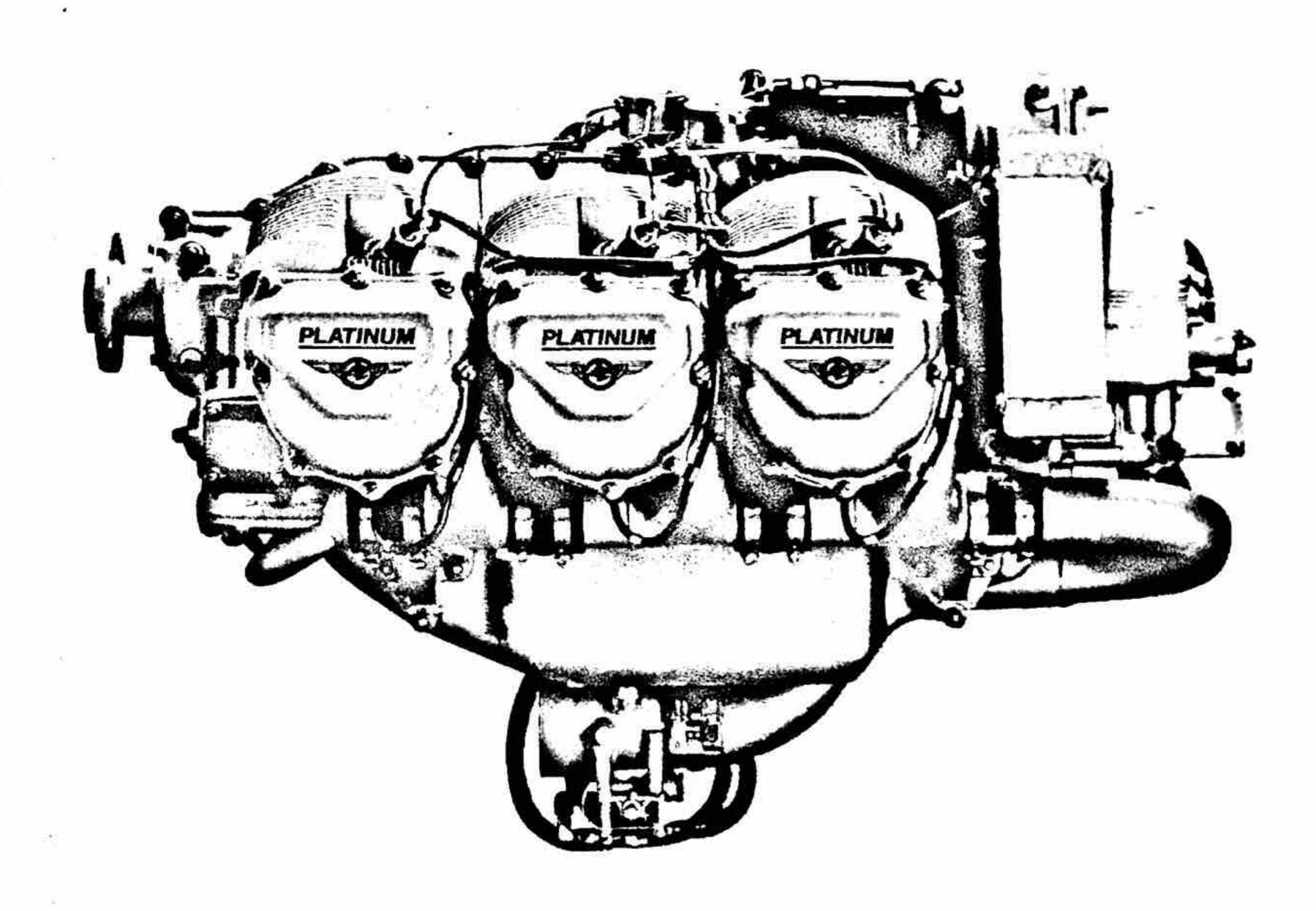
# PLATINUM ENGINE LOG BOOK





CONTINENTAL MOTORS





### **AVIATION OIL ANALYSIS**

### 3319 West Earll Drive Phoenix, Arizona 85017

Ph: 800-445-7930, email: aoa@Staveleyna.com Web access: http://aoa.Staveleyfa.com



