removed factory Nav/Strobe lights and installed Whelen LED Nav/Strobe lights IAW SR22 AMM. Re-painted wing tips, nose wheel pant, oil door, leading edge of vertical stabilizer, and CAPS deployment door IAW SR22 AMM CH 51. Replaced interior carpet, and painted lower half of interior plastics. Replaced all rubber door seals. Installed updated W&B in POH.

Ross W. Robillard A&P # 3353760 Signature: *[Signature]*

Midwest Aircraft Refinishing	Cirrus Design Corp SR22	25 Feb 2014
11038 Hwy 37 Bld A Box 8 Hibbing, MN 55746 (218)404-0314	N270MW 22-0735 Airframe Entry	Hobbs- 1888.7 Fit- 1491.9

Replaced Pitch trim motor P/N 14832-003 with rebuilt unit S/N H1330/1293 IAW SR22 AMM CH 27. Ops check good.

Ross W. Robillard A&P # 3353760 Signature: *[Signature]*

Midwest Aircraft Refinishing	Cirrus Design Corp SR22	16 June 2014
11038 Hwy 37 Bld A Box 8 Hibbing, MN 55746 (218)404-0314	N270MW 22-0735 Airframe Entry	Hobbs- 2017.2 Fit-1606.1

Removed transponder GTX-327 P/N 011-00490-00 S/N 83701046 and installed overhauled unit S/N 83723147 IAW SR22 AMM CH 34-50. Ops check good.

Ross W. Robillard A&P # 3353760 Signature: *[Signature]*

Section 1: Record of maintenance and elementary work

Date	Total air time	Total landings/cycle	Details of task
October 31, 2014 N270MW Continental McCaughey	CIRRUS SR22 IO-550-N27 D3A3443-A	S/N 735 S/N 913973 S/N 023167	Hobbs 2111.8 Hrs Flight 237.2 Hrs Hobbs 2111.8 Hrs Flight 237.2 Hrs Hobbs 2111.8 Hrs Flight 237.2 Hrs
Removed cowlings, removed both magnetos and installed 500 hour inspected units from Bolduc Aviation S/N D04IA086R (left) and S/N D05LA248 (right), timed to 22 degrees BTDC. Replaced left muffler with overhauled unit from Dawley Aviation. Replaced Alternator #1 with owner supplied unit s/n H-0010154, installed ground strap to engine case. Adjusted high fuel flow up, adjusted idle mixture. Performed a dynamic propeller balance, initial IPS .548 IP/s reduced to .028 IP/s, installed one spinner tension shim. Lubricated control surface bearings. Installed cowlings, 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 AND IS APPROVED FOR RETURN TO SERVICE.			
JIM BARKER A&P/IA 2755069 Hangar (715) 822 5787 Cell (715) 491 1303 Email jim@aviationvibes.com	AVIATION RESOURCES, LLC 101 Airport Ave Hangar 7 Cumberland, WI 54829 www.aviationvibes.com		

ENG/PROP DYNAMICALLY BALANCED
POLAR PLOT - 1.0 IN/S FS

Operator Comments
Performed a dynamic propeller balance IAW FAA APPROVED Chapter 12 June Helium doc AW 8200113-0888 and application form A34102 Prop Rev 02-1 July 2003. Initial IP/s of .548 @ 2281 RPM reduced to .028 IP/s @ 2281 RPM by installation of AN hardware balance weights on propeller blades.

M270MW Cirrus SR 22 G1 735 2111.8 Hrs
Cont/Hart 813573
MicroVib II SN:1177 Cal:01/18/2014
Initial: 0.647 IN/S @ 2580.9 RPM Final: 0.028 IN/S @ 2574.4 RPM
Oper: Jim Barker A&P 2755069
Date: 10/31/2014

Signature	AME or AMO/ACA

Landmark Aviation
Airframe Log Joe Foss Field Sioux Falls SD

DATE	MAKE/MODEL	HOBBS	TOTAL TIME	REGISTRATION	SERIAL NUMBER
1-16-15	CIRRUS/SR22	2160.8	2160.8	N270MW	22-0735

- Complied with an Annual Inspection in accordance with Cirrus SR22 M/M and FAR 43 Appendix D.
- Next Annual Inspection due 1-2016.
- C/W ELT Annual Inspection IAW FAR 91.207 (d). No defects noted. Next Inspection due 1-2016. Battery due replacement 3-2018.
- Rerigged Prop Governor Cable IAW Cirrus SR22 M/M.
- Removed and replaced Engine Induction Air Filter with new Filter P/N 50207-200.
- Removed LH MLG Wheel Assembly. Disassembled, cleaned and inspected. Installed 1 new Race P/N 13836 and 2 new Bearings P/N 13889. Repacked Wheel Bearings. Reassembled LH MLG Wheel Assembly using new Tire P/N 301-249-438 S/N 40227568, new Tube P/N 302-246-401 and 1 new Bolt P/N AN5-35A. Reinstalled LH MLG Wheel Assembly onto Aircraft.
- Removed RH MLG Wheel Assembly. Disassembled, cleaned and inspected. Installed 1 new Race P/N 13836 and 1 new Bearing P/N 13889. Repacked Wheel Bearings. Reassembled RH MLG Wheel Assembly using new Tire P/N 301-249-438 S/N 33187552, new Tube P/N 302-246-401. Reinstalled RH MLG Wheel Assembly onto Aircraft.
- Removed and replaced LH MLG Brake Disk with new Disk P/N 164-01501 using new Brake Pads P/N 066-10500.
- Removed and replaced RH MLG Brake Pads with new Pads P/N 066-10500.
- Removed NLG Wheel Assembly. Disassembled, cleaned and inspected. Installed 1 new Race P/N 08231 and 1 new Bearing P/N 08125. Reassembled and reinstalled NLG Wheel Assembly onto Aircraft.
- Removed Lower Rudder. Removed and replaced Rudder Brackets with new Brackets P/N's 10589-003D & 20104-001A using new Bolt P/N AN4-10. Reinstalled Rudder.
- Removed and replaced LH & RH MLG Wheel Fairing Brackets with new Brackets P/N 13522-001.
- Ground run, operational and leak check ok.

