

PLATINUM ENGINE LOG BOOK



CONTINENTAL MOTORS

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




Teledyne Continental Motors, Inc.
A Teledyne Technologies Company

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. 588

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
24 Jan 08	5	.3			<p>THE FOLLOWING SUPPLEMENTAL TYPE CERTIFICATE NUMBER HAS BEEN INSTALLED ON THIS ENGINE SE10589SC</p> <p>CDC  on 01/24/08 Cirrus Design Corporation Duluth, MN USA PC# 338CE</p>

ENGINE MODEL IO-550-N
 ENGINE S/N 691500
 REG NO: N20SU
 WORK ORDER
 10747-02-2008

Cirrus Design Factory Service Center
 Repair Station No. YD5R655Y
 4515 Taylor Circle
 Duluth, MN 55811
 Phone: 218-788-3101

DATE 2/12/2008
 A/C TSN 616
 ENG TT
 HOBS 207

Engine Entries

(2) Installed Reiff Corp. engine heater, FAA-PMA No. P02585CE, in accordance with installation instructions. Updated aircraft's weight & balance and equipment list in the P.O.H. to reflect this installation. Performed functional check of engine preheater, function check was satisfactory.

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 and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CFS YD5R655Y.

DATE: 2/12/2008


SIGNED:


 Curt Kracke
 Certified Repair Station No. YD5R655Y

Work Order: 10747-02-2008

Printed by EBis 3 (datcomedia.com)


DATE: 02/22/2008	TACH:	24.2
Reg.#: N220SU	TT:	24.2
P/N: TCM IO-550-N	TSMOH:	N/A
S/N: 691500		



C/W 25Hr Inspection IAW Cirrus SR22 Maintenance Manual dated 4/15/08 and TCM Maintenance Manual X30834A, dated 4/2001. Drained oil, 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.

AD Compliance:	Description:	Next Due:
N/A	N/A	N/A

For more details refer to checklist/discrep. sheet on file dated this date.

John Vazquez A&P 817078033 

ENGINE MODEL IO-550-N
 ENGINE S/N 691500
 REG NO: N20SU
 WORK ORDER
 10944-03-2008



Cirrus Design Factory Service Center
 Repair Station No. YD5R655Y
 4515 Taylor Circle
 Duluth, MN 55811
 Phone: 218-788-3101

DATE 3/24/2008
 A/C TSN 616
 ENG TT 616
 HOBS 616

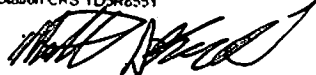
Engine Entries

(3) Removed and replaced broken upper deck T-fitting on LH intercooler IAW TAT instructions. (7) FLT Time 49.0 Hours. Changed engine oil and filter, Champion CH48108-1, (CDC P/N 50857-001). Serviced engine with 8 quarts of Aeroshell 15W-50 engine oil. Performed particulate inspection on old filter, none noted. Performed operational and leak checks. Ops and leak checks good. All work was accomplished IAW Cirrus SR22 A MM 12-10.

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 and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CFS YD5R655Y.

DATE: 3/24/2008

SIGNED:


 Mitch Knase
 Certified Repair Station No. YD5R655Y

Work Order: 10944-03-2008

Printed by EBis 3 (datcomedia.com)

Date | Total Time | Time Since | **Engine Service and Maintenance Record**

Brought Forward

ENGINE MODEL IO-550-N
ENGINE S/N 691500
REG NO 220SU
WORK ORDER
11111-04-2008



Cirrus Design Factory Service Center
Repair Station No YDSR8551
4515 Taylor Circle
Culuth, MN 55811
Phone 218-788-3101

DATE 5/1/2008
A/C TSN 1229
ENG TT 1229
HCERS 1229

Engine Entries

(3) (FLT TIME 106.2) Changed engine oil and filter, Champion CH48108-1, P/N 50857-001. Serviced engine with 8 quarts of Aeroshell 15W-50 engine oil. Performed particulate inspection on old filter, checked satisfactory. Performed operational and leak checks. C/s and leak checks good. All work was accomplished IAW Cirrus SR22 A/M 12-10. (15) Removed and Replaced Ft Waste Gate (P/N M77233-0003) IAW TAT installation instructions Report 23-6460001. (17) Adjusted manifold pressure controller to obtain proper pressures IAW TAT Maintenance Instructions.

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 and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YDSR8551.

DATE: 5/1/2008

SIGNED:
Mitch Kinase
Certified Repair Station No YDSR8551

Work Order: 11111-04-2008
Printed by EBis 3 (datcomedia.com)

ENGINE MODEL IO-550-N
ENGINE S/N 691500
REG NO 220SU
WORK ORDER
11292-06-2008



Cirrus Design Factory Service Center
Repair Station No YDSR8551
4515 Taylor Circle
Culuth, MN 55811
Phone 218-788-3101

DATE 6/2/2008
A/C TSN 1733
ENG TT 1733
HCERS 1733

Engine Entries

(3) (FLT TIME 158) Changed engine oil and filter, Champion CH48108-1, P/N 50857-001. Serviced engine with 8 quarts of Aeroshell 15W-50 engine oil. Performed particulate inspection on old filter, checked satisfactory. Performed operational and leak checks. C/s and leak checks good. All work was accomplished IAW Cirrus SR22 A/M 12-10.

