PLATINUM ENGINE LOG BOOK



CONTINENTAL MOTORS

USE ONLY FUEL CONFORMING TO ASTM D910
USE OF AUTOMOTIVE GAS IS NOT APPROVED.



Teledyne Continental Motors, Inc.

Printed: 11/30/2007

This engine model 10550N50, Serial No. 691500 was manufactured on 11/30/2007 by Teledyne Continental Motors in accordance with approved design data and the applicable requirements of Part 21 of the Federal Aviation Regulation. The approved design data for this engine incorporates all changes required by applicable Airworthiness Directives and Teledyne Continental Motors Service Bulletins.

TELEDYNE CONTINENTAL MOTORS

A TELEDYNE TECHNOLOGIES COMPANY PRODUCTION CERTIFICATE NO. 508

| Date | Total | Time | | Since verhaul | Engine Service and Maintenance Reco |
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| | Hrs. | Min. | Hrs. | Min. | Modifications and Service Bulletins |
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| | | | | | THE FOLLOWING SUPPLEMENTAL TYPE CERTIFICATE NUMBER HAS BEEN INSTALLED ON THIS ENGINE |
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| | | | | | CDC on <u>01/24/08</u> . Cirrus Design Corporation Duluth, MN USA |
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| Engine Er | | | | | |
| (2) tristated Re equipment list | enffCorp.enq on the POH | gine heater, to reflect th | FAA-PIMA No Is instatation | PO2585CE, a Performed tu | in accordance with instatation instructions. Updated arcraft warpful & balance and functional check of engine preheater, function check was satisfactory. |
| I have reviewe | d the tile on t | his aircraft a | and the accomp | panying discre | repancy forms. The aircraft, airframe, aircraft, engine, propelair, or apphance identified. The Federal Awabon Administration and is approved for return to service. Pertinent |
| details of repor | | | | | |
| DATE: 2/12 | 2008 | | SIGNED: | | Work Order: 10747-02-2008 |
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| | | | | | DATE:02/22/2008 TACH: 24.2 |
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| | | | | | C/W 25Hr Inspection I/A/W Cirrus SR22 Maintnenance Manual dated 4/15/08 |
| | | | | а | and TCM Maintenance Manual X30834A, dated 4/2001. Drained cil, removed and |
| | | | | | replaced oil filter P/N CH48108-1. Cut and inspected old oil filter. No metal noted. Serviced engine with 8 qts. Aeroshell 100 Straight Mineral oil. Performed |
| | | | | | engine run up. No defects noted. |
| | | - | | _A | AD Compliance: Description: Next Due: |
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| | | | | | John Vazquez A&P 617076033 |
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| 0(d) 12-1 | iller, none no Iù | Ned Pertor | rmod operation | nal and leak ch | entitied engine with 8 quarts of Aerosholl 15W-50 engine (a). Performed particulate inspection on check's. Op's and loak check's good. All work was accomplished I A.W. Cirrus SR22 A.M.M. |
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| DATE: 7/9/2008 SIGNED: Work Order: 11365-08-2008 James Chrisman Certified Repair Station No. 10566551 Ensure: Still 031/500 Ensure: Still 031/500 Peoper Station No. 10566551 Cirrus Design Factory Service Center Ensure: Still 031/500 Peoper Station No. 10586551 Prone: 212-786-3101 Engine Entries (6) FLT Meter Time: 210-5 Peoperated origine ACs through to-workly issue: 2006 17 of Acts are incomplation at this time I have reviewed the 6th on this purified and the accompanying discrepancy forms. The according strategy property of the results of repair or on the all this Certified Repair Station CRS YDER8551 DATE: 8/26/2008 SIGNED: Work Order: 11837-08-2008 Mitch Nose | I have rowwood the file on this aircraft and the accompanying discrepancy forms. The aircraft airtrame, aircraft lengths, property or aircraft and the accompanying discrepancy forms. | |
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Date **Total Time** Time Since Engine Service and Maintenance Record Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Min. **Modifications and Service Bulletins Brought Forward** AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 10/23/2008; Aircraft: N220SU; Type: SR22 Complied with oil change. Drained oil and collected sample. Serviced engine with 8 quarts of Exxon Elite 20w50 oil. Replaced filter with new, PN: CH48108-1. Cut and inspected old filter. No defects noted. Cleaned engine and ground-run aircraft. No leaks noted. All work done in accordance with Cirrus maintenance manual, section 12-10. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station Under WO#: 08-0515 Hobbs time: 287.6 Flight-lime:243.8 AirQuest Aviation 485 Airport Rd Butler, PA 16002 **CRS # Q3ER924K** AirQuest Aviation 485 Airport Road Butler, PA 16002 Beyond Expectations... Date: 12/04/2008; Aircraft: N220SU; Type: SR22; S/N: 2922 Complied with 300 hour injector nozzle cleaning in accordance with TCM overhaul manual. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 08-0559 Hobbs time: 299.2 Flight time, 253.5 **Authorized Signature** AirQuest Aviation 485 Airport Rd Butler, PA 16002 **CRS # Q3ER924K AirQuest Aviation** 485 Airport Road Butler, PA 16002 Date: 12/04/2008; Aircraft: N220SU; Type: SR22; S/N: 2922 Registration number per Cirrus maintenance manual, section 11-20. Number changed from N220SU to N1228A. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 08-0579 light timen 258,5 Authorized Signature **AirQuest Aviation** 485 Airport Rd Butler, PA 16002 **CRS # Q3ER924K** AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 1/21/2009; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Complied with annual/100 hour/50 hour/25 hour inspection of engine. Complied with oil change. Drained oil and collected sample. Serviced engine with 8 quarts of Exxon Elite 20w50 oil. Replaced filter with new, PN: CH48108-1. Cut and inspected old filter. No defects noted. Inspected and cleaned oil sump screen. No defects noted. Cleaned engine and ground-run aircraft. No leaks noted. Complied with wastegate control cable installation per Tornado Alley kit instructions ES-15. Repaired crack in left side engine baffle with doubler of 2024T3 .040 ALCLAD. All work done in accordance with Cirrus maintenance manual. The Aircraft and/or Component Identified above was Inspected and/or Repaired in accordance with current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station. I certify that this engine has been inspected in accordance with a annual/100hour/50 hour/25 hour inspection and was determined to be in airworthy condition.

Hobbs time: 322.6 Fight time: 271.4 WO#: 09-0818

Signed Date 1/31/09 AirQuest Aviation 485 Airport Rd. Butler, PA 16002 Q3ER924K

Engine Service and Maintenance Record Time Since Total Time Date Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Min. Hrs. Hrs. Min. Modifications and Service Bulletins AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 4/24/2009; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Adjusted absolute controller. Removed and replaced # cylinder fuel injector nozzle with owner supplied "C" injector nozzle. Cleaned engine and ground-run aircraft. No leaks noted. All work done in accordance with Cirrus maintenance manual. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 09-0760 Flight tipne: 306.0 Hobbs time: 366.2 Authorized Signature AirQuest Aviation 485 Airport Rd Butler, PA 16002 CRS # Q3ER924K **AirQuest Aviation** 485 Airport Road **Butler, PA 16002** Date: 8/25/2009; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Removed and replaced intake duct with new P/N ETI-G2-200-M2-1 per Tornado Alley Turbo Inc 22-6460004 continued airworthiness. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 09-0967 Authorized Signature
AirQuest Aviation 485 Airport Rd Butler, PA 16002 CRS # Q3ER924K AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 11/02/2009; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Complied with oil change. Drained oil and collected sample with use of analysis kit P/N GA-001-NO. Removed, cut open and inspected oil filter. No defects noted at this time. Installed new oil filter P/N CH48108-1. Service engine with 8qts of Exxon Elite 20w50. Work done in accordance with Cirrus Maintenance Manual Sec 12-10. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 09-1053 Tach time: 346.7 Hobbs time: 417.0 Authorized Signature **AirQuest Aviation** 485 Airport Rd Butler, PA 16002 CRS # Q3ER924K AirQuest Aviation 485 Airport Road Butler, PA 16002

Date: 12/24/2009; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Complied with 100 hr / annual inspection of aircraft engine. Tested engine compression 1) 71/80. 2) 63/80 3) 70/80. 4) 70/80 5) 60/80 6) 72/80. Removd and replaced fuel bowl orings with new P/N NAS1523-8b and P/N MS29513-137. Work done in accordance with Cirrus Maintenance Manual Sec 5-20. Complied with TCM Top Care Inspection in accordance with TCM SID97-2B. Complied with Tornado Alley Turbo Countinued Airworthy Inspection in accordance with Tornado Alley Turbo Maintenance Manual Sec 22-6460004. The Aircraft and/or Component Identified above was Inspected and/or Repaired in accordance with current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station. I certify that this enigne has been inspected in accordance with a 100hr/annual inspection and was determined to be in airworthy condition. TTSN: 352.6

