

PLATINUM ENGINE LOG BOOK



CONTINENTAL MOTORS

Form No. ELB-01P

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

Production Certificate 508

Printed: 11/25/2009

Test Date: 09/15/2009

This engine model I0550N42B , serial number 1001065 was manufactured 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. This engine was assembled with Teledyne Continental Motors Factory Rebuilt hydraulic lifters in accordance with Teledyne Continental Motors approved design data and FAA Special Airworthiness Information Bulletin NE-10-09.



N681PG
2/2/2010

STD STZ
**LIMITED MAINTENANCE
RELEASE**

Q. Valve Assembly Tom
UNIT NAME MFG. NAME
IO550N PGA 3114-1-6
MODEL OR P/N SERIAL NO.

The repairs to the aircraft component identified above were accomplished in accordance with current regulations of the FAA. The work was inspected and found airworthy for return to service. Only the labor operations detailed below and on our Work Order are covered by this release.

Honed Bores. Fit + Installed
New rings + org piston LAW
Manual # X30568A 100

OWNER: Wisconsin Aviation Madison
WORK ORDER NO. 3114 DATE: 1/27/10

[Signature]
SIGNED FOR:
POPLAR GROVE AIRMOTIVE, INC.
11610 U. S. ROUTE 76
POPLAR GROVE, IL 61065
FAA Approved Repair Station #YYBR664L

920-261-4567

Date	Total Time		Time Since Last Overhaul		Engine Service and Installations, Inspections, Air Modifications and Service Bul
	Hrs.	Min.	Hrs.	Min.	
					<p align="right">Engine Log</p> <p>N525SR Aircraft SN: 2102 Mfg/Model: Continental IO-550-N42B Engine SN: 1001065</p> <p>Installed this engine on Cirrus SR-22 N398SR in accordance with Manual Number X30634A. Engine was drained of preservative oil. Engine set up and adjustments performed in accordance with SID discrepancies noted.</p> <p><u>I certify that this engine has been inspected in accordance determined to be in an airworthy condition.</u></p> <p>Signature: <u>[Signature]</u> James D. Chrisman A&P</p>

Date: 2/02/2010; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 1202; Type: IO-550N42B, S/N: 1001065, Time: 19.7
Flt Hobbs: 2049.5 Hobbs: 2416.0
Engine Work

Reinstalled #2 cylinder connecting rod with new bearings p/n 642 Re-installed TCM cylinders (6ea), p/n 655932-A3, s/n PGA3114-1-6, YYBR664L, Wo# 3114, dated 01/27/2010. Re-timed left and right main nozzles and lines. Inspected and cleaned cylinder fuel drain check valve sample, cut filter. Serviced engine with 8 qts. M20W50 mineral oil. G Completed SID 97-3E fuel system set up, no fuel system adjustments good.

All work performed in accordance with approved/current technical data.
John Podgorski
AP349766925IA [Signature]

Wisconsin Aviation - Madison
3606 Corben Court
Madison, WI 53704
608-268-5003



Date: 2/02/2010; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2049.5; Total Time: 2049.5
Flt Hobbs: 2049.5 Hobbs: 2416.0
Engine Work

AD 09-16-03 (9/9/09), not applicable by Superior Air Parts "Investment" cast cylinders, not installed.
AD 09-19-07 (10/7/09) EQ3 Cylinder Head Assemblies, not applicable by engine model.
AD 09-24-52 (11/18/09) Hydraulic Lifter Wear, not applicable by engine date of manufacture and no lifters replaced.
Scott E. Yeager
A&P262535793IA [Signature]

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Watertown, WI 53094
920-261-4567

Date: 3/16/2010; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2069.5; Total Time: 2069.5; Engine - Type: IO-550N42B, S/N: 1001065, Time: 39.7; Prop - Type: PHC-J3YF-1RF, S/N: FP3791B, Time: 39.7
Flt Hobbs: 2069.5 Hobbs: 2442.7
Engine Work

Changing oil and filter (CH48108-1), took sample, cut filter, no metal noted, serviced engine with 8 qts. 15W50 Aeroshell. Completed a general visual inspection of the engine and performed a compression test. #1) 74/80 #2) 72/80 #3) 78/80 #4) 76/80 #5) 77/80 #6) 72/80. Cleaned, gapped and tested spark plugs. Removed #2 cylinder fuel injection line from flow divider and inspected, no defects noted. Cleaned mating surfaces and resecured line to flow divider. Removed engine oil dipstick, cleaned and sandblasted cap interior. Applied zinc chromate primer to cap interior and reinstalled dipstick on engine. Ground run for operational and leak checks good.
All work performed in accordance with approved/current technical data.