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 and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YDSR8551.

DATE: 6/2/2008

SIGNED:
Curt Kinase
Certified Repair Station No YDSR8551

Work Order: 11292-06-2008
Printed by EBis 3 (datcomedia.com)

ENGINE MODEL IO-550-N
ENGINE S/N 691500
REG NO 220SU
WORK ORDER
11365-06-2008

Cirrus Design Factory Service Center
Repair Station No YDSR8551
4515 Taylor Circle
Culuth, MN 55811
Phone 218-788-3101

DATE 7/9/2008
A/C TSN 212
ENG TT 212
HCERS 212

Engine Entries

(10) (FLT TIME 202.0) Changed engine oil and filter, Champion CH48108-1, P/N 50857-001. Serviced engine with 8 quarts of Aeroshell 15W-50 engine oil. Retained oil sample to be sent out for analysis. Performed particulate inspection of removed filter with satisfactory results. Performed operational and leak checks. Operational and leak check satisfactory. All work was accomplished IAW CDC SR22 A/M chapter 12-10. (15) Removed alternator 1, P/N 656802 S/N H114057. Installed new alternator 1 P/N 656802 S/N H123576 IAW SR22 A/M 24-30 and TCM IO-550 Permod Series Overhaul Manual. (18) Performed 100 Hour inspection of engine IAW CDC A/M 5-20. (19) Performed engine cylinder compression and boroscope inspections. No discrepancies noted on boroscope inspection, compressions are as follows: #1 70/60, #2 79/60, #3 74/60, #4 72/60, #5 70/60, #6 73/60, master on/off reading of 48, work performed IAW TCM A/M section 19, and TCM S/B 03-3. (30) Performed the 25 and 50 hour inspections of the turbo system IAW Tornado Alley ICA Report 215-10. (31) Performed Tornado Alley Turbo 100 Hr engine inspection IAW TAT ICA Report 215-10.

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 and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YDSR8551.

DATE: 7/9/2008

SIGNED:
James Chrisman
Certified Repair Station No YDSR8551

Work Order: 11365-06-2008
Printed by EBis 3 (datcomedia.com)

ENGINE MODEL IO-550-N
ENGINE S/N 691500
REG NO 220SU
WORK ORDER
11837-08-2008



Cirrus Design Factory Service Center
Repair Station No YDSR8551
4515 Taylor Circle
Culuth, MN 55811
Phone 218-788-3101

DATE 8/26/2008
A/C TSN 246
ENG TT 246
HCERS 246

Engine Entries

(6) (FLT Meter Time 210.5) Researched engine ADEs through bi-weekly issue 2008-17. All ADEs are in compliance at this time.

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 and is approved for return to service. Pertinent details of repair are on file at this Certified Repair Station CRS YDSR8551.

DATE: 8/26/2008

SIGNED:
Mitch Kinase
Certified Repair Station No YDSR8551

Work Order: 11837-08-2008
Printed by EBis 3 (datcomedia.com)

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

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 time: 243.8

Authorized Signature *[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
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 *[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
Hobbs time: 299.2 Flight time: 253.5

Authorized Signature *[Signature]* 1/21/09
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: 322.8 Flight time: 271.4 WO#: 09-0818

Signed *[Signature]* Date 1/21/09
AirQuest Aviation 485 Airport Rd. Butler, PA 16002
Q3ER924K

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, 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

Hobbs time: 366.2 Flight time: 308.0
Authorized Signature *Nathan Cady*
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

Hobbs time: 403.6 Tach time: 336.9
Authorized Signature *Nathan Cady*
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

Hobbs time: 417.0 Tach time: 346.7
Authorized Signature *Nathan Cady*
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 engine has been inspected in accordance with a 100hr/annual inspection and was determined to be in airworthy condition.

ACTT: 352.6 Hobbs time: 426.1 Tach time: 352.6 TTSN: 352.6
WO#: 09-1144
Signed *Nathan Cady*
AirQuest Aviation 485 Airport Rd. Butler, PA 16002
Q3ER924K

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

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 *[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 *[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 Tach time: 407.4

Authorized Signature *[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 sparkplug 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#: 10-1478

Hobbs time: 498.5 Tach time: 419.3

Authorized Signature *[Signature]*

AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.
Brought Forward	→			

AirQuest Aviation

485 Airport Road
Butler, PA 16002



Date: 8/26/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Removed and replaced all sparkplugs with new P/N RHB32E. 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#: 10-1519

Hobbs time: 502.0 Tach time: 421.9
Authorized Signature *[Signature]*
AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

AirQuest Aviation

485 Airport Road
Butler, PA 16002



Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Complied 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 47/80. 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. All work done in accordance with Cirrus Maintenance Manual, Section 79-20. Complied with TCM Top Care Inspection. Complied with Tornado Alley Turbo 200hr turbo inspection. 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 inspection and was determined to be in airworthy condition.