Tach time: 352.6 ACTT: 352.6 Hopbs time: 426.1

Signed AirQuest Aviation 485 Airport Rd. Butler, PA 16002

Q3ER924K

WO#: 09-1148

Time Since Total Time Engine Service and Maintenance Record Date Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Min. Modifications and Service Bulletins AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 12/29/2009; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Removed and replaced #4 bottom lead with new P/N 10-400401-78. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 09-1155 Hobbs time: 426.3 Tach time: 352.9 Authorized Signature / AirQuest Aviation 485 Airport Rd Butler, PA 16002 **CRS # Q3ER924K** AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 4/29/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Complied with oil change. Drained oil, took sample. Replaced oil filter with new P/N CH48108-1. Serviced engine with 8qts of Exxon Elite 20W50. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 10-1299 Hobbs time: 467.7 Tach time: 394,3 **Authorized Signature AirQuest Aviation** 485 Airport Rd **Butler, PA 16002** CRS # Q3ER924K AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 6/29/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Removed and replaced #6 top plug with new P/N RHB32S. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 10-1413 Hobbs time, 484,2 **Authorized Signature** AirQuest Aviation 485 Airport Rd Butler, PA 16002 **CRS # Q3ER924K** AirQuest Aviation 485 Airport Road **Butler, PA 16002** Date: 8/03/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Removed and replaced #1 bottom sparkplugwith new P/N RHB32S. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 10-1478 Hobbs time: 498.5 Tach time: 419.3 Authorized Signature AirQuest Aviation 485 Airport Rd Butler, PA 16002

CRS # Q3ER924K

| Date | Total Time | | ne Since Overhaul | Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, |
|--|--|---|---|--|
| | Hrs. Mir | n. Hrs. | Min. | Modifications and Service Bulletins |
| Brought Forward | | | | |
| AirQuest 485 Airport Ro Butler, PA 160 | oad | | | AIRQUESTAVIATION |
| Date: 8/26/2010 Removed and re Repaired in Acco Repair are on Fil Hobbs time: 502 Authorized Signa AirQuest Aviation 485 Airport Rd Butler, PA 16002 CRS # Q3ER924 | eplaced all spa ordance with C ile at this Repa 2.0 Tach tif ature // // // // // // // // // // // // // | rkplugs with Turrent FAA | new P/N I Regulation | S/N: 2922 RHB32E. The Aircraft and/or Component Identified above was Inspected and/or as and is Approved for Return to Service. Pertinent Details of the Inspection / or |
| | | | 1 | |
| 485 Airpo Butter, P | A 16002 | | | RUS; S/N: 2922 noression tested: 1] 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80. Min of Day noression tested: 1] 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80. Min of Day noression tested: 1] 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80. Min of Day |
| 47/80. Con filter with n noted. Cie 79-20. Cor Componer Service. P accordanc ACTT: 52- Signed | mpiled with oil of the ward engine a mplied with TC int Identified above the with a annual 4.2 Hobbs time Aviation 485 Ai | 108-1. Cut nd ground-1 M Top Care ove was ins s of the insp al inspection me: 524.2 | and inspection aircraft. Inspection pected and pection / or n and was Tach time | RUS; S/N: 2922 Appression tested: 1] 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80. Min of Day Appression tested: 1] 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80. Min of Day Appression tested: Serviced engine with 8 quarts of Exxon Elite 20w50 oil. Replaced and cleaned oil sump screen. No defects sted old filter. No defects noted. Inspected and cleaned oil sump screen. No defects no leaks noted. All work done in accordance with Cirrus Maintenance Manual, Section No leaks noted. All work done in accordance with Cirrus Maintenance Manual, Section in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Tornado Alley Turbo 200hr turbo inspection. The Aircraft and/or in Compiled with Cirrus Maintenance Manual, Section No Inspection in Compiled with Cirrus Maintenance Manual, Section No Inspection in Compiled with Cirrus Maintenance Manual, Section No Inspection in Compiled with Cirrus Maintenance Manual, Section No Inspection in Circums No |
| Q3ER924 | ik l | <u> </u> | | |
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| _ AirQue _ A85 Airpoi _ Butter, PA | | n | ! | AIRQUESTAVIATION Beyond Expectations |
| Performed of Support. Co | empression increases in specials of the instance of the instan | d compress eased to 69 cted and/or pection / or b-time: 443. | sion check 9/80. Resec Repaired i Repair are | US; S/N: 2922 and found #4 cylinder compression low 40/80. Lapped exhaust valve per Cirrus Tech cured oil sump heater per Cirrus Tech Support. The Aircraft and/or Component in Accordance with Current FAA Regulations and is Approved for Return to Service. on File at this Repair Station under WO#: 10-1695 |
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Total Time Time Since Date Last Overhaul Hrs. Min Hirs. Min.

Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

AirQuest Aviation

485 Airport Road Buller, PA 16000

Date: 3/25/2011; Aircraft: N1228A; Type: CIRRUS; SAI: 2922

Compiled with oil change. Drained oil and collected sample. Serviced engine with 8 quarts of Exxon Elite 20w50 oil. Replaced filter with new, PN: CH48108-1. Cut and inspected old filter. No defects noted. Inspected and cleaned oil surep screen. No defects noted. Cleaned engine and ground-run aircraft. No leaks noted. All work done in accordance with Climus Maintenance Manual, Section 12-10.Compression tested: 1] 66/80, 2] 74/80, 3] 56/80, 4] 66/80, 5] 62/80, 6] 68/80. Min of day 45/80. Removed and replaced Rt magneto capacitor with new P/N 10-600615 and gasket with new P/N 10-600613, Removed and repalced #3 cylinder intake tube gasket with new PriV 649950. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current PAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection I or Repair are on File at this Repair Station. under WOR: 11-1802

Hobbs time: 560.7 Authorized Signature 2 AirQuest Aulation 485 Airport Rd Buder, PA 16002 CRS # Q3ER024K

AirQuest Aviation

485 Airport Road Buller, PA 16002

Date: 4/05/2011; Alreigh: N1228A; Type: CRRUS; SIN: 2922

Removed and replaced Rt and Lt magneto ignition harvesses with new P/N 10-423674-33. The Airsraft and/or Component Identified above was inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Portinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 11-1812

Hobbs time: 563.1 Authorized Signature AirQuest Avtation 485 Alreon Rd

Buller, PA 16002 CRS # Q3ER924K

AirQuest Aviation

485 Airport Road Butter, PA 16002 AIROUESTAVLAT

Date: 5/27/2011; Aircraft N1226A; Type: CIRRUS; SN: 2922 -

Removed and replaced TiT propbe with new P/N 88245. Compiled with 58 2X-49-09 TVS tuse, installed new inline tuse holder P/N 5099G-001 and new type Pith 50991-001. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WOR 11-1682

Hobbs time: 581.4 Tach tiny: 484.0 Authorized Signature / 188.0

AirQuest Aviation 485 Airport Rd

AirQuest Aviation

485 Airport Float Butler, PA 16002 AIROUESE:

Date: ASTASSTI, Arount N1226A; Type: CIPRUS, SAL 2022.