I certify that this aircraft has been inspected in accordance with an Annual inspection and has been determined to be in an airworthy condition. Pertinent details of the inspection are on file at this repair station under W.O. # 59695

Signed:
Chris Hoffman
CRS # DDNR793K 3501 Aviation Ave. Sioux Falls, SD 57104

Landmark Aviation
Airframe Log Joe Foss Field Sioux Falls SD

DATE	MAKE/MODEL	HOUR METER	TOTAL TIME	REGISTRATION	SERIAL NUMBER
04/01/15	CIRRUS SR22	2251.5		N270MW	0735

I certify that the altimeter(s), alt. reporting and Static system test required by FAR Part 91.411 Have been performed. The altimeter(s) have been tested to
 No. 1 20,000 feet on 04/01/2015 No. 1 GTX327 S/N 83715053
 No. 2 20,000 feet on 04/01/2015
 Next Due: _____

Inspector: Date: 04/01/2015 WO# 30888
 Michael Lomax
 Landmark Aviation Sioux Falls, SD 57104 Certified Repair Station No. DDNR793K

Midwest Aircraft Refinishing Cirrus Design Corp SR22 17 Aug 2015
 11038 Hwy 37 Bld A Box 8 N270MW 22-0735 Hobbs- 2409.2 Ft- 1956.4
 Hibbing, MN 55746 (218)404-0314 Airframe Entry

Removed and replaced Phillips landing light ballast P/N XLD924. Ops check good
 Ross W. Robillard A&P # 3353760 Signature:

Quest 9-1-2015
 S/N 0735 NZ70UMW Cirrus SR-22

- Installed new battery P/N G243 S/N G02824860

The aircraft and/or component identified was repaired/serviced in accordance with current Federal Aviation Regulations and is approved for return to service. D file at this agency on Work Order #7283 Signed Mark Lehrkamp
 CRS OWSR108N 4440 East Hwy 12 Aberdeen, South Dakota Phone (605) 22

Quality Aviation, Inc.
3401 W. Trunk Hwy 21
Faribault, MN 55021
1-866-865-1777

N270MW Aircraft Log entry.

Date: 10/30/15 Aircraft Hobbs: 2476.7 Aircraft TT: 2476.7

- * Sealed left door window, lower fwd corner area.
- * Sealed aft window, lower edge.
- * Blended nick at leading edge of propeller blade.
- * Replaced the flap switch with new, P/N 50336-001. Functional test was found to be satisfactory.

Gerald L. Serres A&P 3496061

Judd Lewis

Date: 3/3/16
FLT: 641.2
Hobbs: 2581.5

SR22
Reg. No: 270MW
Ser. No: 0735

Horizon Avionics, Inc.

2445 E. General Aviation Drive, Suite C, Alcoa, TN 37701. Tel: (865) 980-7858 Fax: (865) 980-7701

AIRFRAME LOG ENTRY

CW Annual insp IAW FAR 43 APP D. AD CW thru BiWeekly 2016-04. CW ELT Inspection IAW FAR 91.207(d). RH brake caliper resealed using new M83461/1-222 and installing new temp indicators 51698-001, 51698-003. Ground ran leak and ops check good.

MAINTENANCE RELEASE

I certify that this AIRFRAME has been inspected IAW A Annual inspection and was determined to be in an Airworthy condition. Pertinent Details Are On File Under Work Order No. M3984.

Signed: *[Signature]*

Cert. No. *162825807A*

Date: *3/4/16*

For Horizon Avionics, Inc.

DOMINION AVIATION

Date: 8/11/2016; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 2757.30; Tach: Total Time:; Engine - Type: S/N:; Time:; Prop - Type: S/N:; Time:

AIRFRAME

Removed left wing tip and left aileron to gain access to roll trim motor assembly. Removed roll trim motor assembly from aircraft p/n 12548-003 and installed new roll trim motor assembly p/n 12548-003 in ref. with Cirrus SR22 MM chapter 27-10. Travels checked good. Operationally checked good. Reinstalled left wing tip after maintenance performed.

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 *27865*

Signed: *[Signature]*

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

DAS FORM LB-1

Signature

DOMINION AVIATION

Date: 12/16/2016; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 2889.00; Total Time: 903.20; Engine - Type: IO-550 N27, S/N: 913973, Time: 111.20; Prop - Type: S/N:; Time: 111.20

Airframe

Replaced missing Magnetic Compass mounting hardware referencing Cirrus SR22 Airplane Maintenance Manual Chapter 34. Operation checked good.