ACTT: 524.2 Hobbs time: 524.2 Tach time: 439.9 ETT: 439.9 ETSN: 439.9 WO#: 10-1635
Signed *[Signature]*
AirQuest Aviation 485 Airport Rd. Butler, PA 16002
Q3ER924K

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 Tach time: 443.9
Authorized Signature *[Signature]*
AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date

Total Time

Time Since
Last Overhaul

Hrs.

Min.

Hrs.

Min.

AirQuest Aviation485 Airport Road
Butler, PA 16002**AIRQUESTAVIATION**
Beyond Expectations.

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

Complied with oil change. Drained oil and collected sample. Serviced engine with 8 quarts of Exxon Elite 20w50 oil. Replaced filter with new, PN: CH48128-1. 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. All work done in accordance with Cirrus Maintenance Manual, Section 12-10. Compression tested: 1) 66/80, 2) 74/90, 3) 56/80, 4) 66/80, 5) 62/80, 6) 68/80. Min of day 45/80. Removed and replaced R1 magneto capacitor with new PN 10-400618 and gasket with new PN 10-000613. Removed and replaced #3 cylinder intake tube gasket with new PN 642050. 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 WOP: 11-1802

Hobbs time: 500.7

Tech time: 493.4

Authorized Signature

AirQuest Aviation

485 Airport Rd

Butler, PA 16002

CRS # Q3ER024K

AirQuest Aviation485 Airport Road
Butler, PA 16002**AIRQUESTAVIATION**
Beyond Expectations.

Date: 4/05/2011; Aircraft: N1228A; Type: CIRRUS; SN: 2922

Removed and replaced R2 and L1 magneto ignition harnesses with new PN 10-423674-33. 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 WOP: 11-1812

Hobbs time: 503.1

Tech time: 489.2

Authorized Signature

AirQuest Aviation

485 Airport Rd

Butler, PA 16002

CRS # Q3ER024K

AirQuest Aviation485 Airport Road
Butler, PA 16002**AIRQUESTAVIATION**

Date: 5/27/2011; Aircraft: N1228A; Type: CIRRUS; SN: 2922

Removed and replaced TIT probe with new PN 86245. Complied with SB 2X-49-09 TyS fuse. Installed new inline fuse holder PN 50960-001 and new fuse PN 50961-001. 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 WOP: 11-1882

Hobbs time: 581.4

Tech time: 484.0

Authorized Signature

AirQuest Aviation

485 Airport Rd

AirQuest Aviation485 Airport Road
Butler, PA 16002**AIRQUESTAVIATION**

Date: 10/10/2011; Aircraft: N1228A; Type: CIRRUS; SN: 2922

Complied with oil change. Drained oil and collected sample. Serviced engine with 8 quarts of Exxon Elite 20w50 oil. Replaced filter with new, PN: CH48128-1. 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. All work done in accordance with Cirrus Maintenance Manual, Section 12-10. Complied with SA-11-03 exhaust system / engine driven fuel pump inspection. 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 WOP: 11-1954

Hobbs time: 593.3

Tech time: 493.4

Authorized Signature

AirQuest Aviation

485 Airport Rd

Butler, PA 16002

CRS # Q3ER024K

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward \longrightarrow					

AirQuest Aviation

485 Airport Road
Butler, PA 16002



Date: 8/26/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Removed and replaced all sparkplugs with new P/N RHB32E. 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#: 10-1519

Hobbs time: 502.0 Tach time: 421.9
Authorized Signature *[Signature]*
AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

AirQuest Aviation

485 Airport Road
Butler, PA 16002



Date: 11/24/2010; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Complied 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 47/80. Complied with oil change. Drained oil and collected sample. Serviced engine with 8 quarts of Exxon Elite 20w50 oil. Replaced filter with new, PN: CH4810B-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. All work done in accordance with Cirrus Maintenance Manual, Section 79-20. Complied with TCM Top Care Inspection. Complied with Tornado Alley Turbo 200hr turbo inspection. 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 inspection and was determined to be in airworthy condition.

ACTT: 524.2 Hobbs time: 524.2 Tach time: 439.9 ETT: 439.9 ETSN: 439.9 WO#: 10-1635
Signed *[Signature]*
AirQuest Aviation 485 Airport Rd. Butler, PA 16002
Q3ER924K

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

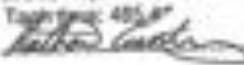


Hobbs time: 529.9 Tach time: 443.9
Authorized Signature *[Signature]*
AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

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 using new gaskets. Ground run and operational check satisfactory.