Complied with oil change. Drained sit and collected sample. Serviced angine with 8 quarts of Excur Eller 20w50 oil. Replaced lifter with new, PN: CH48108-1. Cut and inspected old filter. No defects noted. Inspected and cleaned oil sump screen. No defects noted. Cleaned engine and ground-run sircraft. No leaks noted. All work done in accordance with Circus Maintenance Manual, Section 12-10. Complied with SA:11-03 exhaust system / engine driven fuel pump inspection. The Archalt and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Perfinent Details of the Inspection / or Repair are on File at this Repair Station under WOR: 11-1954

Hobbs sme: 593.3 Authorized Signature AirQuest Aviation

465 Airport Fld Butter, PA.16002 CRS # Q3ER924K

| Hrs. Min. Hrs. Min. Modifications and Service Bulletins AirQuest Aviation 485 Airport Road Butter, PA 16002 AirCaft: N1228A; Type: CIRRUS; S/N: 2922 temoved and replaced all sparkplugs with new P/N RHB32E. The Aircraft and/or Component Identified above was Inspected and/or tepaire are on File at this Repair Station under WO#: 10-1519 Iobbs time: 502.0 Tach life: 4219 Lichard Signature LirQuest Aviation 85 Airport Rd Little Aircraft and/or Component Identified above was Inspected and/or Return to Service. Pertinent Details of the Inspection / or Return to Service Servic | Date | Tota | l Time | | Since verhaul | Engine Service and Maintenance Record | |
|--|---|---|---|---------------------------------------|---|---|----|
| AlrQuest Aviation 485 Airport Road Builder, PA 16002 Balter Burger States Burger Stat | | Hrs. | Min. | | | Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins | |
| ABROUS AND AND Bayond Expectations. Balter, PA 16002 Alter. B2626010; Aircraft: N122BA; Type: CIRRUS; S/N: 2922 Lemoved and replaced all sparkplugs with new P/N RHB32E. The Aircraft and/or Component Identified above was Inspected and/or tepair and no File at this Repair Station under WOW: 10-1519 (obts time: 502.0. Taght thing: 42.9. Littless Aviation 485 Airport Road Butler, PA 16002 AirCluest Aviation 485 Airport Road Butler, PA 16002 Date: 11/24/2010; Arraft M122BA; Type: CIRRUS; S/N: 2922 Date: 14/24/2010; Arraft M122BA; Date: Arraft M122BA; Date | ht Forward | | - | | | | |
| emoved and replaced all sparkplugs with new P/N RH832E. The Aircraft and/or Component Identified above was inspected and/or episir are on File at this Repeit Station under WO#. 10-1519 obts time: 502.0 Table 18th; 223.0 Table 18 | 485 Airport Ro | oad | ion | | | AIRQUESTAVIATION Beyond Expectations | _ |
| clubs time: 502.0 AirQuest Aviation As Airport Road Buller, PA 16002 Date: 11/24/2010, Arcraft N1228A: Type: CIRRUS; S/N: 2922 Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Date: 11/24/2010, Arcraft N1228A: Type: Cirrus tested: 10 feet and fine accordance with current fraction and is Approved for Return tested: 10 feet and 10 feet a | temoved and re tepaired in Acc | eplaced ordance | all sparkp | lugs with r rent FAA R | new P/N R legulations | tHB32E. The Aircraft and/or Component Identified above was Inspected and/or s and is Approved for Return to Service. Pertinent Details of the Inspection / or | _ |
| AirQuest Aviation As Airport Road Butler, PA 16002 RS # Q3ER824K Date: 11/24/2010; Aircraft: N1228A: Type: CIRRUS; S/N: 2922 Date: 11/24/2010; Aircraft: N1228A: Type: Cirrus tested: 1) 67/80, 2) 63/80, 3) 62/80, 4) 48/80, 5] 61/80, 6] 70/80. Min of Day Compiled with annual inspection of engine. Compression tested: 1) 67/80, 2) 63/80, 3) 62/80, 4) 48/80, 5] 61/80, 6] 70/80. Min of Day Compiled with annual inspection of engine. Compression tested: 1) 67/80, 2) 63/80, 3) 62/80, 4) 48/80, 5] 61/80, 6] 70/80. Min of Day Compiled with annual inspection of engine. Compression tested: 1) 67/80, 2) 63/80, 3) 62/80, 4) 48/80, 5] 61/80, 6] 70/80. Min of Day Compiled with Total annual inspection of engine. Serviced engine with 8 quarts of Exxon Eitle 20/80 oil. Replaced 47/80. Compiled with Total annual inspection of engine. Serviced engine with 8 quarts of Exxon Eitle 20/80 oil. Replaced 47/80. Compiled with Total annual inspection of complex of the serviced engine with 8 quarts of Exxon Eitle 20/80 oil. Replaced 47/80. Compiled with Total annual inspection and the serviced engine with 8 quarts of Exxon Eitle 20/80 oil. Replaced 47/80. Compiled with Total annual inspection of the engine of the inspection of the complex of the inspection of the complex of the serviced. All work one accordance with 10 for Care Inspection. The Aircraft annual replaced annual respection and with 79-20. Complex of the complex o | | ile at this 2.0 T | s Repair S ach time: | 421.9 | er wo#: 1 | 10-1518 | _ |
| BS Alrouest Aviation 45 Airport Road Butler, PA 16002 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: 10/24/2010; Aircraft: N1228A; Type: Cirrus; S/N: 2922 Date: 11/24/2010; Aircraft: N1228A; Type: Cirrus; S/N: 2922 Date: 12/23/20/2010; Aircraft: N1228A; Type: Cirrus; S/N: 2922 Date: 12/23/2010; Aircraft: N1228A; Type: Cirrus; S/N: 2922 Date: 12/30/2010; Aircraft: N1228A; Type: Cirrus; S/N: 2922 Date: 12/30/2010; Aircraft: N1228A; Type: Cirrus; S/N: 2922 Performed owner requested compression check and found #4 cylinder compression low 40/80. Lapped exhaust valve per Cirrus Tech Support. Compression increased to 69/80. Resocured oil sump heater per Cirrus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired oil sump heater per Cirrus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired oil sump heater per Cirrus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired oil sump heater per Cirrus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired in Accordance with a Cirrus Tech Support. Compression increased to 69/80. Resocured oil sump heater per Cirrus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the inspection of Repair and on File at this Repair Station under Wolf: 10-1695 Authorized Signature AirQuest Aviation 485 Airport Rd. Butler, PA 18002 CRS 2028-2011 Hobbs: 544.4 N1228A Removed intake pipes on cylinders #1, 2, 3, and 4. Removed left and right magnetos for 500-hr inspection. Fou | uthorized Sign | ature 🦼 | | | | | _ |
| AirQuest Aviation 495 Airport Road Butter, PA 16002 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Perfinent Details of the Inspection of Repair on File at this Repair Station. Lertifty that this engine has been inspected and/or Repaired to he aircraft and/or content of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection and was determined to be in aircraft; Order of the samual inspection of the samual inspection and was determined to be in aircraft; Order of the samual inspection of the samual in | | ın | | | | | |
| AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: 12/230/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: N12230/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: N12230/201 | lutler, PA 1600 | | | | | | |
| Alicust Aviation 485 Airport Road Butler, PA 16002 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Alivork done in accordance with clience Manual Inspection of engine. Completed sample. Serviced engine with 8 quarts of Excon Ellie 20x50 oil. Replaced Compiled with annual inspection of engine. Completed sample. Serviced engine with 8 quarts of Excon Ellie 20x50 oil. Replaced Compiled with roman clience of the lacks noted. Inspection of the lacks noted. All work done in accordance with Cirrus Maintenance Manual, Sectile filter with new, PN: CH48108-1. Cut and inspected of the Repaired in accordance with Cirrus Maintenance Manual, Sectile filter with new, PN: CH48108-1. Cut and inspected on Alivor Repaired in accordance with current FAA Regulations and is Approved for Return 79-20. Completed with CTM 70 Care Inspection. Compiled with Tomado Alivy Turbo 200hr turbo 20 | :RS # Q3ER92 | 4K | | | | | |
| ABS Airport Road Butler, PA 16002 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Compiled with arnual Inspection of engine. Compression tested: 1) 67/80, 2] 63/80, 3] 62/80, 4] 48/80, 5] 61/80, 6] 70/80, Min of Day Order and Compiled with arnual Inspection of engine. Compression tested: 1) 67/80, Compiled with arnual Inspection of the Compiled with arnual Inspection of the Compiled with arnual Inspection of Cleared engine and ground run aircraft. No defects noted. Inspection of Compiled with COM To Care Inspection. Compiled with Tornado Aley Turbo 200hr turbo 200hr turbo person. The Aircraft and/or noted. Cleared engine and ground run aircraft. No defects and/or Repair are on File at this Repail Station. I certify that this engine has been inspected and/or Repair are on File at this Repail Station. I certify that this engine has been inspected accordance with a annual inspection and was determined to be in airworthy condition. accordance with a annual inspection and was determined to be in airworthy condition. accordance with a annual inspection and was determined to be in airworthy condition. accordance with a annual inspection and was determined to be in airworthy condition. accordance with a annual inspection of Repair and and airworthy condition. accordance with a annual inspection of Repair and an airworthy condition. accordance with a annual inspection of Repair and an airworthy condition. accordance with a annual inspection of Repair and an airworthy condition. accordance with a annual inspection of Repair and an airworthy condition. accordance with a annual inspection of Repair and an airworthy condition. Beyond Expectitions. AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 12/30/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Performed owner requested compression check and found #4 cylinder compression low 40/80. Lapped exhaust valve per Cirrus | - | L | | L | ĺ | MARTIN STATEMENT AND APPARATION AND | |
| Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Parformed owner requested compression check and found with annual inspection of the same owner requested compression increased to 68/80. Resecuted oil filter. No leaks noted on the complex of the transpection of the complex with Tornado Alley Turbo 200h turbo inspection. The Aircraft and/or 79-20. Compiled with Tornado Alley Turbo 200h turbo inspection. The Aircraft and/or 79-20. Complex of the Tornado Alley Turbo 200h turbo inspection. The Aircraft and/or 79-20. Complex of the Tornado Alley Turbo 200h turbo inspection. The Aircraft and/or 79-20. Complex of the Tornado Alley Turbo 200h turbo inspection. The Aircraft and/or Component Udentified above was inspected and/or Repaired in accordance with Currus frak Aircraft and/or 200 accordance with annual inspection of respective and was determined to be in airworthy condition. accordance with a annual inspection and was determined to be in airworthy condition. accordance with annual inspection and was determined to be in airworthy condition. AIRCUEST Aviation 485 Airport Rd. Butler, PA 16002 AIRCUEST Aviation 485 Airport Rd. Butler, PA 16002 Date: 12/30/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Performed owner requested compression check and found #4 cylinder compression low 40/80. Lapped exhaust valve per Cirrus Tech Support. Compression increased to 68/80. Resecured oil sump heater per Cirrus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired in Accordance with Currus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired in Accordance with Currus Tech Support. The Aircraft and/or Component Identified above was Inspe | ARS Airo | ort Road | 1 | | | WINCOURS Beyond Expectations. | • |
| Arribo. Complete with new, PN: CH48108-1. Cut and inspected on their. No leaks noted. All work done in accordance with crims waith and pround-run altroat. No teaks noted. All work done in accordance with crims waith and pround-run altroat. No teaks noted. All work done in accordance with unrent FAA Regulations and is Approved for Return in 79-20. Compiled with TCM Top Care Inspection. Compiled with TCM Top Care Inspection. Compiled with TcM Top Care Inspection. The Aircraft and/or Component Identified above was inspected and/or Repaired in accordance with current FAA Regulations and is Approved for Return in 79-20. Compiled with TcM Top Care Inspection In 79-20. Part Interest of the Inspection Interest of the Inspection Interest of the Inspection Interest of the Inspection Interest of In | _ Butler, F | A 1600 | 2 | | | m mains thin of Di | av |
| AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 12/30/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Performed owner requested compression check and found #4 cylinder compression low 40/80. Lapped exhaust valve per Cirrus Tech Support. Compression increased to 69/80. Resecured oil sump heater per Cirrus Tech Support. The Aircraft and/or Component Identified above was inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 10-1695 Hobbs time: 529.9 Authorized Signature AirQuest Aviation 485 Airport Rd Butler, PA 16002 CRS # Q3ER924K 02-28-2011 Hobbs: 544.4 N1228A Removed intake pipes on cylinders #1, 2, 3, and 4. Removed left and right magnetos for 500-hr inspection. Found right magneto points and cam follower burned and melted, and housing fouled with moisture. Completely disassembled both magnetos, cleaned, inspected, and reassembled with all new bearings, races, seals, slinger, coil, distributor block, gear kit, contacts, condensers, and impulse couplings. Set internal timing, e-gap, and timed to engine. Reinstalled induction system | 79-20. Componer Service. accordar ACTT: 5 | ent Ideni Pertinen Ice with 24.2 | tfied abov It Details of a annual Iobbs time | e was insport the inspection e: 524.2 | pected and ection / or and was Tach time | After Repaired in account of this Repair Station. I certify that this engine has been the Repair are on File at this Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that this engine has been the Repair Station. I certify that the Repair Station is the Repair Station in | |
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MySky Maintenance 1 Beech Blvd Port Orange, FL 32128 386-322-0701