CUSTOMER: LEADING EDGE AVIATION (FL)

6582 EUREKA SPRINGS RD

**TAMPA** 

FL 33610

CONTACT: JOHN WARNER

PHONE: 813-626-1515

FAX:

TAIL NUMBER: N678CD -

AIRCRAFT MODEL: CIRRUS SR 22

COMPONENT MODEL: 10-550N27

POSITION: S

POS DESCR: SINGLE COMPONENT S/N: 917657

OIL TYPE: UNKNOWN

Taken

Oil Hours



















161 135

### TELEDYNE CONTINENTAL MOTORS

THE OIL PRESSURE ON THIS ENGINE WAS ADJUSTED DURING THE ENGINE ACCEPTANCE TEST AT THE FACTORY. ONLY MINOR ADJUSTMENTS MAY BE NECESSARY TO ASSURE THE PROPER INDICATION ON THE COCKPIT GAUGE.

**FACTORY SETTINGS:** 

OIL TEMP 187 OIL PRESSURE 54.1 **ENGINE INLET AT** OIL PRESSURE PICK UP POINT:

OIL COOLER

655313

\*\*\* Values Abnormal

Wear Metals Reported In Parts Per Million

#### RESULT CODES

OIL TIME UNKNOWN

IRON APPEARS HIGH 117

POSSIBLE CORROSION IF AIRCRAFT NOT FLOWN REGULARLY

RESAMPLE 25 HOURS TO MONITOR WEAR TREND .135

**COMMENTS:** 

OTHER TESTS:

Date	Total	Time		Since verhaul	Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections,
	Hrs.	Min.	Hrs.	Min.	Modifications and Service Bulletins
Instal	Drain led nev	v oil filt oil filte	12 Mand servicer. P/N (	Van Tar (8 ay 2005 ced with CH4810 oction, n	dge Aviation Services  denberg Airport  mpa. FL 33610  13)-626-1515  N678CD  Hobbs: 26.0  8 quarts of Aero Shell 100 mineral oil. 8-1. Installed oil quick drain valve, P/N S6250.  to abnormal particles were found at this time.  I. no leaks noted at this time.
•			5	Bn	Halm_
Li			R	yan Don	ahue A&P# 3015609
		1	Ī	-	
4					
		<b>†</b>			
CIRR	US			V:	Edge Aviation Services andenberg Airport Tampa, FL 33610 (813)-626-1515  N678CD  LEADING EDGE ANATON SERVICES NO
no abno	Instal	lled nev	d oil and	service er. P/N (	Hobbs: 102.0 d with 8 quarts of Phillips 20W50 oil. CH48108-1. Cut open oil filter for inspetion. is time.Run up performed, no leaks noted at this time.
				Prop D	Onabue A & P# 3015609

Kyan Donanue A&P# 3013609

Engine Service and Maintenance Record Time Since Total Time Date Installations, Inspections, Airworthiness Directives, Special Inspections, Last Overhaul Min. Modifications and Service Bulletins Min. Hrs. Hrs. **Brought Forward** Leading Edge Aviation Services Vandenberg Airport Tampa. FL 33610 (813)-626-1515 N678CD 5May 2006 Hobbs: 118.8 Engine Model: IO-550-N27 S N:917657 CIRRUS Removed and replaced oil filter and installed CH48108-1. Cut open filter for inspection, no abnormal particles were found. Drained oil and serviced with eight quarts of Phillips 20W50. Installed new air filter. P N B.1-24. Removed. cleaned. inspected, spark plugs. Compressions checked: =1:76 80; =2; 75 80; =3; 76 80; =4 75 80; =5; 76 80; =6:77 80. Removed and cleaned fuel injectors. Complied with TCM SID 97-3 (fuel set up) Reset magneto to engine timing. Removed mulfler shroud and inspected for cracks. AD's checked through 4 May 2006. AD 2005-12-06 N. A by engine model. I certify this engine has been inspected in accordance with a 100-hour inspection with reference to Cirrus AMM section 5-20 and is found to be in airworthy condition at this time.