[Signature]
Paul A. Brevard
2126680351A

MySky Maintenance
1 Beech Blvd
Port Orange, FL 32128
386-322-0701

DATE OF COMPLETION	AIRCRAFT TYPE IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE	DATE
			AIRQUEST AVIATION Beyond Expectations.	21 Jan 20
		<p>Date: 3/25/2011; Aircraft: N1228A; Type: CIRRUS; S/N: 2902 Removed nose link 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 File at this Repair Station under WOP: 11-1802 Hobbs time: 560.7 Tach time: 485.4 Authorized Signature:  AirQuest Aviation 485 Airport Rd Butler, PA 16002 CRS # Q3ER924K</p>		
		<p>Date: 5/03/2011; Aircraft: N1228A; Type: CIRRUS; S/N: 2902 Rebalanced 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 pin 649950, reinstalled #6 intake tube, installed upper cowling, ground run, leak check ok. 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 WOP: 11-2010 Hobbs time: 619.4 Tach time: 515.2 Authorized Signature:  AirQuest Aviation 485 Airport Rd Butler, PA 16002 CRS # Q3ER924K</p>		7 Apr 25
		<p>Date: 12/16/2011; Aircraft: N1228A; Type: CIRRUS; S/N: 2902 Complied with annual inspection of airframe. Removed ELT for testing. ELT tested by Winner Aviation, see work order 42-3372. Reinstalled ELT. Removed Garmin GNS 430 pin 011-01060-40 pin 97139675 and sent to Garmin for repair. Removed and repacked brake caliper, applied new temp stickers, used pins 10134500, o-rings, (2) pin 51698-001, heat sticker, (1) pin 51698-003, heat sticker, (7). Replaced right brake disc with pin 164-02504. Replaced worn right brake pads with pin 066-06200, linings, pin 068-01100, shims. Replaced left brake disc with pin 164-02504. Replaced left inner and outer wheel bearings with pin 13836-20629, cup, pin 13889-20629, bearing. Replaced left main landing gear upper bearing with pin 18139-002. Replaced worn left brake pads in accordance with Cirrus Aircraft Maintenance Manual 3242, pin 066-06200. Replaced #2 batteries with pin 50079-001. Replaced TK3 filter with new P/N: 26115-101. 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 airframe has been inspected in accordance with a 100hr/annual inspection and was determined to be in airworthy condition. ACT: 535.7 Hobbs time: 544.7 Tach time: 535.1 WOP: 11-2129 Signed:  AirQuest Aviation 485 Airport Rd, Butler, PA 16002 Q3ER924K</p>	AIRQUEST AVIATION	

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE	AIRCRAFT TAG IN SERVICE	SIGNATURE — (CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE)
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The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 L.A.W. FAR 43

App. E have been performed:

Par (a) Static system, date: 12/16/11

Par (b) Altimeters, Model AD1812K 1047300
 Serial Number 28026307 466209

Par (c) Integrated system to 25,000 feet

Details of that inspection are on file at this repair station under

WO 1835

Technician [Signature] date 12/16/11
 ProAv Aircraft Services CKS E9TR271N

ATC Transponder Tests and Inspections as required by FAR 91.413 (a) & (b), have been performed L.A.W. FAR 43, Appendix EA F.

TDR Model GTX 527

SN 8373040

ENCODER Model ACEA30

SN 101206

Tested to 25,000 feet

WO 1835

Technician [Signature] date 12/16/11
 ProAv Aircraft Services CKS E9TR271N
 1834 E. High Ave., New Philadelphia, OH 44663 (330) 329-2023

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

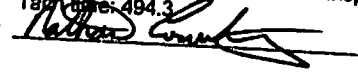
Last Overhaul	
Hrs.	Min.

Brought Forward →

AirQuest Aviation
485 Airport Road
Butler, PA 16002



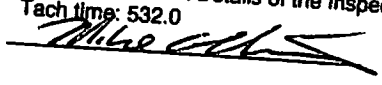
Date: 7/27/2011; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Removed and replaced crankshaft seal with new seal P/N 641250. Removed and replaced propeller oring with new P/N MS28775-228.
The Aircraft and/or Component Identified above was Inspected and/or Repaired in Accordance with Current FAA Regulations 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
Hobbs time: 494.6 Tach time: 494.3

Authorized Signature 
AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

AirQuest Aviation
485 Airport Road
Butler, PA 16002

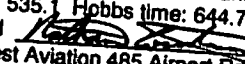


11-17-2011
Date: ~~4/04/2012~~ Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Complied with SA 11-03, removed both left and right exhaust assemblies, lubricated all slip joints. Reinstalled both left and right
exhaust assemblies using new gaskets p/n 652458, 636465, FG0120830. Installed new upper left support p/n 22-6250006. Installed
new wear sleeve p/n 22-6200048. Installed new bolts p/n AN5C7A, M521250-05020. Ground run aircraft, no leaks noted. Complied
with SA11-07 turbo inspection.
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
Hobbs time: 640.4 Tach time: 532.0

Authorized Signature 
AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

AirQuest Aviation
485 Airport Road
Butler, PA 16002



12-16-2012
Date: ~~1/09/2012~~ 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 Phillips 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
Signed 
AirQuest Aviation 485 Airport Rd. Butler, PA 16002
Q3ER924K



Client: Ed Rawlings
Aircraft: N1228A
Flight: 2013-10-06

A/C Type: Cirrus SR22TN Turbo (Tor...
Engine: Continental IO-550
Monitor: Avidyne Entegra EX5000 ...

Report Date: 2013-10-09
This is report #1 of subscription
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 TAT's recommended range, 35+/-1gph, however this correlates with slight overboosted MAP of 31.2in. Cyls&6 are very slight rich outliers. No data to suggest any ignition or fuel system issues. CHT3 peaked at 335degF, less than 400degF, where Savvy recommends CHTs be kept below at all times. No engine monitor, powerplant management or electrical system issues noted. GAMI lean tests only used leaning sweeps; 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 ops (<0.5gph).