F.A.R. 43.9 MARKY & CERTIFICADE NO. SHAN OF ARCENT THE WORK PERFORMED IN TURNOR TO MY WAY I OR APPROVED DATA USED COMPLETION BE SERVICE 21 Jan 20 AirQuest Aviation 485 Airport Road Bryand Expectations. Butter, PA 16002 Date: 3/25/2011; Aircraft: N1228A; Type: CIRRUS; SAI. 2922 Removed nose fork assembly and replaced with new P/N 11638-003. The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service: Pertinent Details of the Inspection / or Repair are on Fife at this Repair Station under WOR: 15-1802 Hobbs time: 560.7 Taghtyra; 455.6" Authorized Signature (author) (authorized Hobbs time: 560.7 AirQuest Aviation 485 Airport Rd Butter, PA 16002 CRS # QSERSONK AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 5002/2011; Avoiat: N1228A; Type: CRRUS, S/N. 2522 Reblanced wheel assembly inspected nose landing gear fork and replaced thrust washer with new pin 50545-001. Removed #6 intake tube, removed old gasket, installed new gasket pln 649950, reinstalled 46 intulu tube, installed apper cowling, ground run, leak check The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Fletiment Details of the Inspection / or Repair are on File at this Repair Station under WCW. 11-2010. Authorized Signifune 10.2 AirQuest Aviation 485 Airport Rd Butter, PA 16002 CRS # Q3ER924K AirQuest Aviation AIRQUESTAVIATION 485 Airport Road Butler, PA 16002 Date: 12/16/2011; Arcraft N1226A; Type: CIRRUS; S/N 2922 Complied with annual inspection of airframe. Removed ELT for testing, ELT tested by Winner Aviation, see work order 42-3332. Reinstafed ELT. Removed Garmin GNS 430 pm 011-01060-40 sin 97139675 and sont to Garmin for repair. Removed and repacked brake caliper, applied new temp stickers, used pirts 10134500, o-rings, (2) pin 51696-001, heat sticker, (1). pin 51698-003, heat sticker, (1). Replaced right brake disc with p/n 164-02504. Replaced worn right brake pasts with pin 066-00000, linings. piln 065-01100, shim. Replaced left brake disc with pin 164-02504. Replaced left inner and outer wheel bearings with pin 13636-20629. cup. p/n 13889-20629, bearing. Replaced left main landing gear upper faving with p/n 18139-002. Replaced worn left brake pods in accordance with Circus Aircraft Maintenance Manual 3242, pin 066-06200, Replaced #2 batteries with pin 50979-001. Replaced TKS filter with new P/N: 36115-101. The Aircraft andler Component Identified above was Inspected and/or Repaired in accordance with current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Report are on File at this Repair Station. I certify that this air/vame has been inspected in accordance with a 100h/tannual inspection and was determined to be in airworthy condition. Signed Andrew Come 644.7 Tach time: 636.1 WOR 11-2129 AirQuest Aveston 485 Airport Rd. Butter, PA 16002 Q3ERS04K

| | | INSPECTION RECORD F.A.R. 43.11-91.409 | |
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| Professional | dos 17. Oracos CRS 10 rac, New Philadelphia, CH 4 | 116/0 | |

... Service and Maintenance Record rasi Oveluani Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Min. Modifications and Service Bulletins **Brought Forward** AirQuest Aviation 485 Airport Road Butler, PA 16002 Date: 7/27/2011; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Removed and replaced crankshaft seal with new seal P/N 641250. Removed and replaced propeller oring with new P/N MS28775-228. The Aircraft and/or Component Identified above was inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 11-1960 Taghtime: 494.3 AirQuest Aviation 485 Airport Rd Butler, PA 16002 **CRS # Q3ER924K** AirQuest Aviation 485 Airport Road Butler, PA 16002 11-17-2011 Date: 4/04/2012; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Complied with SA 11-03, removed both left and right exhaust assemblies, lubricated all slip joints. Reinstalled both left and right exhaust assemblies using new gaskets p/n 652458, 636465, FG0120830. Installed new upper left support p/n 22-6250006. Installed new wear sleeve p/n 22-6200048. Installed new bolts p/n ANSC7A, M521250-05020. Ground run aircraft, no leaks noted. Complied The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station under WO#: 11-2119 Authorized Signature AirQuest Aviation 485 Airport Rd Butler, PA 16002 CRS # Q3ER924K AirQuest Aviation 485 Airport Road Butler, PA 16002 ルールー201世 Date: 1/05/2012; Aircraft: N1228A; Type: CIRRUS; S/N: 2922 Complied with annual inspection of engine. Compression test: 1] 62/80, 2] 63/80, 3] 59/80, 4] 61/80, 5] 48/80, 6]63/80, min of day 39/80. Complied with oil change, cut and inspected oil filter, collected oil sample, no metal found at this time. Installed new oil filter P/N: CH4810801. Serviced engine with 8 quarts of Philips XC 20W50 oil. AD 2011-25-51E Identifier 2011-NE-41-AD, found N/A, no starter adapter has been replaced. Installed new top washers on cylinder 1,3,5, 4 and 6. p/n X1473. The Aircraft and/or Component Identified above was Inspected and/or Repaired in accordance with current FAA Regulations and is Approved for Return to Service. Pertinent Details of the Inspection / or Repair are on File at this Repair Station. I certify that this engine has been inspected in accordance with a 100hr/annual inspection and was determined to be in airworthy condition. ACTT: 535.1 Hobbs time: 644.7 Tach time: 535.1 WO#: 11-2129 ETT: 535.1 ESMOH: 535.1 AirQuest Aviation 485 Airport Rd. Butler, PA 16002 Q3ER924K