Clifford Sugden
A&P2659994IA [Signature]

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3606 Corben Court
Madison, WI 53704
608-268-5003



Wisconsin Aviation - Watertown
1741 River Drive
Watertown, WI 53094
920-261-4567

Date: 5/19/2010; Aircraft: N681PG; Type: SR22; S/N: 2102; Hobbs: 2116.20; Total Time: 2116.20

Engine Work

Changed oil and filter p/n ES48108-1 Kelly Aerospace, took sample, cut filter, no metal noted, serviced engine with 7 qts. 15W50 Aeroshell. Ground run for ops and leak checked good.

Benjamin J. Pitterle
A&P390747277 IA

Benjamin J. Pitterle IA 390747277

B:

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e Record
cial Inspections,

Date: 9/16/2010; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2212.5; Total Time: 2212.5
Flt Hobbs: 2212.5 Hobbs: 2622.4.

Engine Work

AD 10-11-01 (6/16/10) Hydraulic Lifter Wear, not applicable by engine date of manufacture and no lifters replaced after 6/19/2009.

Scott E. Yeager
A&P262535793IA

Scott E. Yeager

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Madison, WI 53704
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1741 River Drive
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920-261-4567

Date: 9/16/2010; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2212.5; Total Time: 2212.5
Flt Hobbs: 2212.5 Hobbs: 2622.4.

Engine Work

Changed oil and filter (ES48108-1), took sample, cut filter, no metal noted, serviced engine with 8 qts. W100 Aeroshell. Ground run for operational and leak check good.

All work performed in accordance with approved/current technical data.

Scott Swieciak
AP 389983841

Scott Swieciak

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ON TIME ON DEMAND MAINTENANCE, INC

WHEELING, ILLINOIS

N 681PG Airframe DATE: 10/27/2010 Aircraft Total Time: 2253.9 Landings: unk

S/N: 2102

Tach Time: 2673.0

Accomplished 100 hour oil and filter change IAW Continental MM 9-3.2

-END-

The aircraft / engine / propeller / appliance or component identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 2010-10-005 Date: 10/27/2010

Signed: *[Signature]*

On Time On Demand Maintenance, Inc. Repair Station #00ZR410B
1115 South Wolf Road Wheeling, IL. 60090

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.	

Brc

ON TIME ON DEMAND MAINTENANCE, INC

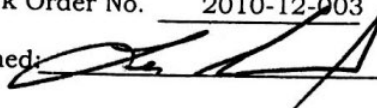
WHEELING, ILLINOIS

N 681PG Airframe DATE: 12/3/2010 Aircraft Total Time: 2285.8 Landings: unk
S/N: 2102 Tach Time: 2714.7
Accomplished 50 hour oil change, inspected filter, and sent sample to US Oil Check

-----END-----

The aircraft / engine / propeller / appliance or component identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 2010-12-003 Date: 12/3/2010

Signed: 

On Time On Demand Maintenance, Inc. Repair Station #O0ZR410B
1115 South Wolf Road Wheeling, IL. 60090


Date: 1/04/2011; Aircraft: N681PG; Type: SR22; S/N: 2102; Hobbs: 2292.80; Total Time: 2292.80; Engine - Type: IO-550N42B, S/N: 1001065, Time: 263.00; Prop - Type: PHC-J3YF-1RF, S/N: FP3781B, Time: 263.00
Hobbs: 2724.8 Flight Hobbs: 2292.8

Engine Work

Completed an Annual inspection in accordance with FAR 43, Appendix D. Reinstalled engine driven fuel pump after repair by D & G Supply and performed TCM SID97-3. Compression test as follows: #1) 63/80, #2) 64/80, #3) 70/80, #4) 72/80, #5) 74/80, #6) 66/80. Cleaned, gapped and tested spark plugs. Checked mag to engine timing. Checked engine control travels and lubricated.

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

Kevin K. Fenske
A&P2886592 IA

 IA2886592

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ON TIME ON DEMAND MAINTENANCE, INC

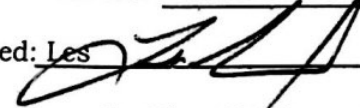
WHEELING, ILLINOIS

N 681PG Airframe DATE: 4/19/2011 Aircraft Total Time: 2377.6 Landings: UNK
S/N: 2102 Tach Time: 2828.6
Accomplished 50 hour oil change and compression check #1 = 62/80, #2 = 64/80, #3 = 63/80, #4 = 65/80, #5 = 64/80, #6 = 67/80, and service brake master cylinder. Ok to continue service

-----END-----

The aircraft / engine / propeller / appliance or component identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 2011-04-005 Date: 4/19/2011

Signed: Les 


On Time On Demand Maintenance, Inc. Repair Station #O0ZR410B
1115 South Wolf Road Wheeling, IL. 60090