Satisfactory

Ignition

Non-firing plug(s): None noted
Marginal plug(s): None noted
Split mag timing: Timing appears reasonably matched
Add'l observations:

Satisfactory

Max Power

Max power FF: 36.8gph
Max power RPM: 2690
Maximum MAP: 31.2in
Add'l observations:

Satisfactory

Temperatures

CHT(s): CHT3 peaked at 335degF
EGT(s): No anomalies noted
TIT(s): TIT peaked at 1722degF
Add'l observations:

Satisfactory

Engine Monitor

Inoperative sensors: None noted
Anomalous channels: None noted
Noisy channels: None noted
Add'l observations:

Satisfactory

Powerplant Mgt

Power: Satisfactory
Mixture: Satisfactory
Test Profile(s): Good execution of test profiles
Add'l observations:

Satisfactory

Electrical

Primary sys: 28.5V supplied to monitor
Secondary sys: 28V supplied to monitor
Other sensors: No anomalies noted
Add'l observations:

Satisfactory

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.



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, out its on right, even its on left (as seen from the cockpit).
TIT - Turbine Inlet Temperature	GPH/PPH - Gallons/Pounds Per Hr.	GAMI - General Aviation Modifications, Inc.
MAP - Manifold Pressure	ROP/LOP - Rich/Lean of Peak EGT	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, no-by 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

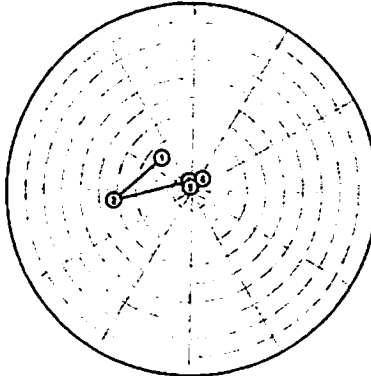
In this section, the analyst may offer recommendations and suggestions for actions to be taken to remediate any less-than-satisfactory items identified by the analysis. These could include engine adjustments, preventive maintenance tasks, and/or changes to the pilot's powerplant management techniques.

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).

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward →					

ENGINE/PROP DYNAMICALLY BALANCED

--- POLAR PLOT - 1.0 IN/S FS ---



Operator Comments

Performed a dynamic propeller balance IAW FAA APPROVED Hartzel Service Instruction #145 and Chadwick Hatmuth document AW 9511-2 dated 12 June 1990 using DSS Microvib II equipment and application note AN-MV2 Prop Rev 00 1 July 2003. Initial IPS of 0.237 @ 2554 rpm reduced to 0.023 IPS @ 2547 rpm by installing AN hardware balance weight on spinner rear bulkhead
 Jim Barker A&P 2755069 Aviation Resources 101 Airport Ave Hangar 7 Cumberland, WI 54829 Hangar 715 822 5787 Cell 715 491 1303 Email jim@aviationvibes.com www.aviationvibes.com

N1228A Cirrus SR 22 G3 2922 739.9 Hrs

Cont/Hart 691500

Front of engine

MicroVib II SN:1173 Cal:03/29/2012

Initial: 0.237 IN/S @ 2553.8 RPM Final: 0.023 IN/S @ 2546.8 RPM

Oper: _____

Date: 12/12/2012

Jim Barker A&P 2755069

December 15, 2012

N1228A	CIRRUS SR22 G3	SN 2922	TT 605.1	HRS	HOBBS 757.8	HRS
CONTINENTAL	IO 550N 50	SN 691500	TT 605.1	HRS	HOBBS 757.8	HRS
HARTZEL	PHC-J3YF-1N	SNFP6417B	TT 605.1	HRS	HOBBS 757.8	HRS

Removed and reinstalled cowling. Checked mag to engine timing, found left at +.5° and right at +.3° from nominal adjusted both to nominal of 21.5° BTDC. Drained oil, sample taken, filter removed and inspected for contamination, none found. Installed new AA48108-2 filter and added 7 quarts of Phillips XC 20W50 oil. Spark plugs changed with new URHB32S. Changed #1 and #3 fuel injector nozzles. Checked wastegate clocking, found satisfactory. NOTE: Left mag. S/N D07KA044 and Right mag. S/N D07KA039.

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
 www.aviationvibes.com
 (715) 822-5787

AVIATION RESOURCES, LLC
 101 Airport Ave Hangar #7
 Cumberland, WI 54829

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward →					

Southeast Aero Services Inc.

St Augustine, FL.

Phone (904) 824-1899/Fax (904) 824-6334

TCM IO-550-N (50)

s/n:691500

N1228A

4-18-12 Hobbs:685.6hrs. Flt Hr:565.2hrs. Oil drained, (Aviation Labs) sample taken. Filter removed and inspected for contaminants, none found. New filter installed and engine serviced to capacity with Exxon Elite 20-W-50 oil. Performed TAT SI11-01 Exhaust System Inspection/Cleaning. Weld repair right exhaust transition otbd reinforcement tab, lubricated slip joints, torque/safety left/right turbo tailpipe clamps and secured heat shields. Performed TAT SI11-03. Installed new Teflon sleeves on left/right wastegate support rods, installed new bushings in left/right wastegate support rod upper brackets. Performed TAT SI11-04 left/right Turbo Oil Inlet Screen Inspection/Cleaning. Performed TAT SI08-01 Crankcase Breather Inspection/Cleaning. Removed right magneto disassembled and inspected internal components, no defects noted. Magneto reassembled, reinstalled and timed to engine using new gaskets and lock washers. Installed new RHB-29N sparkplugs, complete. Installed new gasket #3 cylinder intake tube flange. Installed new seals/packing on all fuel injector nozzles and upper deck reference manifold. Installed new cylinder head fuel drain manifold seals. Engine ran systems function check normal.