Stephen Wiedler 145004431

CIRRUS

7

Leading Edge Aviation Services Vandenberg Airport Tampa, FL 33610 (813)-626-1515



·LEADING EDGE

22 November 2006

N678CD

Hobbs: 149.9

Complied with SB 2X-77-02R1 with Kit P/N 70134-001 on #2 cylinder EGT and CHT. Performed post maintenance engine run-up, operational check good.

dason D. Warner A&P# 3126015



Leading Edge Aviation Services Vandenberg Airport Tampa, FL 33610 (813)-626-1515

LEADING EDGE

12 April 2007 Hobbs: 166.8

Engine Model: IO-550-N

N678CD S N:917657

Removed and replaced oil filter and installed CH48108-1. Cut open filter for inspection, no abnormal particles were found. Drained oil and serviced with eight quarts of Phillips 20 W 50, oil. Installed new air filter, P N BA-24. Removed, cleaned, inspected, spark plugs. Compressions checked: #1:78 80; #2: 75 80; #3: 76 80; #4 75 80; #5: 77 80; #6: 77 80. Removed and cleaned fuel injectors Complied with TCM SID 97-3 (fuel set up). Reset right and left magneto timing. Removed mutfler shroud and inspected for cracks. AD's checked through 12 April 07. I certify this engine has been inspected in accordance with a 100-hour inspection with reference to Cirrus AMM section 5 20 and is found to be in airworthy condition at this time.

Anthony Lambert A=P 3194738

Engine Service and Maintenance Record Total Time Time Since Date Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Min. Modifications and Service Bulletins **Brought Forward** Leading Edge Aviation Services Vandenberg Airport



Tampa, FL 33610 (813)-626-1515



4 May 2007

23 May 2008

Engine: IO-550-N(27)

N678CD

Hobbs: 168.9

Removed Alternator #1 P/N-646843A1 and Replaced with P/N-646843A1 S/N-007BA097. Replaced Alternator #1 field control module P/N-146Q5-001. Performed post maintenance engine run-up, no defects noted at this time.

ason D. Warner A&P# 3126015



Leading Edge Aviation Services Vandenberg Airport Tampa, FL 33610

S N: 917657

(813)-626-1515 ·LEADING EDGE N678CD Hobbs: 254.3

Removed, cleaned, and reinstalled gasculator fuel filter. Performed compression check -= 1-77 80 =2-76 80 =3-74 80 =4-74 80 =5-74 80 =6-72 80. Removed, cleaned, inspected, gapped, and reinstalled spark plugs. Replaced Induction Air filter P N BA-24. Inspected engine and surrounding areas IAW Cirrus AMM. No defects noted at this

time. AD's checked through 7 May 2008. None due at this time. This engine has been inspected IAW 100 hour insepction with reference to Cirrus AMM section 5-20 and is found to be airworthy at this time.

## LEADING EDGE

TAVIATION SERVICES, INC.



**AUTHORIZED SERVICE CENTER** 

Tampa, FL Date: 5/13/2009; Aircraft: N678CD; Type: CIRRUS GTS Do Not Use; S/N: 1410; Hobbs: 292.5; Total Time: 292.5; Engine - Type: IO-550-N(27), S/N: 917657, Time: 292.5

-Cleaned engine and performed run up. Inspected for leaks and general overall condition.