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 →

Date: 7/22/2010; Aircraft: N681PG; Type: SR22; S/N: 2102; Hobbs: 2167.40; Total Time: 2167.40
 Hobbs: 2567.9 Flight Hobbs: 2167.4
 Engine Work
 Changed oil and filter p/n ES48108-1, took sample, cut filter, no metal noted, serviced engine with 8 qts. W100 PLUS Aeroshell. Ground run for ops and leak checked good.
 Doug Seibel
 A&P389765035 IA *Doug Seibel IA389765035*

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3-10-11	Tach/Hobbs: 2331.6	Charged oil + filter. Serviced with Aeroshell W80 plus. Performed Compression Test: 1) 65/80 3) 70/80 5) 65/80 2) 60/80 4) 70/80 6) 55/80 Ops checked for leaks and returned to service. <i>Mark Tennel IA341507353</i>
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ON TIME ON DEMAND MAINTENANCE, INC WHEELING, ILLINOIS
 N 681PG Airframe DATE: 4/19/2011 Aircraft Total Time: 2828.6 Landings: -UNK
 S/N: 2102 Tach Time: 2377.6
 Accomplished 50 hour oil change sent sample in to Black stone lab. Inspected brakes system, iaw continental MM and cirrus MM

-----END-----

The aircraft / engine / propeller / appliance or component identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 2011-04-004 Date: 4/19/2011

Signed: Les *[Signature]*

On Time On Demand Maintenance, Inc. Repair Station #00ZR410B
 1115 South Wolf Road Wheeling, IL. 60090

Waterford Aviation, Inc. 2121 Airport Rd. Waterford, MI 48327 (248) 666-3333 (248) 666-1094 fax
 MX@PontiacFlight.com www.WaterfordAviation.com
 Registration: N681PG Type: Continental IO-550-N27 Position: Center
 Date: June 9, 2011 Hobbs: 2880.6 Flight Hobbs: 2420.4


Drained oil - took sample for Blackstone Laboratories, removed filter, inspected for contaminants - none found, installed new CH48108-1 filter and serviced sump with 7 quarts Aeroshell W100 Plus. Differential compression check: #1 69/80 #2 70/80 #3 70/80 #4 68/80 #5 70/80 #6 60/80, with a master orifice reading of 41/80. Cleaned engine compartment and lubricated engine controls. Ground run-up ops and leak check good. All work done IAW Cirrus SR22 and TCM IO-550 Service Manuals. ---END---

[Signature] AP2738624

Brought Forward	Last Overhaul		Engine Service and Maintenance	
	Hrs.	Min.	Hrs.	Min.

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

ENGINE MODEL
SERIAL NO.
P/N OF SPARK PLUGS
P/N OF SPARK PLUGS

 **Dulles Aviation, Inc.**
Repair Station #00ZR410B
10501 Lakeside Road
Manassas, VA 20108
Phone: 703.761.2111
Fax: 703.761.2111

DATE: 8/27/11
A. J. J.
7/26/11
A. J. J.

Engine Entries

11. In the area of the engine, the spark plugs were inspected. The spark plugs were found to be in good condition. The spark plug gaps were checked and found to be correct. The spark plug wires were inspected and found to be in good condition. The spark plug boots were inspected and found to be in good condition. The spark plug boots were found to be in good condition. The spark plug boots were found to be in good condition.

Maintained in accordance with the current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

The aircraft and its components were inspected in accordance with the current Federal Aviation Regulations and found to be in good condition. The aircraft was found to be in good condition. The aircraft was found to be in good condition.

ON TIME ON DEMAND MAINTENANCE, INC **WHEELING, ILLINOIS**

N 681PG Airframe **DATE: 7/13/2011** **Aircraft Total Time: 2484.9** **Landings: UNK**
S/N: 2102 **Tach Time: 2956.4**

Accomplished 50 hour oil change, compression check #1 55, #2 60, #3 70, #4 62, #5 71, and #6 54. Ok to continue service all work accomplished per cirrus MM and Continental chapter 6

-----END-----

The aircraft / engine / propeller / appliance or component identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 2011-07-004 Date 7/13/2011

Signed: Les

On Time On Demand Maintenance, Inc. Repair Station #00ZR410B
1115 South Wolf Road Wheeling, IL. 60090

N681PG Engine **DATE: 10/8/2011** **Aircraft Total Time: 2505.4** **Landings: UNK**
S/N: 1001065 TSN: 433.6 **Tach Time: 2930.6**

- *Drained oil and re-serviced with 12 qtrs. AeroShell 80+ oil. Inspected filter, no contaminants found at this time.
- *Compressions 1) 72 2) 42 3) 54 4) 68 5) 71 6) 73 /80
- *Removed reinstalled #2 and #4 cylinders after they were repaired by Mattuck Services due to failed compression check.
- *Serviced and tested all spark plugs
- *Cleaned and replaced seals on fuel injectors
- *Replaced oil fill tube P/N 649406-2 due to chafing
- *Inspected exhaust system by visual and pressure test methods-ok
- *Check all control travel and lubed IAW maintenance manual
- *All AD's complied with to this date per sheets provided

I certify that this engine has been inspected IAW Cirrus service manual, Continental service manual and all applicable FAR's for an annual inspection and has been found to be in an airworthy condition at this time.