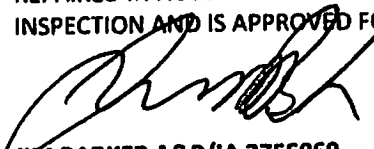
 Bryan M Wood A&P3216290

December 11, 2012

N1228A CIRRUS SR22 G3	SN 2922	Flight	602.1	HRS	HOBBS	754.8	HRS
Continental IO550N50	SN 691500	Flight	602.1	HRS	HOBBS	754.8	HRS
Hartzel PHC-J3YF-1N	SNFP6417B	Flight	602.1	HRS	HOBBS	754.8	HRS

Accessed aircraft and perform Annual Inspection as described in MM. Adjusted manifold pressure after calibration check. Manifold pressure reads .5" low from calibrated standard. Compression test performed Master Orifice Reading 43. #1 62/80, #2 71/80, #3 60/80, #4 42/80, #5 63/80, #6 62/80. Borescope inspection good no faults found. Oil sent for analysis. Installed new AA48108-2 filter and added 7 quarts of Phillips 20W50M oil. All cylinders "topped" by Bolduc Aviation work order #25992, reinstalled. Checked timing, left mag +2.35°, right mag +2.15° from nominal of 21.5° BTDC. Adjusted both to nominal. Replaced intercooler to heat chamber SCAT hose. Installed tailpipe SCAT hose support kit. C/W TAT SB 11-04 inlet check valve inspection, due again in 25 hours because of cylinder work. C/W TAT SI 11-03 support rod and bolt wear check. C/W TATI SI 11-01 slip joint lubrication. Performed visual inspection for fuel leak per TAT SB12-02, no faults found. Replaced CAM follower #6 cylinder intake PN 653888. Replaced tail pipe V-band clamps, due again at 1006.1 hrs. Exhaust system slip joints lubricated, checked good. Replaced magneto pressurization filter, due again at 906.1 hrs. Replaced right induction system drain line P/N 13913-002 with new unit. Replaced teflon sleeves on exhaust support rods. Ground run performed. Leak check and operational check found satisfactory. Closed aircraft. Annual inspection completed.

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


JIM BARKER A&P/IA 2755069
www.aviationvibes.com
(715) 822-5787

AVIATION RESOURCES, LLC
101 Airport Ave Hangar #7
Cumberland, WI 54829

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

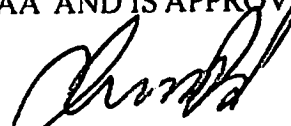
February 18th 2012

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. Clocking 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

<p>01-24-2012 hobbs: N1228A Replaced left tail pipe and removed and replaced compressor bracket assembly IAW TCM IO-550 maintenance manual. Ops check ok, this aircraft is approved for return to service.</p> <p>C. Neal Ellis A&P 3289147</p>					

INSPECTION RECORD
F.A.R. 43.11-91.409

DATE	AIRCRAFT TYPE IN SERVICE	KIND OF INSPECTION, STATUS & DISCREPANCY LIST					
		SIGNATURE — (CERT. NO. OF PERSON APPROVING, OR DISAPPROVING, AIRCRAFT FOR SERVICE)					
FEBRUARY 11, 2013							
N1228A	CIRRUS SR22 G3	2922	TT	769.0	HRS	HOBBS	HRS
CONTINENTAL	IO 550N 50	691500	TT	769.0	HRS	HOBBS	HRS
HARTZELL	PHC-23YT-1N	FP64178	TT	769.0	HRS	HOBBS	HRS
Removed fuel from left wing, removed inboard panel, cleaned laying surfaces and applied new sealant to nutplate 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							
JIM BARKER A&P 2755069 www.aviationwibes.com (715) 822-5787						AVIATION RESOURCES, LLC 101 Airport Ave Hangar #7 Cumberland, WI 54829	

AirQue
485 Airport
Butler, PA

Date: 6/26/13
Shop Order -
Removed air
gear wheel 2
and back pin
replaced left
Component -
The Aircraft -
Approved for
return time if
Authorized S
AirQuest Ave
485 Airport P
Butler, PA 16
CRS # 030F

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

AirQuest Aviation

485 Airport Road
Butler, PA 16002

Date: 9/06/2013; Aircraft: N1228A; Type: CIRRUS; S/N: 2922

Shop Order #: 13-2804

Removed and replaced #3 EGT probe with new p/n 16579-002. Operational checks good. 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#:13-2804

Hobbs time:830.7 Tach time:674.1

Authorized Signature 

AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

AirQuest Aviation

485 Airport Road
Butler, PA 16002

Date: 9/18/2013; Aircraft: N1228A; Type: CIRRUS; S/N: 2922

Shop Order #: 13-2822

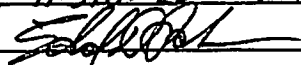
Lowered oil pressure setting as per owner request. Work done IAW Continental Maintenance Manual.