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Engine Monitor Data Analysis Report



Client: Ed Rawlings Aircraft: N1228A

A/C Type: Cimis SR22TN Turbo (Tox... Engine: Continental ID-550

Report Date: 2013-10-09 This is report #1 of subscription

Flight: 2013-10-06 Monitor: Avidyne Entegra/EX5000 ... period ending 2014-08-15

Client Comments

Please provide analysis of the 10/6/13 flight. All tests were done at 4500ft due to weather constraints. At approx 47°30" I did the mag check - 60 sec on right/60sec on both/60sec on left. Then I did 3 Gami checks followed by 2 Induction checks.

Summary of Findings

Average mixture spread is 0.5gph which is within Savvy's recommended range for smooth LOP ops (+0.5gph). Max power FF is slightly higher than TATTs. recommended range, 35+i-Tgph, however this correlates with slight overtocasted MAP of 31.2in. Cy256 are very slight rish autiers. No data to suggest any ignition or fuel system issues. CHT3 peaked at 335dagF, less than 400dagF, where Savry recommends CHTs be kept below at all times. No engine monitor, powerplant management or electrical system issues noted. GAMI lean tests only used leaning aweeps; enriching sweeps were too rapid to be usable. No indication of an induction leak noted.

GAMI Lean Test

Sweep #1 Time: 00:55:30-00:59:36 EGT1 peaked at 13.2 EGT3 peaked at 13.2 EGT4 peaked at 13.2 EGT5 peaked at 13.2 EGT2 peaked at 12.7 EGT6 peaked at 12.7 GAMI spread is 0.5

Sweep #2 Time: 01:01:30-01:04:54

EGT5 peaked at 12.9 EGT1 peaked at 12.8 EGT3 peaked at 12.8 EGT4 peaked at 12.8 EGT2 peaked at 12.6 EGT6 peaked at 12.6 GAMI spread is 0.3

Sweep #3

Time: 01:06:24-01:10:12 EGT5 peaked at 13.4 EGT1 peaked at 13 EGT3 peaked at 13 EGT4 peaked at 12.9 EGT2 peaked at 12.8 EGT6 peaked at 12.8 GAMI spread is 0.6

Observations Average mixture spread is 0.5gph which is within Savvy's recommended range for smooth LOP apa (<0.5gph).

Ignition

Non-firing plugist: None noted Marginal plught: None noted

Split may timing: Timing appears reasonably matched

AddT observations

Max Power

Max power FF: 36.8gph Max power RPM: 2690 Maximum MAP: 31.2in AddT observations:

Satisfactory

Satisfactory

Temperatures

CHTs: CHT3 peaked at 335degF son: No anomalies noted TITING TIT peaked at 1722degF

Add't observations:

Engine Monitor

Insperative sensors: None noted Anomalous channels: None noted Noisy channels: None noted

Add'I observations:

Powerplant Mgt

Power: Satisfactory

Satisfactory

Settinfactory

Satisfactory

Electrical

Satisfactory

Mixture: Satisfactory Test Profilete: Good execution of test profiles

Add'I observations:

Primary sys: 28.5V supplied to monitor Secondary sys: 28V supplied to monitor Other sensors: No anomalies noted

Add't observations:

Recommendations:

Though some cylinders appear to be rich outliers, satisfactory mixture spread suggests that no remedial action is necessary. Savvy recommends gradual sweeps from both rich to lean and lean to rich for GAMI lean tests. This gives us a better picture of mixture distribution. Savvy has no other recommendations at this time."



Savvy Aircraft Maintenance Management, Inc.

4801 Braeburn Drive - Las Vegas, NV 89130

Explanation of Engine Monitor Data Analysis Report

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Glossary of Abbreviations

EGT - Exhaust Gas Temperature RPM - Revolutions Per Minute

EGTn/CHTn - EGT/CHT cylinder #n

CHT - Cylinder Head Temperature FF - Fuel flow

Cyl. #1 is right rear on Continental, right front on Lycoming.

TIT - Turbine Inlet Temperature MAP - Manifold Pressure

GPH/PPH - Gallons/Pounds Per Hr. ROP/LOP - Rich/Lean of Peak EGT

odd ifs on right, even ifs on left (as seen from the cookpit). GAMI - General Aviation Modifications, Inc.

T/O - Takeoff

Client Comments Section

In this section, the analyst records any relevant client comments pertaining to the analysis. This might include the client's stated reason for requesting the analysis, description of the flight (including any flight test profile protocols flown). description of observed symptoms or abnormal indications (if any), etc...

Summary of Findings Section

In this section, the analyst provides a concise summary of analytical findings, with special emphasis on items that the analyst considers particularly significant, abnormal, or suboptimal. (Much more detail about these findings appears in the next section of the report.)

Analysis Detail Section

In this section, the analyst provides detailed analytical findings in each of seven specific functional areas. The findings for each of these areas are color-coded to indicate whether the analysis considers them to be Satisfactory, Caution, Alert, or Not Applicable, ("Not applicable" generally indicates that the engine monitor data necessary to assess a functional area is either missing or inadequate. Not all engine monitors are capable of capturing the data required to analyze some of these areas.)

GAMI Lean Test: An analysis of mixture distribution quality: the extent to which all cylinders are operating at the same mixture. The "GAMI spread" (measured in term of fuel flow) indicates the mixture difference between the leanest- and richest-running cylinder. (For fuel-injected engines, a GAMI spread of 0.5 GPH or less is desirable.) This test requires that the engine monitor is capable of recording fuel flow and that the flight includes one or more "mixture sweeps" performed per Savvy's flight test protocol.

ignition: An analysis of ignition system performance: magneto condition, magneto timing, spark plug condition, and ignition harness condition. This test requires that the flight include an "ignition system stress test" (lean in-flight mag check) performed per Savvy's flight test protocol.

Max Power: An analysis of key performance-related parameters -- fuel flow, manifold pressure, and RPM -- at full takeoff power. This test requires that the engine monitor is capable of recording these parameters.

Temperatures: An analysis of key temperature parameters - CHTs, EGTs and (for turbos) TiTs - during all phases of the flight. Significant exceedences are noted. (Temperature control is the key to engine longevity.)

Engine Monitor: A performance evaluation of the engine monitor instrumentation itself. Any faulty sensors, harness and connector problems, noisy data, and system configuration errors will be noted here.

Powerplant Management: An evaluation of the pilot's powerplant management procedures. This could include power settings, leaning technique, and compliance with Savvy's flight test profile protocols.

Electrical: An analysis of the aircraft electrical system performance, including alternators, batteries, regulators/control units, etc. (Not all engine monitors record this information.)

Recommendations Section

In this section, the analyst may offer recommendations and suggestions for actions to be taken to remediate any less-than-satisfactory items identified by the analysis. These could include engine adjustments, preventive maintenance tasks, and/or changes to the pilot's powerplant management techniques.

CAUTION: Savvy-recommended engine adjustments and maintenance actions should be made only after consultation with a certificated mechanic or repair station. Savvy-recommended changes to powerplant management techniques must be implemented in compliance with the limitations section of the aircraft's Pilots Operating Handbook (POH) or Airplane Flight. Manual (AFM) and the engine manufacturer's Operators Manual (or equivalent document).