Removed engine Manifold Pressure sensor and connected to vacuum source with calibrated vacuum gauge. Verified operation and Manifold Pressure readings on instrument panel MP Instrument and reading on MFD. Installed MAP Sensor referencing Cirrus SR22 Airplane Maintenance Manual Chapter 77. 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 *28413*

Signed: *[Signature]*

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

DAS FORM LB-1

Section 1: Record of maintenance and elementary work

DOMINION AVIATION

Date: 9/23/2016; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 2808.40; Total Time: 835.10; Engine - Type: IO-550 N27, S/N: 913973, Time: 43.10; Prop - Type: , S/N: , Time: 43.10

AIRFRAME

- Removed and replaced 55X autopilot (P/N 01192-34-61T-30 S/N 0636-10484 NexAir Avionics CRS #N4OR087B W.O. 3446-6) in reference to Cirrus SR22 maintenance manual chapter 22-00.
- Removed and replaced roll trim relay and sockets in reference to Cirrus SR22 maintenance manual chapter 22-00. Ops checked good.
- Removed and replaced nose landing gear fork bearings and teflon washer. Adjusted nose landing gear fork and secured with new cotter pin. All work done in reference to Cirrus SR22 maintenance manual chapter 32-00.
- Removed and replaced left and right main landing gear brake caliper o-rings and bled the brakes. Installed new brake caliper temperature stickers. All work done in reference to Cirrus SR22 maintenance manual chapter 32-00.
- Removed and replaced left main landing gear fairing bracket (P/N 17205-001) in reference to Cirrus SR22 maintenance manual chapter 32-00.
- Removed and replaced left main landing gear tire (P/N 156E66B1 S/N 70695864) in reference to Cirrus SR22 maintenance manual chapter 32-00.
- Service tire to 62 psi with shop air.

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 27983

Signature: *[Signature]*
 Dominion Aviation CRS# ODAR018H
 7511 Airfield Drive
 Richmond, Virginia 23237
 (804) 271-7793

DAS FORM LB-1

DOMINION AVIATION

Date: 3/30/2017; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 2959.60; Total Time: 2427.20; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2427.20; Prop - Type: D3A34C443, S/N: 023167, Time: 2427.20

AVIONICS

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

STANDBY

91.411 and 91.413 Calibration Record

Altitude	Err	Tolerance ±	Measured	Friction	Tolerance ±
1000	0	±20	1000	0	±20
1500	0	±20	1500	0	±20
2000	0	±20	2000	0	±20
2500	0	±20	2500	0	±20
3000	0	±20	3000	0	±20
3500	0	±20	3500	0	±20
4000	0	±20	4000	0	±20
4500	0	±20	4500	0	±20
5000	0	±20	5000	0	±20
5500	0	±20	5500	0	±20
6000	0	±20	6000	0	±20
6500	0	±20	6500	0	±20
7000	0	±20	7000	0	±20
7500	0	±20	7500	0	±20
8000	0	±20	8000	0	±20
8500	0	±20	8500	0	±20
9000	0	±20	9000	0	±20
9500	0	±20	9500	0	±20
10000	0	±20	10000	0	±20
10500	0	±20	10500	0	±20
11000	0	±20	11000	0	±20
11500	0	±20	11500	0	±20
12000	0	±20	12000	0	±20
12500	0	±20	12500	0	±20
13000	0	±20	13000	0	±20
13500	0	±20	13500	0	±20
14000	0	±20	14000	0	±20
14500	0	±20	14500	0	±20
15000	0	±20	15000	0	±20
15500	0	±20	15500	0	±20
16000	0	±20	16000	0	±20
16500	0	±20	16500	0	±20
17000	0	±20	17000	0	±20
17500	0	±20	17500	0	±20
18000	0	±20	18000	0	±20
18500	0	±20	18500	0	±20
19000	0	±20	19000	0	±20
19500	0	±20	19500	0	±20
20000	0	±20	20000	0	±20

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 # 28807

Signature: *[Signature]*

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

DAS FORM LB-4

DOMINION AVIATION

Date: 3/30/2017; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 2959.60; Total Time: 2427.20; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2427.20; Prop - Type: D3A34C443, S/N: 023167, Time: 2427.20

AVIONICS

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

PFD

91.411 and 91.413 Calibration Record

Altitude	Err	Tolerance ±	Measured	Friction	Tolerance ±	Data Correspondence
1000	0	±20	1000	0	±20	OK
1500	0	±20	1500	0	±20	OK
2000	0	±20	2000	0	±20	OK
2500	0	±20	2500	0	±20	OK
3000	0	±20	3000	0	±20	OK
3500	0	±20	3500	0	±20	OK
4000	0	±20	4000	0	±20	OK
4500	0	±20	4500	0	±20	OK
5000	0	±20	5000	0	±20	OK
5500	0	±20	5500	0	±20	OK
6000	0	±20	6000	0	±20	OK
6500	0	±20	6500	0	±20	OK
7000	0	±20	7000	0	±20	OK
7500	0	±20	7500	0	±20	OK
8000	0	±20	8000	0	±20	OK
8500	0	±20	8500	0	±20	OK
9000	0	±20	9000	0	±20	OK
9500	0	±20	9500	0	±20	OK
10000	0	±20	10000	0	±20	OK
10500	0	±20	10500	0	±20	OK
11000	0	±20	11000	0	±20	OK
11500	0	±20	11500	0	±20	OK
12000	0	±20	12000	0	±20	OK
12500	0	±20	12500	0	±20	OK
13000	0	±20	13000	0	±20	OK
13500	0	±20	13500	0	±20	OK
14000	0	±20	14000	0	±20	OK
14500	0	±20	14500	0	±20	OK
15000	0	±20	15000	0	±20	OK
15500	0	±20	15500	0	±20	OK
16000	0	±20	16000	0	±20	OK
16500	0	±20	16500	0	±20	OK
17000	0	±20	17000	0	±20	OK
17500	0	±20	17500	0	±20	OK
18000	0	±20	18000	0	±20	OK
18500	0	±20	18500	0	±20	OK
19000	0	±20	19000	0	±20	OK
19500	0	±20	19500	0	±20	OK
20000	0	±20	20000	0	±20	OK