- -Performed compression check #1:66/80 #2: 68/80 #3: 70/80 #4: 66/80 #5: 72/80 #6: 69/80,
- Inspected Fuel nozzles for leaks.
- -Checked RT. and LT. magneto timing. 22 Degrees BTDC.
- -Removed spark plugs, cleaned, inspected, gapped and reinstalled.
- -Inspected electrical wiring for chafing and security.
- Inspected Fluid carrying hoses.
- -Removed gascolator cleaned, inspected and reinstalled.
- -Drained Oil and serviced with 8 Quarts Phillips 20W50.
- -Removed and replaced Oil filter P/N CH48108-1. Cut open filter for inspection,
- no abnormal particles were found at this time.
- Collected oil sample for analysis.
- -Replaced air filter P/N BA-24.
- -Complied with TCM SID 97-E (Fuel set-up).
- -Verified AD compliance through Bi-weekly issue 2009-09.
- -AD2007-16-10 N/A by Part not installed.
- -Performed post inspection operational check of aircraft systems all working normal at this time.

certify this engine has been inspected in accordance with a 100 hour inspection with reference to Cirrus AMM Section 5-20 and is found to be airworthy at this time.

Christopher Reeves

6582 Eureka Springs Rd. Tampa, Fl 33610 Tampa Executive Airport (KTPX) 813 626 1515

A&P 492701868IA

Date	Total	Time	The state of the s	Since verhaul	Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections,
	Hrs.	Min.	Hrs.	Min.	Modifications and Service Bulletins
Brought Forward		<b>&gt;</b>			
LEA	DI	NG	ED	BE	
1	AI	/IATION	SERVICE	S, INC.	CIRRUS.
	Tai	mna. I	F1		AUTHORIZED SERVICE CENTER  10; Hobbs: 307.0; Total Time: 307.0
					with new as required. ATA24.30.008
ne above work was pervice pertaining to we	erformed i ork perforr	ned.	ance with	current re	gulations of the Federal Aviation Administration and is approved for return to
Brian I	Bills	/h	7	7.	A&P 3197850
		(17)	ings Rd. T e Airport (	250	33610 3 626 1515
LE	401	N I	jEU	JUE	17:2
		AVIATIO	N SERVIC	CES, INC	CIRRUS
	Ta	ampa,	FL ce: CIRRI	IS: S/N: 1	AUTHORIZED SERVICE CENTER 410; Hobbs: 331.6; Total Time: 331.6; Engine - Type: IO-550-N(27), S/N: 917657,
Date: 5/13/2010; All Time: 331.6	rciail. No	OCD, Ty	pe. Ontito	, O, O,	
-Complied with Cirru	s 100hr in	spection	checklist.		
-Cleaned engine and	i performe	d run up.	Inspecte	d for leak	s and general overall condition.
-Drained oil and serv	iced with	8 quarts	of Philips )	K/C 20W5	0. Removed and replaced oil filter, cut open oil filter for inspection. Collected oil
sample for analysis.	Installed of	cowling a	nd perform	ned run u	<b>D.</b>
Complied with fuel s	set-up (TC	M SID 97	7-3E).		
Removed cleaned g	apped spa	ark plugs	verified co	orrect mag	g timing L&R.
Performed compres	sion checl	k 1/70,2/	64,3/70,4/	68,5/72,6	6/68.
Inspected Fuel nozz	les for lea	ıks.			
Inspected electrical	wiring for	chafing a	nd securit	y.	
Inspected Fluid carr	ying hoses	<b>S</b> .			
Removed gascolator	r er		d and rein	stalled.	
Replaced air filter P/		34.			
5		h Bi waa	khy isous '	2010.00	
Verified AD compliar Performed post insp		The second secon			stems - all working normal at this time.
Work performed with	n reference	e to Cirru	s SR-22 A	MM.	
85					a100 hour inspection with reference to Cirrus AMM Section 5-20 and is found to be
irworthy at this time.		01	1/2/	_	
Paul	Stern_/	auff		<u> </u>	A&P 3078823IA
			prings Rd. tive Airport		813 626 1515