-----END-----

The aircraft / engine / propeller / appliance or component identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 2011-09-011 Date: 10/8/2011

Signed: Chuck

On Time On Demand Maintenance, Inc. Repair Station #00ZR410B
1115 South Wolf Road Wheeling, IL. 60090

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				

ON TIME ON DEMAND MAINTENANCE, INC

WHEELING, ILLINOIS

N681PG Engine

DATE: 10/8/2011 Aircraft Total Time: 2478.8 Landings: UNK

S/N: 1001065 TSN: 448.8

11/21/11

Tach Time: 2930.6

*Drained oil and re-serviced with 8 qtrs. AeroShell 80+ oil. Inspected filter, no contaminants found at this time.
*removed and replaced #3 EGT sensor operational checked normal

I certify that this engine has been inspected IAW Cirrus service manual, Continental service manual and all applicable FAR's for an annual inspection and has been found to be in an airworthy condition at this time.

END

The aircraft / engine / propeller / appliance or component identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 2011-09-011 Date: 10/8/2011

Signed: Chuck

On Time On Demand Maintenance, Inc. Repair Station #00ZR410B
1115 South Wolf Road Wheeling, IL. 60090

3-2-12 FTHM: 2557.7 Hobbs: 3049.5
C/W Phase I + C/W Phase II Detail inspection - Compression
TEST: 1) 71/80 2) 72/80 3) 76/80 4) 76/80 5) 69/80 6) 68/80
Changed oil and filter. Cut filter open for inspection and was found clean. Serviced with AeroShell W40 plus. Replaced broken drain support bracket. Repaired A/C compressor mount. Cleaned, gapped + tested spark plugs. Checked mag timing and tested ign harness. Lubed controls, performed run-up, checked for leaks and returned to service.

I CERTIFY THAT THIS Engine HAS BEEN INSPECTED
IN ACCORDANCE WITH AN 100HR phase II INSPECTION
AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION

Chuck
AUTHORIZED SIGNATURE

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	→				

MACH 1 AIRCRAFT MAINTENANCE, INC

WHEELING, ILLINOIS

N681PG *Airframe* DATE: 6-20-2012 Aircraft Time: 3107.3 Landings: S/N 2102

1. Oil change completed. Serviced 12 with 12 quarts of oil.
2. Replaced oil filter with a new filter. Cut open old filter. Old filter checks good.

-----END-----

The aircraft engine identified above was repaired and inspected in accordance with current manufacturer's instructions and in accordance with 14 CFR - Part 43, and is approved for return to service as per these requirements.

Work Order No. 12-824 Date 6-20-2012

Signed Michael R. Thomas AIP/IA 3136262

Mach 1 Aircraft Maintenance, Inc. Repair Station #3M1R484B
1064 South Milwaukee Ave. Wheeling, Illinois 60090

Date: 7/23/2012; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2625.50; Total Time: 2625.50; Engine - Type: IO-550N42B, S/N: 1001065, Time: 595.70; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 579.30

Hobbs: 3136.3 Flight Hobbs: 2625.5

*** Engine Work***

Completed Progressive inspection Phase III and IV in accordance with the Cirrus Design SR22 Inspection Form and Service Manual. AD 11-26-07 (1/24/12) Magneto impulse coupling stop pin inspection is not applicable by magneto serial-numbers installed not affected. AD 12-03-06 (2/24/12) AvStar Fuel System fuel servo diaphragm inspection is not applicable by no fuel servo work done during times specified in the AD. AD 12-10-13 (6/8/12) Starter Adapter Shaft Gear inspection is not applicable by starter adapter has greater than 100 hours time in service at release of the AD. SA 12-03 (7/2/12) Release of Continental Motors CSB12-1, Lock Plate inspection is not applicable by engine serial number not affected.

Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 8 qts. Shell W100 Plus. Cleaned, gapped and tested spark plugs. Replaced Cyl #3 lower spark plug p/n RHB32S with new. Lubricated engine controls. Replaced #2 fuel injection line p/n 646422 with new. Ground run for operational and leak checks good.

I certify that this engine has been inspected in accordance with a Phase III and IV inspection and was determined to be in airworthy condition.