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 # 28807

Signature: *[Signature]*

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

DAS FORM LB-4

DOMINION AVIATION

Date: 4/07/2017; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735;
 Hobbs: 2960.10; Total Time: 2427.20; Engine - Type: IO-550 N27B, S/N:
 913973, Time: 2427.20; Prop - Type: D3A34C443, S/N: 023167, Time:
 2427.20

Airframe

Complied with the Annual and 100 hour inspection in accordance with
 Dominion Aviation Services FORM 0100 which meets the requirements of
 FAR 43 appendix D and with reference to Cirrus SR22 maintenance manual
 chapter 5 page 4-23.

Removed the fuel bowl and screen. Cleaned and inspected as required. No
 defects noted. Reinstalled the bowl and screen with new o-rings (p/n
 MS29513-137, NAS1523-8B) and secured with safety wire in reference with
 Cirrus SR22 maintenance manual. No leaks detected.

Serviced the brake reservoirs as required with MIL-H-5606 hydraulic fluid.

Complied with the 100 hour lubrication as required in chapter 12.

Complied with leak check on fuel bowl. No leaks detected.

Removed the battery from the aircraft. Serviced and charged the battery as
 required. Verified electrolyte levels and specific gravity checked good in all
 cells. Reinstalled the battery in the aircraft.

Serviced the tires as required.
 Nose to 40 psi with shop air.
 Mains to 62 psi with shop air.
 All work done in reference to the POH.

Complied with the fire extinguisher inspection and weight check as required.
 Fire extinguisher weight is 1 lb 8.9oz.
 Installed a new placard on the fire extinguisher.
 Reinstalled the extinguisher in the aircraft.

Cleaned engine of residual oil / dirt buildup as required with mineral spirits
 and dried with shop air.

Complied with flight control travel and cable tension checks. No
 discrepancies noted. All work done in reference with Cirrus SR22 AMM.

Inspected the ELT as per FAR 91.207(d).
 MAKE : ACK Tech
 MODEL : E-01
 SERIAL : 050734
 THE BATTERY EXPIRES : March 2018

Checked and listed all applicable Airworthiness Directives using ATP revision
 dated 04/04/2017.
 Complied with the logbook research.
 Updated the computer profiles.

Hooked up tks pressure pot, blew out tks wing panels. TKS system op
 checked good, Ref cirrus maintenance manual ch 30.

Inspected engine sensor connections at DAU and PFD removed electrical
 connectors and cleaned with contact cleaner, reinstalled connectors at PFD
 and DAU. Referenced Cirrus MM Chp 77. Ops check good.

Replaced door handle screw p/n:ms24694S15 and cap p/n: 50825-001.
 Handle is secured, ref Cirrus maintenance Manual Ch 52.

Found glare shield GPS antenna's not secured on glare shield. Removed old
 Velcro and cleaned glare shield and antenna's of old adhesive. Installed
 new Velcro P/N 50494-001 and P/N 50497-002 to antenna's and glare
 shield, antenna's securely attached. Reinstalled coax connections and
 installed glare shield. Navigational radio checks good.

Found number 1 EGT prob loose and clamp broken. Replaced number 1
 EGT prob with new P/N 16579-002. Ops check Good. Ref. Cirrus AMM
 chapter 77.

work

Details of task

DOMINION AVIATION

Resealed aft window and pilot window. Ref Cirrus Maintenance Manual Chap
 56.

Removed broken rudder interconnect bungie and installed new bungie p/n
 12983-001. Rigged rudder interconnect bungie in reference with Cirrus SR22
 AMM chapter 27. Ops check good.

Removed left brake caliper to gain access to brake linings. Removed left
 brake linings, and installed new brake linings P/N- 066-10500 and secured
 brake linings with new rivets P/N 105-00500. Installed brake linings on brake
 assy then installed on aircraft, torqued caliper on wheel. Referenced Cirrus
 SR-22 MM Chp. 32. Ops check good.

Replaced Right break caliper o-rings P/N M83461/1-222 x2. Replaced both
 blue and yellow temp stickers. Breaks bleed and ops check normal. All work
 in reference to Cirrus SR-22 MM Chapt. 32-40

Secured left and right door handle rings in reference to Cirrus MM chp 20.
 Ops check good

Removed Goodyear Flight Special II 15X6.0-6 p/n156E66B1, S/N 52195835,
 and replaced it with Goodyear Flight Special II, p/n 156E66B1 S/N
 62295821. Inner-tube replaced with Michelin Airstop inner-tube, p/n 06-
 00021. All work in reference to Cleveland Wheels manual and Cirrus SR22
 MM. Inflation per Cirrus SR22 POH at 62 PSI with shop air.