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| T December | 15 201 | 1 | | | | | | | | | | |
| N1228A | 13, 201 | | S SR22 G3 | SN 2 | 2922 | тт | 605.1 | HRS | HOBBS | 757.8 | HRS - | |
| CONTINEN | ITAL | 10 550 | | | 91500 | π | 605.1 | HRS | HOBBS | 757.8 | HRS | |
| HARTZEL | | PHC-J3 | YF-1N | SNFI | P6417B | π | 605.1 | HRS | HOBBS | 757.8 | HRS T | |
| Removed a | and rein: | stalled c | cowling. (| Checked 1 | mag to engine | timi | ng, found | left at +.5 | o and right | at +.3° fr | om | |
| nominal ad | djusted t | both to i | nominal c | of 21.5° B | TDC. Drained | oil, s | sample tal | ken. filter | removed as | nd inspec | ted - | |
| oil. Spark p | plugs ch | anged v | ouna. 1115 Vith new l | tailed ne URH832S | w AA48108-2 . Changed #1 | filter and: | and adde #3 fuel ini | ector noz | s of Phillips | XC 20WS | 50 – | |
| wastegate | clocking | g, found | satisfacto | ory. NOT | E: Left mag. S | /N D | 07KA044 | and Right | mag. S/N C | 20 207KA039 |) . – | |
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| / :/n | Me | | | | | | | | | | _ | |
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| www.aviati (715) 822-5 | | s.com | | | | | | 10 | O1 Airport A | | | |
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| 4-18-1 | | | lt Hr:56 | 5.2hrs. | Oi | draine | d. (Av | iation Labs |) sample i | akan E | ilter |
| remove with F | ed and inspected | for contar | ninants, | none fou | nd. Nev | filter i | nstalled | l and engin | e serviced | to can | acity. |
| right ex | exxon Elite 20-W- chaust transition | otbd reinf | orcemen | tab. lub | ricated: | naust Si slip ioin | ystem . ts. toro | Inspection/Gue/safety 1/ | Cleaning. | Weld re | epair nine |
| ciamps | and secured nea | at shields | . Perton | med TAT | r siii- | 03. Inst | alled r | ew Teflon | sleeves o | n left/i | right |
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| compor | ients, no defects r | ioted. Ma | eneto rea | assemblec | i reinst: | illed and | l timed | to engine | icina naw | aackata | and · |
| IOCK Wa | isners. Installed n | ew KHB- | 29N spa | urkplugs, | complet | e. Instal | led nev | v gasket #3 | cylinder | intake t | nihe |
| new cyl | Installed new sea | is/packing air manif | on an n old seals | uei injecti Lengine | OF NOZZI ran sveti | es and u | pper d | eck referen | ce manifol | d. Insta | lled |
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| | December 11, 2 | 012 | I | | | | | | | | |
| | N1228A CIRRU | | SN 2 | 922 | Flight | 602.1 | HRS | HOBBS | 754.8 | HRS | |
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| | Hartzel PHC-J3 | YF-1N | SNFF | P6417B | Flight | 602.1 | HRS | HOBBS | 754.8 | HRS | |
| | Accessed aircra | e and ner | form An | nual Insn | ection a | s descri | bed in | MM. Adiu | sted mani | fold | - |
| | pressure after o | alibration | check. | Manifold | pressur | e reads | .5" low | r from calib | rated | | , |
| | standard, Comp | ression to | est perfo | rmed Ma | ster Ori | fice Rea | ding 43 | 3. #1 62/8 |), #2 71/8 | 0, | |
| | #3 60/80, #4 42 | 2/80, #5 (| 53/80, #0 | 5 62/80. | Boresco | pe inspe | ection (| good no tal guarte of P | iits found. Hillins | | |
| | Oil sent for ana 20W50M oil. A | lysis. Inst Il culinder | allea ne: s "tonne | w AA481(d" by Bol | iduc Avi | ation wo | ork ord | er #25992, | reinstalled | l. | |
| | Checked timing | . left mag | +2.35°, | right mag | +2.15° | from no | minal (| of 21.5° BT | DC. Adjusi | ed | |
| | both to nomina | I. Replace | ed interd | cooler to l | heat cha | mber S0 | CAT ho | se. Instalie | d tailpipe | | |
| | SCAT hose supp | ort kit. C | /W TAT | SB 11-04 | inlet ch | eck valve | e inspe | ction, due : | again in 25 ar chack 1 | - /\ <i>N</i> | |
| | hours because | of cylinde in ioint lui | r work. brication | C/WIAI Perfor | 31 11-03 med vis | suppoi ial inso | c rou a ection i | for fuel leal | per TAT | -, •• | |
| | SB12-02, no fau | ilts found | Replace | ed CAM fo | ollower | #6 cylino | der inta | ske PN 653 | 888. Repla | ced | |
| | tail nine V-hand | i clamps. | due agai | n at 1006 | i.1 hrs. | Exhaust | system | ı slip joints | lubricated | , | |
| | checked good. | Replaced | magnet | o pressur | ization | ilter, du | e agair | at 906.1 h | rs. Replac | :e0 | |
| | right induction on exhaust sup | system di | ain line Ground | P/N 1391 | .3-UUZ W ormed | ntn new Leak ch | unit. eck and | d operation | al check fo | ound | |
| | on exnaust sup satisfactory. Cl | port rous osed airci | aft. Anr | nual inspe | ection co | mplete | d. | - 0 - 0 - 0 - 0 - 0 - 0 | | | |
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| | THIS AIRCRAFT | ENGINE, | PROPELL | ER COME | BINATIO | N WAS I | NSPEC | TED AND/C | R WAS | A1 | |
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| | JHVI BARKER A | 2P/IA 274 | 5069 | | | | | AVIATION | | | |
| | , - | | | | | | | 101 Alena | rt Aug Hai | 1gar #7 | |
| | www.aviation (715) 822-5787 | /ibes.com | | | | | | | rt Ave Hai erland, Wi | | |

| Date | Total | Time | ł . | Since verhaul | Engine Service and Maintenance Record |
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| | Hrs. | Min. | Hrs. | Min. | Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins |

February 18th 2012 N1228A CIRRUS SR 22 G3 S/N 2922

Flight 542.1 Hrs Hobbs 661.6 Hrs

Removed cowling, adjusted wastegate clocking, installed new clevis pins at slave wastegate. Removed exhaust heat shields, inspected for damage, none found, mouse milked all slip joints and wastegates. Clocked wastegate outlet flanges and lubricated with anti-seize. Adjusted rudder cable tension. Adjusted manifold pressure. Removed A/C drive shaft mechanism from drive housing. Installed cowling after leak check and operation check.

THE AIRCRAFT, ENGINE, PROPELLER AND OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE

FAA AND IS APPROVED FOR RETURN TO SERVICE.