Doug Seibel
A&P389765035 IA *Daryl SM 1A389765035*

Wisconsin Aviation - Madison
3606 Corben Court
Madison, WI 53704
608-268-5003



Wisconsin Aviation - Watertown
1741 River Drive
Watertown, WI 53094
920-261-4567

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 →

Date: 9/21/2012; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2661.60; Total Time: 2661.60; Engine - Type: IO-550N42B, S/N: 1001065; Time: 631.80; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 615.40
 Hobbs: 3179.7 Flight Hobbs: 2661.6

Engine Work
 Completed an Annual inspection in accordance with FAR 43, Appendix D.
 Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 8 qts. Shell W100 Plus. Compression test as follows: #1) 60/80, #2) 73/80, #3) 71/80, #4) 71/80, #5) 72/80, #6) 58/80. Cleaned, gapped and tested spark plugs. Checked mag to engine timing. Checked engine control travels and lubricated. Ground run for operational and leak checks good.
 I certify that this engine has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Doug Seibel
 A&P389765035 IA

Doug Seibel IA389765035

Wisconsin Aviation - Madison
 3606 Corben Court
 Madison, WI 53704
 608-268-5003



Wisconsin Aviation - Watertown
 1741 River Drive
 Watertown, WI 53094
 920-261-4567

ENGINE MODEL:
 ENGINE S/N:
 REG. NO: 681pg
 WORK ORDER:
 5408-10-2012



Aviation Maintenance, Inc.
 1098 S. Milwaukee #301
 Wheeling, IL 60090
 Phone: 847-541-4752

DATE: 10/4/2012
 A/C TSN: 2615.2
 ENG TT: 644.1
 TACH: 2615.2

Engine Entries

C/W Cirrus SB 2X-74-01 and replaced the fine wire plugs with the massive style recommended by TCM p/n RHB32E IAW OHM X30568A.

Maintenance Release

The aircraft and/or component(s) on 681pg was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at this repair facility under Work Order No. 5408-10-2012.

DATE: 10/4/2012

SIGNED:

Doug Seibel
 DAllgood, IA: 2838751

Work Order: 5408-10-2012

Printed by EBIS 3 (datcomedia.com)

Date: 1/18/2013; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2699.90; Total Time: 2699.90; Engine - Type: IO-550N42B, S/N: 1001065; Time: 670.10; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 653.70
 Hobbs: 3229.2 Flight Hobbs: 2699.9

*** Engine Work ***

Completed a Phase 1 inspection in accordance with Cirrus 400 hour Progressive inspection Program. Found Cirrus SB 2X-74-01 (11/15/11) Fine Wire Spark Plugs Replacement previously complied with per installation of massive electrode type of spark plugs.

Drained oil and cut filter, no metal noted. Took sample and installed new filter p/n CH48108-1. Cylinder compressions as follows: Cylinder #1 66/80, #3 75/80, #5 72/80, #2 75/80, #4 62/80, #6 64/80. Removed and sent #1, #4 and #6 cylinders to Powermaster Aircraft Engines for overhaul. Installed #1, #4 and #6 cylinders, p/n 655932, s/n #1, AC09GA847, #4, AC09GC409 and #6, AC09GA360, after overhaul by Powermaster Aircraft Engines, CRS# P46R287Y, Wo# 13-0111, dated 1/11/2013. Replaced all intake lifters p/n 658088 with new. Replaced all exhaust lifters p/n 658077 with new. Serviced engine with 8 quarts Phillips X/C 20W50MN. Ground run for operational and leak checks good.

I certify that this engine has been inspected in accordance with a Phase 1 inspection and was determined to be in airworthy condition.

Dan Stammen
 A&P 2636878 IA

Dan Stammen 2636878 IA

Wisconsin Aviation - Madison
 3606 Corben Court
 Madison, WI 53704
 608-268-5003



Wisconsin Aviation - Watertown
 1741 River Drive
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 920-261-4567

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 →					

Date: 5/23/2013; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2723.80; Total Time: 2723.80
 Engine Work
 Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 7 qts. Aeroshell W100 plus. Ground run for operational and leak checks good. *Jon Weyand AP 3678294*
 Jon Weyand
 A&P 3678294

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 Watertown, WI 53094
 920-261-4567

Date: 5/24/2013; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2732.20; Total Time: 2732.20; Engine - Type: IO-550N42B, S/N: 1001065, Time: 702.40; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 686.00
 Hobbs: 3271.1 Flight Hobbs: 2732.2
 *** Engine Work ***
 Completed a Phase 2 & 3 inspection in accordance with Cirrus Design 400 Hr Progressive Inspection Program. Compression test performed in accordance with TCM SB03-3, compressions as follows: #1) 74/80, #2) 69/80, #3) 63/80, #4) 76+/80, #5) 74/80, #6) 76/80. Master Orifice of the day 46. Performed borescope inspection per TCM SB03-3, no defects noted.
 Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 8 qts. Shell W100 Plus. Cleaned, gapped and tested spark plugs. Checked mag to engine timing. Checked engine control travels and lubricated. Adjusted idle mixture to be 50 rpm rise & idle speed @ 700 RPM. Ground run for operational and leak checks good.
 I certify that this engine has been inspected in accordance with a Phase 2 & 3 inspection and was determined to be in airworthy condition.
 Bobby Wangler
 A&P 2702325 IA *Bobby Wangler*