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#:13-2822

Hobbs time:835.6 Tach time:677.5

Authorized Signature 

AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

10/15/13	687.1	FLIGHT			REMOVED COWLING, DRAINED OIL, REMOVED FILTER
	848.6	HOBBS			AND EXAMINED FOR CONTAMINATION - NONE FOUND. OIL
					SAMPLE TAKEN, INSTALLED NEW FILTER AND ADDED 7OZ PHILLIPS XC20-50
					AND 11.2 OZ CAMGUARD ADDITIVE. INSTALLED COWLING, GROUND RUN, CHECKED,
					REMOVED TOP COWLING LEAK CHECKED, FOUND SATISFACTORY, INSTALLED COWLING.
					

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.
Brought Forward	→			

AirQuest Aviation


485 Airport Road
Butler, PA 16002

Date: 8/23/2013; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Shop Order #: 13-2781

Adjusted oil pressure setting. Work done in accordance with Continental Maintenance Manual, Continental overhaul manual and Tornado Alley Turbo ICA document no 22-6460004 Revision C dated 9/22-11.

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#: 13-2781

Hobbs time: 824.1 Tach time: 669.9

Authorized Signature 

AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

AirQuest Aviation

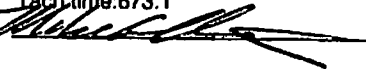
485 Airport Road
Butler, PA 16002

Date: 8/29/2013; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Shop Order #: 13-2794

Adjusted oil pressure. Operational check good. Work done in accordance with Continental Maintenance Manual 2-11.

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#: 13-2794

Hobbs time: 829.2 Tach time: 673.1

Authorized Signature 

AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

AirQuest Aviation

485 Airport Road
Butler, PA 16002

Date: 8/29/2013; Aircraft: N1228A; Type: CIRRUS; S/N: 2922
Shop Order #: 13-2794

Removed and replaced #1 EGT probe with new p/n 16579-0023 Work done in accordance with Cirrus Maintenance Manual 77-20.

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#: 13-2794

Hobbs time: 829.2 Tach time: 673.1

Authorized Signature 

AirQuest Aviation
485 Airport Rd
Butler, PA 16002
CRS # Q3ER924K

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				
2/6/13	626.9	FLIGHT			REMOVED COWLING, DRAINED OIL, REMOVED FILTER
	767.1	HOURS			AND EXAMINED FOR CONTAMINATION - NONE FOUND, OIL SAMPLE
					TAKEN, INSTALLED NEW FILTER AND ADDED 7 QTS PHILLIPS X/C 20-50 AND
					11.2 OZ CAMGUARD ADDITIVE. INSTALLED COWLING, GROUND RUN, CHECKED, REMOVED
					TOP COWLING, LEAK CHECKED, FOUND SATISFACTORY, INSTALLED COWLING. <i>[Signature]</i>

May 31, 2013

N1228A

CIRRUS SR22 TN

S/N 2922

S/N

S/N

TTC 524 Hrs Hobbs 801.4 Hrs

TTC 524 Hrs Hobbs 801.4 Hrs

TTC 526 Hrs Hobbs Hrs

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.

[Signature]
 JIM BARKER A&P 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

MAINTENANCE CLINIC
 AT IPT
 + BORESCOPE

5/31/13	652.4	FLIGHT			REMOVED COWLING, DRAINED OIL, REMOVED FILTER,
	801.4	HOURS			EXAMINED FOR CONTAMINATION - FOUND NONE, OIL SAMPLE TAKEN,
					INSTALLED NEW FILTER AND ADDED 7 QTS PHILLIPS X/C 20-50 AND 11.2 OZ CAMGUARD
					ADDITIVE. INSTALLED COWLING, GROUND RUN, CHECKED, REMOVED TOP COWLING, LEAK
					CHECKED, FOUND SATISFACTORY, INSTALLED COWLING. <i>[Signature]</i>

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

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.
Brought Forward	→			

FEBRUARY 11, 2013

N1228A	CIRRUS SR22 G3	2922	TT	769.0	HRS	HOBBS	HRS
CONTINENTAL	IO 550N 50	691500	TT	769.0	HRS	HOBBS	HRS
HARTZELL	PHC-J3YF-1N	FP6417B	TT	769.0	HRS	HOBBS	HRS

Remove cowling, removed mechanical fuel pump and routed to Great Planes Fuel metering for repair of leaking mixture shaft, received repaired unit s/n GP5132 under w/o 13-169. adjusted fuel pressures. Checked magneto to engine timing, found -.7 degrees each mag to both at -.1 degree from nominal of 21.5 degrees BTDC. Installed cowling, test flight 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 2755069
 www.aviationvibes.com
 (715) 822-5787

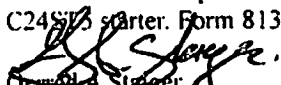


AVIATION RESOURCES, LLC
 101 Airport Ave Hangar #7
 Cumberland, WI 54829

03-19-2013 Tach: 628.0

N1228A

Removed and replaced starter drive adapter after repairs at G and N aircraft. Installed new Skytec C24ST5 starter. Form 8130's retained in aircraft records. This engine is approved for return to service.