Jim Barker A&P 2755069

Jim @ Aviationvibes.com

715 822 5787 Hangar

715 491 1303 Cell www.aviationvibes.com **Aviation Resources**

Hangar 7

101 Airport Ave

Cumberland, WI 54829

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| L | | | | | | and replaced compressor bracket assyembly IAW TCM IO- | |
| 1 | 550 ma | inttan | ce mani | ual. Ops | check o | k, this aircraft is approved for return to service. | |
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| FEBRUARY 11, 2013 N122BA CIRRUS SR22 G3 2922 TT 769.0 HRS HOBBS HRS CONTINENTAL IO SSON SO 691500 TT 769.0 HRS HOBBS HRS John HARTZELL PHC-45YF-1N FP6417B TT 769.0 HRS HOBBS HRS Roman State And John HRS HOBBS HRS ROMAN STATE AND INSPECTED AND/OR WAS REPAIRED IN HOBBS HOBBS HRS ROMAN STATE AND IS APPROVED FOR RETURN TO SERVICE AND HOBBS HOBBS HRS ROMAN RESOURCES, LLC AND IS APPROVED FOR RETURN TO SERVICE AND HOBBS HOBBS HRS ROMAN RESOURCES, LLC AND IS APPROVED FOR RETURN TO SERVICE AND HOBBS HOBBS HRS RESOURCES, LLC AND IS APPROVED FOR RETURN TO SERVICE AND HOBBS HOBBS HRS ROMAN RESOURCES, LLC AND HOBBS HRS RESOURCES, LLC AND HRS RESOURCES, LLC AND HOBBS HRS RESOURCE | FEBRUARY 11, 2013 N1228A CIRRUS SR22 G3 2922 TT 769.0 HRS HOBBS HRS CONTINENTAL IO SSON SO 691500 TT 769.0 HRS HOBBS HRS Date HARTZELL PHC-13YF-1N FP6417B TT 769.0 HRS HOBBS HRS HRS HRS HRS HOBBS HRS HRS HRS HRS HRS HRS HRS HRS HRS HR | | AMERAT TIME | | | NO OF HIGH | | | | more. | | 100 |
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| Removed fuel from left wing, removed inboard panel, cleaned faying surfaces and applied new scalant to control in the fourth areas, panel and installed with new screws. 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. AND 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. AND 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. AND 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. AND 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. AND 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. AND 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. AND AIRCRAFT ENGINE WITH CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. AND AIRCRAFT AND AIRCRAFT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. AND AIRCRAFT AND AIRCRAFT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. AND AIRCRAFT AND AIRCRAFT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. AND AIRCRAFT AND AIRCRAFT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. AND AIRCRAFT AND AIRCRAFT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. AND AIRCRAFT AND AIRCR | Removed fuel from left wing, removed inboard panel, cleaned faying surfaces and applied new scalant to community and installed with new screws. 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. AMEN BARKER ABP 2755069 JOS AVIATION RESOURCES, LLC 485.4 Bute www.aviations/fbes.com | | N1228A CIRRUS CONTINENTAL | SR22 G3 IO SSON SO | 691500 | TT | 769.0 | HRS | HORBS | HRS | 111 | Date Shop Plants |
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| Date | Total | Time | 4 | Since verhaul | Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, | |
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| AirQuest / 485 Airport Ros Butler, PA 1600 | ad |)n | | | | |
| Date: 9/06/2013 Shop Order #: 13 | 3-2804 | | | | | |
| Maintenance Mar | nual. | | | | 579-002. Operational checks good. Work done in accordance with Cirrus | - |
| Approved for Ret Hobbs time:830.7 | urn to Se 7 Tag | rvice. Pe ch time:6 | rtinent De 74.1 | ove was Intails of the | spected and/or Repaired in Accordance with Current FAA Regulations and is Inspection / or Repair are on File at this Repair Station under WO#:13-2804 | |
| Authorized Signa AirQuest Aviation 485 Airport Rd Butler, PA 16002 | n | aprese e | | | | |
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| - Date: 9/18/2013; | Aircraft: | N1228A | ; Type: Cil | RRUS; S/M | N: 2922 | |
| Shop Order #: 13 - Lowered oil press | | ng as per | owner re | quest. Wo | rk done IAW Continental Maintenance Manual. spected and/or Repaired in Accordance with Current FAA Regulations and is | |
| The Aircraft and/ Approved for Ret Hobbs time:835.6 | um to Se | onem lue irvice. Pe ch_time:6 | ertinent De | tails of the | Inspection / or Repair are on File at this Repair Station under WO#:13-2822 — | |
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| | 687. | | | | REMOVED CONLING, DRAINED OIL, REMOVED PILTER | - |
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| | Hrs. | Min. | Hrs. | Min. | Installations, Inspections, Airworthiness Directives, Special Inspection Modifications and Service Bulletins | ons, |
| Brought Forward | | | | | | |
| The Aircraft and | oad 002 3; Aircral 13-2781 ssure sel urbo ICA I/or Competurn to S .1 Tale | it: N1228 Iting, Wo docum | ork done in ent no 22-t dentified al Pertinent D | accordan | S/N: 2922 Ice with Continental Maintenance Manual, Continental overhaul manual and Revision C dated 9/22-11. Inspected and/or Repaired in Accordance with Current FAA Regulations and is the Inspection / or Repair are on File at this Repair Station under WO#:13-2781 | - - |
| 485 Airport Rd Butler, PA 1600: CRS # Q3ER924 | 2 | | | | | - |
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| | I-2794 sure. Ope or Compo urn to Se 2 Isr ture | eraticani onent idi ervice. Po chtime: | check god entified about ertinent De 373.1 | od. Work (| N: 2922 done in accordance with Continental Maintenance Manual 2-11. Ispected and/or Repaired in Accordance with Current FAA Regulations and is a Inspection / or Repair are on File at this Repair Station under WO#:13-2794 | |
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| The Aircraft and/or C | rcraft: N1 '94 ced #1 E0 Compone to Servic Tach t | GT prob int Identi ce. Perti ime:673 | e with new fied above nent Detail | p/n 16579 was Insp | 2922 9-0023 Work done in accordance with Cirrus Maintenance Manual 77-20. ected and/or Repaired in Accordance with Current FAA Regulations and is espection / or Repair are on File at this Repair Station under WO#:13-2794 | |
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| Brought Forward | | | | 1 | | | | |
| 2/6/13 | 626.9 | FLIGHT | | | REMOVED CONLING, ORALINED OIL, REMOVED FILTER | | | |
| | 767.1 | 140685 | ANO | Ex <i>Ami</i> | MED FOR CONTAMINATION - NOWE FOUND, OIL SAMPLE | | | |
| TAKEN, INT | BLLED | NEW | FILT | n A | VE ADDED 7975 PHILLIPS XC 20-50 AID | | | |
| 112 02 CA | ngua | eo Ao | PITIVE | INS | TALLED CONLING BROWN RUN, CHECKER REMOVE | | | |
| TOP COWLING | (L | ERK. | CHECK | 150 | FOUND SATISFACTURY, INSTALLED CONLING. The DOOR | | | |

N1228A

CIRRUS SR22 TN

S/N 2922

TT(S24 Hrs Hobbs BOLY Hrs

S/N S/N

TT(524 Hrs Hobbs 8014 Hrs TT CS2. Hrs Hobbs

Removed cowling, removed lower spark plug leads and plugs, installed replacement copper gaskets on spark plugs and installed spark plugs with leads. Installed cowling. Checked landing light connector for security and operation, found proper operation. Ground run check of removed spark plugs found satisfactory.

THE AIRCRAFT, ENGINE, PROPELLER AND OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE.

BARKER A&P 2755069 Hangar (715) 822 5787

Cell

(715) 491 1303

jim@aviationvibes.com

AVIATION RESOURCES, LLC

101 Airport Ave Hangar 7 Cumberland, WI 54829 www.aviationvibes.com

REMOVED COMBING, DRAINED OIL, REMOVED CONTAMINATION - POUND NOWE, OIL SAMPLE TAKEN

Tach: 664.4 T.T.: Unknown Date: 7-22-13

Drained oil and removed filter, inspected filter and checked out normal. Installed new tempest AA48108-2 filter and 8 qts Phillips X/C 20W50. Removed the oil pressure relief screw and plug and installed new screw, plug and gaskets, kit number 642335A1 from aviation resources provided by owner. Safety wired housing. Operational and leak check satisfactory. {end} Ryan Gualdoni AP 2721763

| Date | Tota | otal Time Time Since Last Overhaul | | | Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, | | | | | |
|--------------------------------------|---|---|---|------------------------------------|--|------------------------------------|--|--------------------------------|--|-----------------------------|
| • | Hrs. | Min. | Hrs. | Min. | Installations, Modifications | | | | ss Directives, Sp | ecial Inspections, |
| Brought Forward | · | - | | | | | | | | |
| | | | | | | | | | | |
| FEBRUA N1228A CONTIN HARTZE | CIRRU: ENTAL | S SRZ IO S | 2 G3 550N 50 C-J3YF-1N | | 22 1500 6417B | ππππ | 769.0 769.0 769.0 | HRS HRS HRS | HOBBS HOBBS HOBBS | HRS |
| leaking t Checked 21.5 deg | mixture I magne grees Bi RCRAFT DANCE \ | shaft, reto to er FDC. Inst ENGINE WITH CL | eceived rengine timitalled cov. PROPEL JRRENT R | epaired uing, found vling, test | init s/n GP513. d7 degrees e t flight found s | z uno ach m atisfa s insi | er wyo 13: nag to bot! ctory. PECTED Af | h at1 de ND/OR W OVED FO | el metering for rested fuel pressuregree from nominas REPAIRED IN R RETURN TO SE AVIATION RESO 101 Airport Ave | RVICE DURCES, LLC Hangar #7 |
| www.av (715) 82 | | | "' | | 1 | | | | Cumberland |), WI 54829 |
| · | | | | - | | | | | | |
| | | | | | | | | | | |
| | ed and starter. | replace Form 8 | d starter | ained in a | | FBO Blvd 3212 | engine is | | . Installed new for return to serv | |
| | | | | | | | | | <u> </u> | |
| | | | | FA | A - PMA | | | | | |
| | | This tag certifies that Sky-Tec Model No. C24ST5 Serial No. 4C5-501217 was manufacturred new on 30 Ner 3013 by Sky-Tec under the authority of FAA PMA No. PQ0852SW Supptement No. 6 per CFR14 Part 21 in accordance with Sky-Tec's FAA-Approved Fabrication Inspection System (CFR14 Part 21 §21.303) and conforms to the relevant FAA-approved drawings. This part has been determined to be airworthy. For installation eligibility see www.skytecair.com/eligibility.htm Starter Installed on N 122BA by CPush Family (Aircraft) (Mechanic) | | | | | | | | |
| | | | | | | | | | | |
| | | | | | · | | | | | |