		Time		Since verhaul	Engine Service and Maintenance Record				
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins				
Brought Forward	•	<b>→</b>							
	í	AVIAT Tamp	ION SER	VICES, IN	C.  AUTHORIZED SERVICE CENTER  1410; Hobbs: 382.9; Total Time: 382.9; Engine - Type: IO-550-N(27), S/N: 917657,				
Time: 382.9			1900 P.						
	rviced wi	ith 8 quar	ts of Philip	s X/C 20V	aks and general overall condition.  V50. Removed and replaced oil filter, cut open oil filter for inspection. Collected oil up.				
-Complied with fuel	0.0		07/9						
-Removed cleaned -Performed compre			igs adjuste	ed mag tim	ning L&R as needed.				
#1 76/80 #2 74/80	#3 76/80	#4 66/80	#5 74/80	#6 66/80	M/O 41/80				
-Inspected Fuel no			_	200					
-Inspected electrica -Inspected Fluid ca			g and secu	arity.					
	3 5%		cted and re	einstalled.					
	Removed gascolator cleaned, inspected and reinstalled. Replaced air filter P/N BA-24.								
Replaced air filter P/N BA-24Verified AD compliance through bi-weekly issue 2011-09.									
-Complied with AD	1	10							
-Removed & replace			200	2.					
-Penormea post ins -	pection o	operation	ai check o	f aircraft s	ystems - all working normal at this time.				
I certify this engine I	has been e.	inspecte	ed in accor	dance with	h a100 hour inspection with reference to Cirrus AMM Section 5-20 and is found to be				
Ste	ve Miller	Ste	e Ke		A&P 2700197IA , FI 33610				
ř.					, FI 33610 ) 813 626 1515				

	Date	Tota	al Time	1100-004020	Since verhaul	Engine Service and Maintenance Record	
		Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins	
-	Brought Forward	,	<b>-</b> →				
		40	IN	G EI	D G	C. CIRRUS	
_	Date: 6/01/2012; Air Time: 436.2	rcraft: N	Tamp 678CD;	<b>a, FL</b> Type: CIRF	RUS; S/N:	AUTHORIZED SERVICE CENTER 1410; Hobbs: 436.2; Total Time: 436.2; Engine - Type: IO-550-N(27), S/N: 917657,	
-	- Drained oil and set sample for analysis.	rviced w Installe	vith 8 qua d cowling	arts of Philli g and perfo	ps X/C 20 rmed run	0W50. Removed and replaced oil filter, cut open oil filter for inspection. Collected oil up.	
	- Compression Che	ck #1 66	6/80 #2 6	62/80 #3 66	/80 #4 64	/80 #5 70/80 #6 70/80. <b>M</b> O 40/80.	
_	- Removed and repl	laced ai	r filter ele	ement with	new PN B	3A-24.	
-	- Verified AD compli	iance th	rough bi	-weekly iss	ue 2012-0	9.	
-	- Complied with fuel	9					
_	airworthy at this time	e. ul Stern_ 658	B2 Eurek	a \$pings	Rd. Tampa	th a 100 hour inspection with reference to Cirrus AMM Section 5-20 and is found to be A&P 3078823IA a, FI 33610 F) 813 626 1515	
	<u> </u>						1
			AVIAT	ION SERV a, FL Type: CIRR	ICES, IN		
	- Drained oil and ser sample for analysis.	rviced w Installe	ith 7 qua d cowling	arts of Philli g and perfor	ps X/C 20 rmed run	W50. Removed and replaced oil filter, cut open oil filter for inspection. Collected oil up.	
•	- Removed and repla	aced the	e air filte	r element w	ith new P	N BA24.	
•	- Compression Chec	ck #17	0/80 #2	58/80 #3 72	2/80 #4 58	8/80 #5 64/80 #6 70/80 MO 40/80	
	- Verified AD compli	ance th	rough bi-	weekly issu	ue 2013-1	1.	
•	- Complied with fuel						
	- Removed and repla	aced cra	ankcase	front seal F	N 641250	and cam follow gasket PN 653415. Installed prop using new oring PN C3317-228.	1
•	- Installed new spar	N 556					-
	I certify this Engine hairworthy at this time	as beer	n inspect	ed in accor	dance wit	h a 100 hour inspection with reference to Cirrus AMM Section 5-20 and is found to be	1
	Pau	Stern_ 658	32 Eurek	a Springs		A&P 3078823IA ·	
_	•					813 626 1515	1
•	•	1					1
-							
-			• • • · · · · · · · · · · · · · · · · ·				
•••							
•							