Repaired left exhaust tail pipe to firewall bonding strap. Ref. AC 43-13

Removed and replaced induction flapper assy p/n 15710-002. All work done
 in reference to Cirrus SR22 AMM.

Complied with AD 93-05-06 ACS Switch Inspection and Lube, Eff Dt
 4/29/1993 in reference with AD and Cessna SEB 91-5R1, Rev 1 dated June
 14, 1991. Next due 4,427.2 TTAF.

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.

Signed [Signature] CRS# ODAR018H

I certify that this Airframe has been inspected in accordance
 with a/an Annual inspection and was determined to be in
 airworthy condition. Details on file at this facility.

Inspector [Signature]
 Work Order # 28794

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

DAS FORM LB-2

Signature

AM

Section 2: Record of engine, propeller and component* installations

Date Installed	Total air time	Item (engine prop or name of component)	Type/Model/Serial	Serial Number	Position	Date
5-04-17						

DOMINION AVIATION

Date: 5/04/2017; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 2960.10; Total Time: 2427.20; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2427.20; Prop - Type: D3A34C443, S/N: 023167, Time: 2427.20
 Airframe

-Removed light corrosion on elevator and painted as required. Complied with work in accordance with SR-22 Cirrus MM.

-Installed Enhanced Flight Model BM-AIK2 Airframe Interface Kit for Battery/Minder Maintenance Charger. Fabricated and installed 2-wire battery connection harness MIL-W-22759/16 wire with 10A in-line circuit protection fuse. Attached to battery cable and ground stud at MCU with ring terminals. Terminated opposite end with Anderson SB50 plug and secured to the external power connector using a band clamp. All work IAW AC43.13/1B. Verified continuity, polarity, and tested with charger for proper aircraft electrical system operation. No defects noted at this time.

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 28703

Signed [Signature]

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

DAS FORM LB-1

DOMINION AVIATION

Date: 5/11/2017; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 2999.00; Total Time: 2461.90; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2461.90; Prop - Type: D3A34C443, S/N: 023167, Time: 2461.90

AIRFRAME

Removed Garmin GNS 430 pn 011-00280-10 sn 97117247 for repair due to no satellite reception. Installed loaner GNS 430 same pn sn 97102484 with loaner Terrain data card. NAV data card moved to loaner unit. No Terrain data card was installed in original unit. Configured loaner GNS 430 to match removed unit. Operation checked good.

Removed Garmin GNS 430 pn 011-00280-10 sn 97115649 for repair due to low battery message. Installed loaner GNS 430 same pn sn 97101600 with loaner Terrain data card. NAV data card moved to loaner unit. No Terrain data card was installed in original unit. Configured loaner GNS 430 to match removed unit. 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 28963

Signed [Signature]

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

DAS FORM LB-1

DOMINION AVIATION

Date: 5/30/2017; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 3037.60; Total Time: 2496.60; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2496.60; Prop - Type: D3A34C443, S/N: 023167, Time: 2496.60

Airframe

Removed loaner Garmin GNS 430 from position 1 pn 011-00280-10 sn 97101600 and installed original repaired GNS 430 pn 011-00280-10 sn 97115649 after memory battery replacement by TechnicAir CRS EWGR7520. Transferred NAV data card from loaner to installed unit. No Terrain data card was installed in original unit. Referenced Cirrus SR22 Airplane Maintenance Manual Chapter 34. Operation checked good.

Removed loaner Garmin GNS 430 from position 2 pn 011-00280-10 sn 97102484 and installed original repaired GNS 430 pn 011-00280-10 sn 97117247 after repair by Garmin CRS G6XR582Y. Transferred NAV data card from loaner to installed unit. No terrain data card was installed in original unit. Referenced Cirrus SR22 Airplane Maintenance Manual Chapter 34. 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 29021

Signed [Signature]

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

DAS FORM LB-1

DOMINION AVIATION

Date: 7/26/2017; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 3057.00; Total Time: 2512.60; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2512.60; Prop - Type: D3A34C443, S/N: 023167, Time: 2512.60

AIRFRAME

Powered all buses and found no power to Avionics non-essential bus. Removed and replaced Relay P/N 50288-001 (Avionics Non-Essential). Ops checks good. Removed broken screw on circuit breaker panel and installed two new screws P/N 50835-012 secured panel. Ref Cirrus AMM 24.

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 29225

Signed [Signature]

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

DAS FORM LB-1

Sec

5-02-18

DOMINION AVIATION

Date: 5/02/2018; Aircraft: 270MM; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 3267.60; Total Time: 2696.70; Engine - Type: IO-550 N275; S/N: 913973; Time: 2696.70; Prop - Type: D3A34C443; S/N: 023167; Time: 2696.70

Airframe

Complied with the Annual and 100 hour inspection in accordance with Dominion Aviation Services FORM 0100 which meets the requirements of FAR 43 appendix D and with reference to Cirrus SR 22 maintenance manual chapter 5.

Removed the fuel bowl and screen. Cleaned and inspected as required. No defects noted. Reinstalled the bowl and screen with new o-rings (p/n o-ring p/n MS29513-137 and Stat-o-seal p/n NAS1523-8B) and in reference with Cirrus SR-22 maintenance manual. No leaks detected.