 Gerald A. Stager
 30147161A

Spruce Creek FBO
 205 Cessna Blvd
 Port Orange, FL 32128
 386-322-0701

FAA - PMA

This tag certifies that Sky-Tec Model No. C24ST5
 Serial No. 4C8-501217 was manufactured new on 30 Dec 2012
 by Sky-Tec under the authority of FAA PMA No. PQ0852SW Supplement
 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 N1228A by C Neal Stager
 (Aircraft) (Mechanic)

Form CC1108-1

Teledyne Continental Motors Aircraft Engine Standard Acceptance Test Log

TCH Serial#	491300
Test Document	TH-2218 Rev G
Software Release#	1.09A, 03/16/05
Start Time	11/30/07, 09:37:25
Accepted Time	11/30/07, 11:00:46
Call # Operator	4, 29582
Sea Level Power	310 HP @ 2700 Prop RPM
Vapor Pressure	0.21 in HG
Temp, Wet Bulb	67.11 F, 30.28 in HG



Test Case#	C6331A
Rod Pitch	21" x 5"
Actual Pitch	21"
Mixture Check	PASS
Alternator Check	PASS

Mag Data	Required	Actual
Eng Speed Both	2100	2100
Eng Speed Right	N/A	2070
Right Mag Drop	150	32
Eng Speed Left	N/A	2080
Left Mag Drop	150	20
Mag Drop Spread	50	13
Fuel Flow (Ref.)	42	57

Note: Magneto check between Run 2 & 3

Run Information	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8
Time Of Day	09:42:23	09:43:50	09:48:30	09:52:13	10:02:42	10:13:04	10:27:18	10:52:23
Run Time Rod (MM:SS)	01:00	01:00	01:00	10:00	10:00	01:00	10:00	05:00
Run Time	01:00	01:19	02:02	10:00	10:00	01:00	10:00	05:00
Prop Speed Rod (RPM)	1175-1225	1575-1425	2425-2475	2702-2752	2469-2494	375-425	2470-2495	2472-2497
Prop Speed	1207	1402	2450	2718	2486	420	2485	2481
Manifold Press Rod (inHg)	N/A	N/A	N/A	27.0-29.0	N/A	18.5 MAX	N/A	N/A
Manifold Press	10.5	13.1	23.4	28.4	24.1	13.8	23.5	23.5
Turbo Oil Press Rod (inHg)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Turbo Oil Press	30.1	30.1	30.0	30.0	30.0	30.0	30.0	30.0
Fuel Flow Rod (lb/hr)	N/A	N/A	N/A	152.7-162.7	108.1-124.1	N/A	N/A	N/A
Fuel Flow	22.4	39.3	122.3	138.1	117.2	7.4	105.4	109.3
Nozzle Press Rod (PSID)	N/A	N/A	N/A	20.6-21.2	12.9-14.1	N/A	N/A	N/A
Nozzle Press	4.3	5.3	15.4	20.6	13.5	3.5	13.9	12.4
Fuel Pump Press Rod (PSIG)	N/A	N/A	N/A	30.0 REF	N/A	8.0-10.0	N/A	N/A
Fuel Pump Press	15.0	20.0	33.3	30.9	30.3	9.2	26.4	27.9
Fuel Temp Rod (°F)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fuel Temp	44	48	55	53	42	55	59	57
Ambient Temp Rod (°F)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Ambient Temp	59	59	61	62	64	64	64	64
Eng Inlet Oil Temp Rod (°F)	90-240	120-240	165-240	180-240	145-240	140-240	165-240	165-240
Eng Inlet Oil Temp	108	128	165	180	203	174	165	165
Eng Oil Press Rod (PSIG)	30.0 MIN	30.0 MIN	30.0 MIN	49.4-60.4	30.0 MIN	18.2 MIN	30.0 MIN	30.0 MIN
Eng Oil Press	38.7	60.1	38.9	57.8	51.1	22.8	31.0	40.8
Min Cylinder Temp Rod (°F)	130 MIN	175 MIN	230 MIN	230 MIN	230 MIN	N/A	230 MIN	230 MIN
Max Cylinder Temp Rod (°F)	440 MAX	440 MAX	440 MAX	440 MAX	440 MAX	440 MAX	440 MAX	440 MAX
Cylinder 1 Temp	212	234	352	371	404	302	374	332
Cylinder 2 Temp	197	238	348	376	395	291	345	319
Cylinder 3 Temp	212	252	324	340	346	282	317	318
Cylinder 4 Temp	177	214	315	330	344	277	315	313
Cylinder 5 Temp	175	201	302	325	337	265	302	296
Cylinder 6 Temp	156	175	282	305	320	240	290	288
Collar Press Differential Rod (PSID)	N/A	N/A	N/A	15.6 MAX	N/A	N/A	N/A	N/A
Collar Pr Differential	6.5	5.8	3.7	3.1	2.5	1.1	4.2	4.7