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Date: 7/25/2013; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2765.20; Total Time: 2765.20
 Hobbs: 3310.5 Flight Hobbs: 2765.2
 Engine Work
 Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 8 qts. Aeroshell 100W plus. Ground run for operational and leak checks good.
 Bobby Wangler
 A&P 2702325 IA *Bobby Wangler AP 2702325*

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Date: 9/12/2013; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2778.80; Total Time: 2778.80
 Hobbs: 3330.2 Flight Hobbs: 2778.8
 *** Engine Work ***
 Replaced ignition harness kit p/n 07-00789 with new. Operational checked good.
 Bobby Wangler
 A&P 2702325 IA *Bobby Wangler AP 2702325 IA*

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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	→				

Date: 9/06/2013; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2774.60; Total Time: 2774.60; Engine - Type: IO-550N42B, S/N: 1001065, Time: 744.80; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 728.40

Hobbs: 3323.1 Flight Hobbs: 2774.6
 Engine Work

Completed an Annual inspection in accordance with FAR 43, Appendix D. Cirrus SA 13-03 (4/29/13) Throttle and Mixture Control Levers with regards to Continental Motors CBS 08-3B due is not applicable by bronze control levers not installed. Compression test performed in accordance with TCM SB03-3, compressions as follows: #1) 72/80, #2) 74/80, #3) 70/80, #4) 77/80, #5) 72/80, #6) 75/80. Master Orifice of the day 46. Performed borescope inspection per TCM SB03-3, no defects noted. Replaced # 3 EGT probe p/n 16579-002 with new. Replaced #5 exhaust header alternate air duct supply attach bracket p/n 18293-001 with new. Cleaned, gapped and tested spark plugs. Checked mag to engine timing. Checked engine control travels and lubricated. Adjusted engine idle cut off. Ground run for operational and leak checks good. Performed test flight, operational check good.

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

Bobby Wangler
 A&P 2702325 IA

Bobby Wangler AP 2702325 IA

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Date: 2/21/2014; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2803.80; Total Time: 2803.80
 Hobbs: 3361.5 Flight Hobbs: 2803.8

Engine Work

Removed and sent #3 cylinder to Powermaster Aircraft Engines for overhaul. Installed #3 cylinder, p/n 655932, s/n AC09GA373, after overhaul by Powermaster Aircraft Engines, CRS# P46R287Y, Wo# 14-0211, dated 2/11/2014. Changed oil and filter p/n ch48108-1, cut filter, no metal noted, serviced engine with 8 qts. Aeroshell m100. Ground run for operational and leak checks good. Removed magnetos, replaced left magneto points, condenser and block. Replaced right magneto points and condenser. Re-installed magnetos, timed and operational checks good.

Jon Weigand
 A&P 3678294

Jon Weigand AP 36 782 94

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Date: 5/21/2014; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2824.20; Total Time: 2824.20
 Hobbs: 3389.7 Flight Hobbs: 2824.2

Engine Work

Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 8 qts. Aeroshell 100W plus. Replaced cylinder #3 lower spark plug p/n RHB32E with new. Ground run for operational and leak checks good.

Jeffery Paulsen
 A&P 3709430

Jeffery Paulsen

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		Last Overhaul	
Hrs.	Min.	Hrs.	Min.

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

Brought F

Date: 8/12/2014; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2866.70; Total Time: 2866.70
Hobbs: 3441.9 Flight Hobbs: 2866.7

Engine Work

Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 7 qts. Aeroshell 100W plus. Ground run for operational and leak checks good. *Jon Weigand A/P 3678294*

Jon Weigand
A&P 3678294

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Date: 10/01/2014; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2880.30; Total Time: 2880.30;
Engine - Type: IO-550N42B, S/N: 1001065, Time: 850.50; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 834.10

Hobbs: 3458.4 Flight Hobbs: 2880.3

Engine Work

Completed an Annual inspection in accordance with FAR 43, Appendix D.
AD 14-05-29 (4/25/14) Superior Air Parts Cast Cylinders is not applicable by affected cylinders are not installed.
Compression test performed in accordance with TCM SB03-3, compressions as follows: #1) 75/80, #2) 70/80, #3) 74/80, #4) 74/80, #5) 75/80, #6) 73/80. Master Orifice of the day 47/80. Performed borescope inspection per TCM SB03-3, no defects noted. Checked mag to engine timing. Checked engine control travels and lubricated. Replaced all spark plugs p/n URHB32E with new. Reinstalled starter adapter, p/n 642083A12, s/n NA, after overhaul by Poplar Grove Airmotive, Inc, CRS# YYBR664L, Wo# 6573, dated 9/19/2014. Ground run for operational and leak checks good.