Serviced the brake reservoirs as required with 5606 hydraulic fluid.

Complied with the Annual, 100, 200, 300, 500 hour lubrication as required in Cirrus SR-22 MM chapter 12.

Serviced the tires with shop air as required. Nose to 40 psi, Mains to 62 psi. per the POH.

Complied with cable tension and control surface travel checks in reference with Cirrus SR-22 chapter 6. All tensions and surface travels within limits for continued airworthiness.

Inspected the ELT as per FAR 91.207(d).

MAKE : ACK Technologies Inc.
MODEL : E-01
SERIAL : 050734
THE BATTERY EXPIRES : April 2020

Checked and listed all applicable Airworthiness Directives using ATP revision dated 04/26/2018.

Complied with the logbook research. No new or recurring ADs due at this time.

Updated the computer profiles.

Replaced erosion tape on landing gear and wheel covers, and leading edge of wings as needed.

Pilot reports results for 30 degree aileron roll test to be 2.5 sec left and 4 sec right. Adjusted Aileron Trim Tab down 2 degrees. Reference Cirrus SR22 AMM Chapter 57-50.

Removed inop Recog Lights from Lt & RT wingtips and replaced with new (PN# 01-1170) recog lights IAW Supplied Aero-LED installation document #0104-0003. Reinstalled wingtips, Nav, Strobe, and Recog lights checked good.

Found flap knob loose and in wrong position. Adjusted knob to correct position and tightened knob hardware. Ops checks good.

On ELT Model E-01 S/N 050734 the ELT batteries are due by time in service for replacement. Removed old batteries and installed 8 new batteries P/N MN1300. Ops checks good. For details see discrepancy 17. Next Battery EXP.DATE APRIL 2020. Noted on front of ELT.

Replaced induction air filter with p/n BA-24. all work in reference to Cirrus SR-22 MM.

Repositioned Alt Air cable and placed RTV to prevent any further chaffing.

Hardware securing control cable to prop governor tightened and secured with a new cotter pin. Ops check good. All work in accordance with Cirrus SR-22 MM.

Tightened hardware securing control cable to mixture control lever. Ops check good. All work in accordance with Cirrus SR-22 MM.

Modifications

Table with columns: Description, Serial Number, Position, Date

DOMINION AVIATION

Replaced Brake caliper O-rings on both main gears. O-ring p/n M8341/1-222 and temp stickers p/n 51698-001 and p/n 51698-003. Function check shows ops normal.

Removed and replaced right main brake linings (PN: 066-10500) IAW the Cleveland wheel and brake maintenance manual.

Removed worn RT MLG brake disc and replaced with new (PN# 164-01501) brake disc IAW Cleveland Maint Manual Section 300.

Aft cargo window resealed using PRC IAW the Cirrus maintenance manual, chapter 56.

Removed and cleaned filter oil from inside induction air assembly. Reinstalled assembly IAW Cirrus SR22 Maint Manual Ch 71-60. Alternate air cable operation checked good.

Removed and re-secured aft rubber tie down IAW the Cirrus SR-22 maintenance manual, chapter 53-20, page 10.

Replaced Main Battery Due to not holding a charge. Battery removed p/n G-243, S/N G02824860. Installed new battery p/n G-243, S/N G02988792. Post install Ops Check normal. All work in accordance with Cirrus SR-22 MM and Gill Battery instructions.

Secured #4 lower inner baffle by replacing 2 rivets that were missing with p/n CR3212-4-1. Baffle section Ops normal. All work in reference to AC 14.31-1B Section 4-9

Removed and replaced left outboard flap hinge (P/N 14573-004) in reference to Cirrus SR22 maintenance manual chapter 27-00. Removed left aileron. Removed left flap. Unleashed left aileron control cable to FOM. Removed left aileron actuation pulley assembly. Removed left outboard flap hinge. Installed new left outboard flap hinge. Installed left aileron actuation pulley assembly. Re-routed left aileron cable assembly and acquired proper tension with turnbuckle and secured with new clips. Installed left flap. Installed left aileron. Secured all components with cotter pins and safety wire when required. Performed aileron and flap rigging procedures. Left aileron control cable tensions and flight control travels are within limits for continued airworthiness. Flap travels are within limits for continued airworthiness.

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.

Signed [Signature] CRS# ODAR018H

I certify that this [Signature] has been inspected in accordance with a/an [Signature] inspection and was determined to be in airworthy condition. Details on file at this facility.

Inspector [Signature]

Work Order # 30204

Dominion Aviation CRS# ODAR018H
7511 Airfield Drive
Richmond, Virginia 23237
(804) 271-7783

DAS FORM LB-2

Entered by

Section 2: Record of engine, propeller and component* Installations

Date Installed	Total air time	Item (engine prop or name of component)	Type/Model/Series	Serial Number	Position	Date
/ /						



Date: 5/10/2019; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 3440.50; Total Time: 2845.40; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2845.40; Prop - Type: D3A34C443, S/N: 023167, Time: 2845.40
AVIONICS