Teledyne Continental Motors, Inc. A Teledyse Sectinologies Company

Engine Component Information Sheet

Printed:

11/30/2007

Serial:

691500

Assembled:

Spec:

10550N50B

Shipped:

New/Rebuilt: (NEW)

Pecked:

11/30/2007

11/29/2007

Customer Name:

CIRRUS DESIGN CORPORATION

Shipping Address:

| Component | Serial Number | Component | Serial Number |
|---------------|--------------------|--------------|---------------|
| CAMSKAFT | Z07HA952 | OIL COOLER | K07-5672-609 |
| CRANKSHAFT | N07HA867 | CYLINDER-1 | AC07IB315 |
| CRANKCASE | R07JA350 | CYLINDER - 2 | AC07HC124 |
| CONNERSOD | AE07JB745 | CYLINDER - 3 | AC07IB903 |
| CORPOR | AE07JB742 | CYLINDER - 4 | AC07IB114 |
| CONSTRUCT | AE07JC100 | CYLINDER - 5 | AC07JA092 |
| CONNINCE | AE07JC088 | CYLINDER - 6 | AC07JA110 |
| CONNINCO | AE07JB740 | HOESTE - I | 1234 |
| CONNERCO | AE07JB670 | MOZZLE - 2 | 2234 |
| MAGRETO | DD7KA863 D07KA0W | HOMELE - 3 | 3239 |
| MAGNETO | DOTHADTO DOTHAD 19 | NOZELE - 4 | 4236 |
| UEL PUMP | B073A288 4F5732 | NOTELE - 5 | 5236 |
| ANIFOLD VALVE | C07JA261 | MOESLE - 6 | 6229 |
| ETERING UNIT | A07JA203 | PSTH WGT | WV |
| TARTER | 07 148 0054 | | |
| ".TERNATOR | H114057 | | |

"ATERNATOR H114057

Pack Inspection Stamp . All of the information provided herein is subject to verification by the user. Teledyne Continental Motors, Inc. makes no representation or warranty concerning the accuracy or completeness of the information and assumes no responsibility with respect thereto.

| TCM Serials | 491500 TH-3215 Bev G | | releasing Continental Motors | | | lotors | May Date | Required | Actual |
|------------------------------------|--|-------------|--|--|--------------------|------------------|--|--|--|
| Test Document | | | Aircraft En | gine Stane | dard Acce | Eng Speed Both | 2100 | 210e | |
| Softmare Released | | | Marie Rose | | | Eng Spread Right | N/A | The state of the s | |
| State Time | 11/20/07, 09:17:25 | | | Test L | og | Bight brag Dram | 110 | 2076 | |
| Accepted films | 11/30/07, 11:00:96 | | Yest Clube College | | | CARRIA | Eng Spread Late | N/A | 32 |
| Calle M. Operator | 4, 29382 (72) | | CONTRACTOR OF CHIEF PROCESSING | | 6.Phich | 21" 2.5" | Left Mag Drop | 150 | 2040 |
| Sea Level Power | 210 HP @ 2700 Pres 87M 0 0.21 in MG | | 88.5 | Marian Spirits | ant Pinch | gr- | Hag brop Spread | 50 42 | 70 |
| Vapor Pressure | | | A STATE OF THE PARTY OF THE PAR | SECTION AND DESCRIPTION AND DE | tare Check | | Fuel Flow (Ker.) | | |
| Temp, Wet Saco | # 87,11 f, 30.28 in HG | | 427 | COLUMN TO SHARE OF THE PARTY OF | stater Check | | STATES OF THE PARTY OF THE PART | THE SALE OF SALE OF SALE | S7 |
| Run information | | Run 1 | Run 2 | Run 3 | Part 4 | ayetanemi | Note: Magneto | check betwe | en Run 2 & 3 |
| Time Of Bay | | 09:42:23 | 09:43:50 | 3200000 | Run 4 Run | | The state of the s | Runy | Run 8 |
| Run Time Red (MM-35) | | 01:00 | 01:00 | 09,48,30 | 09/82-13 | 10:02:4 | | 10/27/18 | 10.52,22 |
| Run Time | | 01,00 | 01/19 | 01:00 | 10.00 | 10-00 | 91.06 | 10.00 | .05,00 |
| Prop Spend Red (RP) | MI. | 1175-1225 | | 02-02 | 10.00 | 19.00 | 01:00 | 10.00 | 93.90 |
| Free Speed | | 1207 | | 1425-2475 | 2702-2752 | 2469-24 | 175-625 | 2470-2495 | 2472-2407 |
| Manifold Press Red (| toHat- | N/A | 1402 | 2450 | 2718 | 2484 | 620 | 2485 | 2491 |
| Hanifold Press | | | H/A | N/A | 27.0-30.0 | N/A | 18.5 HAX | Mile | N/A |
| Turbe Six Press Red | (Tellia) | 19,5 | (3.) | 25.6 | 23.4 | 24.1 | 13.4 | 23.5 | 23.5 |
| Tarbo Dis Prem | AVAILARY | 10.1 | N/A | N/A | M/A | Mra | N/A | N/A | NA |
| Facil Flow Red (16/hr) | | N/A | 30.1 | 30.0 | 30.0 | 30.0 | 39.0 | 30.0 | 30,0 |
| Faci Flore | | | N/A | N/A | 152,7-162,7 | 100,1-124 | I N/A | N/A | N/A |
| North Press Red (PSID) | | 22-6 N/A | 39.3 | 122.3 | 125.1 | 117.7 | 7.6 | 105.6 | 109.3 |
| Nante Press | | 4.3 | M/A | N/A | 20.6-21.2 12,9-14. | | N/A | N/A | N/A |
| Fast Fema Fress Red (PSIG) | | N/A | 5.3 | 14.4 | 20,4 | 13.5 | 7.5 | 13.9 | 12.0 |
| Fuel Pamp Press | .17.40.90 | | N/A | N/A | 7,07,74 | | 8.0:10.0 | N/A | N/A |
| Fuel Temp Red (*F) | | 15.0 | 20.0 | 23.3 | 30,9 30,3 | | 9.2 | 26.6 | 27.9 |
| | | N/A | N/A | N/A | N/A N | | N/A | NO | N/A |
| Fasi Temp | | 44 | 48 | . 55 | - 53 | - 62 | 55 | 59 | 17 |
| Ambient Temp Rod (* | | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Ambient Temp | 4 1951 | 59 | 59 | 61 | 42 | 61 | 64 | 44 | M/A 66 |
| Eng Inter Oil Temp Ro | 1.41 | 99-240 | 120-240 | 185-240 | 180-240 | 145-240 | 140-240 | 165-240 | The second secon |
| Eng Inlet Oil Temp | | 108 | 120 | 165 | 180 | 203 | 124 | 149 | 165-240 |
| Eng Oli Fren Red (P. | 1914 | 30.0 HIN | 30.0 HIM | 30.0 HH | 57,4-60,4 | 30.0 Hou | 13.3 HW | 30.0 MIN | 161 |
| Eng Oil Prins | 4 (88) | 58,7 | 69.1 | 39.0 | 57.8 | 51.1 | 22.9 | 81.0 | BOHN |
| Min Cylinder Tamp & | | 150 HIN | 175 MIN | 250 HIN | 250 HEN | ISO MIN | N/A | 250 HIN | 69.6 |
| Max Cylinder Temp Red (*F) | | 460 HAX | 460 MAX | 460 HAX | 440 MAX 440 H | | 460 MAX | 460 MAX | 250 Hay |
| Celinder I Tema | | 212 | 254 | 352 | 371 | 404 | 362 | 334 | 660 HAX |
| Cathoder I Temp | | 197 | 270 | 348 | 276 | 395 | 291 | 345 | 332 |
| Calinder 1 Temp | | 212 | 152 | 324 | 140 | 346 | 252 | 317 | 339 |
| Satinder 4 Temp | | 177 | 214 | 315 | 330 344 | | 277 | 213 | 318 |
| Cylinder 5 Temp Cylinder & Temp | | 175 | 201 | 302 | 325 | 357 | 245 | 302 | 313 |
| Cellar Press Differenti | of State Contract | 156 | 175 | 283 | 305 320 | | 240 | 290 | 298 |
| | | N/A | MVA | N/A | 13.6 MAX | NVA | MOB. | N/A | 288 |
| Collar Pr offeres | 100 | 4.5 | 1.0 | 1.7 | 2.1 | 2.5 | 1.1 | 4.2 | M/A |