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

Dan Stammen
A&P 2636878 IA

Dan Stammen 2636878 IA

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Date: 6/27/2015; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2916.40; Total Time: 2916.40
Hobbs: 3505.3 Flight Hobbs: 2916.4

Engine Work

Changed oil and filter p/n CH48108-1 took sample, cut filter, no metal noted. Serviced engine with 7 qts. Aeroshell 100W. Ground run for operational and leak checks good. *Jon Weigand A/P 3678294*

Jon Weigand
A&P 3678294

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Date: 10/20/2014; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2888.70; Total Time: 2888.70
Hobbs: 3469.6 Flight Hobbs: 2888.7

Engine Work

Replaced cyl #3 top plug p/n URHB32E with new. Ground run and ops checked good.

Dan Stammen
A&P 2636878 IA

Dan Stammen 2636878 IA

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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 For

Date: 11/01/2015; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2950.20; Total Time: 2950.20; Engine - Type: IO-550N42B, S/N: 1001065, Time: 920.40; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 904.00

Flight Hobbs: 2950.2 Hobbs: 3545.2

Engine Work

Completed an Annual inspection in accordance with FAR 43, Appendix D. Compression test as follows: #1) 72/80, #2) 72/80, #3) 70/80, #4) 72/80, #5) 72/80, #6) 74/80. Master Orifice of the day 46/80. Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 7 qts. Shell W100 Plus. Replaced induction air filter p/n BA-24 with new.

Removed and sent magnetos to Poplar Grove Airmotive, Inc for inspection. Reinstalled left magneto, p/n 10-500556-1, s/n D09HA163, after repair by Poplar Grove Airmotive, Inc, CRS# YYBR664L, Wo# 7425, dated 10/22/2015. Reinstalled right magneto, p/n 10-500556-1, s/n D09HA169, after repair by Poplar Grove Airmotive, Inc, CRS# YYBR664L, Wo# 7425, dated 10/22/2015. Cleaned, gapped and tested spark plugs. Checked engine control travels and lubricated.

Ground run for operational and leak checks good. I certify that this engine has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Benjamin J. Pitterle
A&P390747277 IA

Benjamin J. Pitterle IA 390747277

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Date: 6/10/2016; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 2981.80; Total Time: 2981.80
Hobbs Time 3589.1 Flight Hobbs 2981.8

Engine Work

Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted, serviced engine with 8 qts. of Aeroshell 100 plus oil. Adjusted idle cut-off mixture to manufacturer's specifications. Performed ground run, operational, and leak checks - no defects noted with respect to work performed.

Dan Stammen
A&P 2636878 IA

Dan Stammen

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Date: 1/20/2017; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 3028.50; Total Time: 3028.50; Engine - Type: IO-550N42B, S/N: 1001065, Time: 998.70, SMOH: 998.70; Prop - Type: PHC-J3YF-1N, S/N: FP6189B, Time: 982.30

Hobbs Time 3651.7, Flight Hobbs 3028.5

Engine Work

Completed an Annual inspection in accordance with FAR 43, Appendix D. Compression test performed in accordance with TCM Standard Practice Maintenance Manual M-0, compressions as follows: #1) 77/80, #2) 72/80, #3) 78/80, #4) 69/80, #5) 72/80, #6) 78/80. Master Orifice of the day 44/80. Performed borescope inspection per TCM Standard Practice Maintenance Manual M-0, no defects noted. Changed oil and filter p/n CH48108, took sample, cut filter, no metal noted. Serviced engine with 7 qts Aero Shell W100 Plus oil. Checked mag to engine timing. Checked engine control travels and lubricated. Replaced Ignition lead spring on # 6 top and bottom, #2 top and bottom p/n 10-32326 with new.