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

STANDBY
91.411 and 91.413 Calibration Record

Altitude	Static Pressure	Temperature	Static Compensation	Dynamic Compensation
3000	0.8650	24.5	0.00	0.00
2500	0.8750	24.5	0.00	0.00
2000	0.8850	24.5	0.00	0.00
1500	0.8950	24.5	0.00	0.00
1000	0.9050	24.5	0.00	0.00
500	0.9150	24.5	0.00	0.00
0	0.9250	24.5	0.00	0.00
500	0.9350	24.5	0.00	0.00
1000	0.9450	24.5	0.00	0.00
1500	0.9550	24.5	0.00	0.00
2000	0.9650	24.5	0.00	0.00
2500	0.9750	24.5	0.00	0.00
3000	0.9850	24.5	0.00	0.00

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 # 31573
Signature: JGH
Dominion Aviation Service CRS# ODAR-018H
7511 Airfield Dr
Richmond VA, 23237
(804) 271-7793
DAS FORM LB-4



Date: 5/10/2019; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735; Hobbs: 3440.50; Total Time: 2845.40; Engine - Type: IO-550 N27B, S/N: 913973, Time: 2845.40; Prop - Type: D3A34C443, S/N: 023167, Time: 2845.40
AVIONICS

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

PFD
91.411 and 91.413 Calibration Record

Altitude	Static Pressure	Temperature	Static Compensation	Dynamic Compensation
3000	0.8650	24.5	0.00	0.00
2500	0.8750	24.5	0.00	0.00
2000	0.8850	24.5	0.00	0.00
1500	0.8950	24.5	0.00	0.00
1000	0.9050	24.5	0.00	0.00
500	0.9150	24.5	0.00	0.00
0	0.9250	24.5	0.00	0.00
500	0.9350	24.5	0.00	0.00
1000	0.9450	24.5	0.00	0.00
1500	0.9550	24.5	0.00	0.00
2000	0.9650	24.5	0.00	0.00
2500	0.9750	24.5	0.00	0.00
3000	0.9850	24.5	0.00	0.00

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 # 31573
Signature: JGH
Dominion Aviation Service CRS# ODAR-018H
7511 Airfield Dr
Richmond VA, 23237
(804) 271-7793
DAS FORM LB-4

*2019 Hobbs 3462.60 Total 2858.0
July 10 Troubleshoot + Repair elevator Trim. Found
wiring fault - repaired - ck good.
Phil 2 Hobbs A+P 1649258*

Section 2: Record of engine, propeller and component* installations

Date Installed	Total air time	Item (engine prop or name of component)	Type/Model/Series	Serial Number	Position	Date
1/1		NexAir Avionics LLC 246 SOUTH MEADOW ROAD GATE 6, HANGAR SW-1, PLYMOUTH, MA 02360 N4OR087B LOG ID# 2091 24-February-2020 WOF# 5906 HOBBS 3563.1 <i>Total Time 2968.0</i> N270MW S/N 0735 CIRRUS SR22				Pg 1/1

SENT OUT PILOT AND CO-PILOT YOKES AND BULL NOSE COVER FOR NEW LEATHER WRAP AND STITCHING. NEW CARBON OVERLAY PANEL ON INSTRUMENT PANEL, STANDBY INSTRUMENT PANEL AND CENTER CONSOLE. INSTALLED NEW AUTO PILOT DISCONNECT SWITCH (PN: P7-371241) ON PILOT YOKE. INSTALLED NEW PUSH TO TALK SWITCHES ON PILOT AND CO-PILOT YOKES (PN:P7-371242).

REMOVED NOSE WHEEL ASSEMBLY, MAIN WHEEL ASSEMBLY, BRAKE CALIPERS, PARKING BRAKE ASSEMBLY AND MASTER CYLINDERS. INSTALLED BERINGER BRAKE KIT #70510-001 AND DRAINED ORIGINAL BRAKE FLUID AND REPLACED WITH TYPE MIL-PRF-87257 HYDRAULIC BRAKE FLUID IAW CIRRUS SERVICE BULLETIN #SB2X-32-21R3 ISSUED 11 JUNE 2019. LEAK CHECK OPS CHECK GOOD.

NOTE: WORK ORDER 5906 ON FILE.

THE ABOVE WORK WAS COMPLETED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK ACCOMPLISHED.

N4OR087B JOSEPH J. DEBELLA

1/1		NexAir Avionics LLC 246 SOUTH MEADOW ROAD GATE 6, HANGAR SW-1, PLYMOUTH, MA 02360 N4OR087B LOG ID# 2027 24-February-2020 WOF# 5906 HOBBS 3563.1 <i>2948.0</i> N270MW S/N 0735 CIRRUS SR22				Pg 1/1
-----	--	---	--	--	--	--------

AVIONICS UPGRADE TO INCLUDE THE REMOVAL OF: ACK TECHNOLOGIES ENCODER (PN: A-30 SN: 101299), AVIDYNE PFD (PN: 700-00006-00 SN: 20039197), CIRRUS PITCH TRIM MOTOR (PN: 11797-008 SN: 1293), COMANT SPLITTER (PN: CI 1125 SN: 306196), COMANT ANTENNA (PN: CI 420-10 SN: 357384), COMANT ANTENNA (PN: CI 109 SN: 3073409), GARMIN GNS 430 GPS/NAV/COM (PN: 011-00280-10 SN: 97117247), GNS 430 GPS/NAV/COM (PN: 011-00280-10 SN: 97115649), GARMIN GTX 327 TRANSPONDER (PN: 011-00490-00 SN: 83723147), GARMIN GA 56 GPS ANTENNA (PN: 011-00134-00 SN: 59086258), GARMIN GA 56 GPS ANTENNA (PN: 011-00134-00 SN: 59085623), PS ENGINEERING PM48000BT AUDIO PANEL (PN: 050-890-0702 SN: CBT3008), S-TEC 55X AUTOPILOT (PN: 01192-34-617-30 SN: 0636-10484), AIRSPEED INDICATOR (PN: 13562-002 SN: T44028), ALTIMETER (PN: 5934D-3 SN: 433958)

AVIONICS UPGRADE TO INCLUDE THE INSTALLATION OF: AVIDYNE DFC90 AUTOPILOT (PN: 700-00170-000 SN:M32756855), AVIDYNE PFD (PN: 700-00006-000 SN: 20039197), CIRRUS PITCH TRIM MOTOR (PN: 317A412 SN: 837), COMANT NAV SPLITTER (PN: CI 5120 SN: 619370), COMANT KA60 ANTENNA (PN: CI 105-16 SN: 42291), COMANT GPS/WAAS/XM ANTENNA (PN: CI 428-410 SN: 621297), COMANT WAAS GPS ANTENNA (PN: CI 2580-200 SN: 622486), GARMIN GTN 750XI GPS/NAV/COM (PN: 011-04634-00 SN: 5FR000579 SYSTEM ID: 34300SD4CED3), GARMIN GTN 650XI GPS/NAV/COM (PN: 011-04631-00 SN: 5FP000668 SYSTEM ID: 34300SD4CED3), GARMIN GTX 345R TRANSPONDER (PN: 011-03303-00 SN: 3EH026767), GARMIN GMA 35C AUDIO PANEL (PN: 011-02299-40 SN: 1T6203378), GARMIN USB PORT (PN: 011-04937-01 SN: 63M155922), TRANS CAL ENCODER (PN: SSD120-30N-RS232 SN: SRN27210), AIRSPEED INDICATOR (PN: 13562-003 SN: T54055), ALTIMETER (PN: 5934AD-3 SN: 460224)

NOTE: WORK ORDER 5906 ON FILE.

THE ABOVE WORK WAS COMPLETED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK ACCOMPLISHED.

N4OR087B ANDREW O'SHEA

1/1		NexAir Avionics LLC 246 SOUTH MEADOW ROAD GATE 6, HANGAR SW-1, PLYMOUTH, MA 02360 LOG ID# 2087 24-February-2020 WOF# 5906 HOBBS 3563.1 <i>2948.0</i> N270MW S/N 0735 CIRRUS SR22				Pg 1/1
-----	--	--	--	--	--	--------

ALTIMETER (PN: 700-00006-000 SN: 20039197), PITOT, STATIC AND ALTITUDE REPORTING SYSTEMS HAVE BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH FAR43, APPENDIX E AND F, AS REQUIRED BY FAR 91.411. TESTED TO 20,000 FT.

ALTIMETER (PN: 5934AD-3 SN: 460224), PITOT, STATIC AND ALTITUDE REPORTING SYSTEMS HAVE BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH FAR43, APPENDIX E AND F, AS REQUIRED BY FAR 91.411. TESTED TO 20,000 FT.

ATC TRANSPONDER (PN: 011-03303-00 SN: 3EH026767) HAS BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH FAR43, APPENDIX F, AS REQUIRED BY FAR 91.413.

NOTE WORK ORDER #5906 ON FILE.

THE ABOVE WORK WAS COMPLETED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK ACCOMPLISHED.

N4OR087B CAVO BALTAR

NEXAIR AVIONICS

N270MW PFD

Altimeter Correction Card SN: 20039197

ALT	Error	ALT	Error
-1000	0	14000	-10
0	0	16000	-10
500	0	18000	-10
1000	0	20000	-20
1500	0	22000	N/A
2000	0	25000	
2500	0	30000	
3000	0	35000	
4000	0	40000	
6000	-10	45000	
8000	-10	50000	
10000	-10	55000	
12000	-10		

Barometric InHg: 29.92 Test Date: 2/24/20
Tested By: *Joseph Debella* CRS N4OR087B
Plymouth Airport 246 S Meadow Rd Gate 6 Hangar SW-1 Plymouth, MA 02360

NEXAIR AVIONICS

N270MW Standby

Altimeter Correction Card SN: 460224

ALT	Error	ALT	Error
-1000	0	14000	-40
0	0	16000	-60
500	0	18000	-60
1000	0	20000	-60
1500	0	22000	N/A
2000	F10	25000	
3000	0	30000	
4000	+10	35000	
6000	0	40000	
8000	0	45000	
10000	-20	50000	
12000	-20	55000	

Barometric InHg: 29.9 Test Date: 2/24/20
Tested By: *Joseph Debella* CRS N4OR087B
Plymouth Airport 246 S Meadow Rd Gate 6 Hangar SW-1 Plymouth, MA 02360

NEXAIR AVIONICS

PLYMOUTH AIRPORT (KPYM)
246 S. MEADOW ROAD
PLYMOUTH, MA 02360

THIS ALTIMETER HAS BEEN INSPECTED, TESTED AND CERTIFIED TO COMPLY WITH FAR 91.411 PER FAR 43 APPENDIX E TO AN ALTITUDE OF 20,000 FT

PN 700-00006-000 S/N 20039197
WO# 5906 DATE 2/21/20
INSPECTOR *Joseph Debella* CRS # 4OR087B