Performed ground run, operational, and leak checks - no defects noted. I certify that this engine has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Doug Seibel
A&P389765035 IA

Doug Seibel IA 389765035

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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					

Date: 7/06/2017; Aircraft: N681PG; Type: CIRRUS SR22; S/N: 2102; Hobbs: 3073.00; Total Time: 3073.00
 Flight Hobbs : 3073.0
 Engine Work
 Changed oil and filter p/n CH48108-1, took sample, cut filter, no metal noted. Serviced engine with 7 qts
 Aeroshell W100 oil. Ground run for ops and leaks check normal. Customer supplied oil sample.
 Dan Stammen
 A&P 2636878 IA



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February 21, 2018

N681PG	CIRRUS SR22	S/N 2102	FLIGHT 3111.9 Hrs	Hobbs 3758.9 Hrs
Continental	IO550N42B	S/N 1001065	FLIGHT 3111.9 Hrs	TTE 1372.1 Hrs
Hartzell	PHC-J3YF-1N	S/N FP6189B	FLIGHT 3111.9 Hrs	Hobbs 3758.9 Hrs

Performed ground run. Removed cowling. Performed compression test - #1 71/80, #2 61/80, #3 72/80, #4 74/80, #5 66/80, and #6 74/80 - M/O 42/80. Borescope inspection found satisfactory. Removed spark plugs; gap checked and resistance checked; cleaned lead spring contacts; anti-seized, and reinstalled. Performed cylinder wash on all 6 cylinders. Removed and cleaned magnetic drain plug, found normal debris. Drained oil; took oil sample to route to Blackstone for analysis. Oil filter inspected; no contamination noted. Installed new Tempest oil filter P/N AA48108-2 and serviced with 7 quarts of 20W50XC oil. Removed and replaced air filter with P/N BA24. Lubricated throttle, prop control rods, and mixture rods. Adjusted magneto-to-engine timing from left @ +2° and from right @ +2.6° of nominal of 22° BTDC to both at 22° BTDC. . Adjusted fuel flow up 1/2 turn. Adjusted oil pressure up in 1.25 turns. Installed new #3 EGT Probe P/N 16579-002. Checked alternate air door; found satisfactory. Checked oil breather tube and relief hole; found satisfactory. Removed alternator #1 and installed new P/N ES-10024, S/N H-R082400 IAW Hartzell Engine Technologies W/O M121030. Replaced manifold pressure, induction air temp sensor, tachometer and oil pressure molex connectors with ring terminals, aircraft hardware and heat shrink and adapter plate at airframe connection points. Performed ground run and leak check; found satisfactory. Reinstalled cowling. (Refer to Job #681PG1 for details.)

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

JIM BARKER A&P/IA 2755069
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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.

April 11, 2018

N681PG

Continental

Hartzell

CIRRUS SR22 S/N 2102
IO550N42B S/N 1001065
PHC-J3YF-1N S/N FP6189B

FLIGHT 3119.0 Hrs

FLIGHT 3119.0 Hrs

FLIGHT 3119.0 Hrs

Hobbs 3770.1 Hrs

TTE 1383.3 Hrs

Hobbs 3770.1 Hrs

Removed cowling. Removed all 6 cylinders and sent to Bolduc Aviation for IRAN per W/O #30873. Installed overhauled cylinders. Removed starter adapter and sent to Bolduc Aviation for overhaul under WO#30851; reinstalled overhauled starter adapter. Installed new #1 and #4 EGT probes, P/N 16579-002. Removed mechanical fuel pump, P/N 655921-3A1, S/N B09IA075; throttle body, P/N 653353-8A1, S/N A09IA077 and flow divider, P/N 646433-9A4, S/N C09IA073 and sent to Great Plains for bench testing and repair to fuel pump under WO#18-256; reinstalled repaired fuel pump, throttle body and flow divider; ops check found satisfactory. Performed ground run and leak check; found satisfactory. Reinstalled cowling. (Refer to Job #681PG1 for details.)

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.

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May 10, 2018

N681PG

Continental

Hartzell

CIRRUS SR22 S/N 2102
IO550N42B S/N 1001065
PHC-J3YF-1N S/N FP6189B

FLIGHT 3124.2 Hrs

FLIGHT 3124.2 Hrs

FLIGHT 3124.2 Hrs

Hobbs 3776.2 Hrs

TTE 1390.1 Hrs

Hobbs 3776.2 Hrs

Removed cowling, drained oil, sample taken for Blackstone, removed filter and examined for contamination; normal post top overhaul debris noted. Installed new Tempest filter P/N AA48108-2 and 7 quarts 20W50 Type M oil. Installed cowling. Ground run performed, removed top cowling, no leaks noted, installed top cowling.

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.

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Travel Express Aviation Maintenance, Inc.

DuPage Airport, West Chicago, IL 60185

Date: 7/3/2018

Aircraft: N681PG

Model: Cirrus SR22

Serial: 2102

Invoice: 8890

Hobbs: 3791.7

Flight Hobbs: 3135.2

The following work was accomplished:

- The engine oil was drained, the filter element removed, opened and inspected. Took sample. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N AA48108-2. Serviced engine with 8 qts of Phillips XC 20W50 oil. The engine was run and checked for leaks (none apparent). Performed oil analysis.

All work was performed in accordance with manufacturer's specifications and Federal Aviation Regulations.

William Cherwin
William Cherwin, AP 5773544

END