Doto	Total Time	e Time Since	
Date	TOTAL TIME	Last Overhaul	Engine Service and Maintenance Record
	Hrs. Min		installations, inspections, Airworthiness Directives, Special Inspections
BI II			LIVIDUDICATIONS AND SERVICE RUILENDS
- LE		16 ED 6	
		ATION SERVICES, IN	
	Tam	pa, FL	AUTHORIZED SERVICE CENTER : 1410; Hobbs: 582.6; Total Time: 582.6; Engine - Type: IO-550-N(27), S/N: 917657, -
Date: 6/18/2014; Al	rcrait: No70CL	o, Type. Charlos, Chi	
Cleaned engine and	performed rui	n up. Inspected for lea	aks and general overall condition. Performed compression checks and magneto
timing. Inspected el	ectrical wiring	for chafing and securi	ty.
- Drained oil and ser	viced with 8 q	uarts of Phillips X/C 20	0W50. Removed and replaced oil filter, cut open oil filter for inspection. Collected
- Compression Chec	sis. Installed :k #1 72/80 #2	cowling and perform 2 66/80 #3 68/80 #4 68	ned run up. 3/80 #5 64/80 #6 68/80 <b>M</b> O 42/80 _
Verified AD compli	ance through I	bi-weekly issue 2014-0 ter element with new P	09.
Installed new front	main crankca:	se seal, PN 641250.	Installed prop using new oring PN C3317-228.
- Removed gascolate		ed, inspected screen a 4 push rod tube seals	
- Removed and clea	ned all fuel inj	ectors for manufacture	er 300 hr. cleaning. Re-installed injectors.
- Complied with fuel			
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		cted in accordance wi	ith a100 hour inspection with reference to Cirrus AMM Section 5-20 and is found to b€
airworthy at this time	. 1	360/1	
Brue	ce Stein	npa Executive Airport I	A&P 2588417IA RD_Tampa_FL33610
		xecutive Airport (KVD	
	7 <b>7</b> 924		
I FA	niri	i EDGE	
	Description of the Control of the		
		N SERVICES, INC.	CIRRUS
Date: 6/15/2015; Aircraft:	Tampa,	pe: CIRRUS; S/N: 141	AUTHORIZED SERVICE CENTER  10; Hobbs: 641.6; Total Time: 641.6; Engine - Type: IO-550-N(27), S/N: 917657,
Time: 641.6	(752)	S2.	
Removed cowling cleaned	d engine and p	erformed run up. Ins	pected for leaks and general overall condition. Performed compression checks
and magneto timing. Insp	ected electric	al wiring for chafing a	nd security. 100 Hour inspection completed WRT Cirrus AMM section 5-20.
-Drained oil and serviced	with 8 quarts o	of Phillips X/C 20W50	. Removed and replaced oil filter, cut open oil filter for inspection. Installed
cowing and performed rur	ı up.		5 64/80 #6 60/80 MO 42/80
-verified AD compliance the	rrough bi-wee	kly issue 2015-10.	
<ul> <li>Complied with fuel set-up</li> <li>Removed and replaced no</li> </ul>	(TCM SID 97 ose crankshat	-3F). It seal with new PN: 6	41250, ops check OK, no leaks.
inspected Fuel nozzles to	r leaks.		41230, ops check OK, no leaks.
<ul> <li>-Inspected electrical wiring</li> <li>-Inspected Fluid carrying h</li> </ul>	for chafing a loses.	nd security.	
-Removed gascolator clea	ned, inspected	d and reinstalled.	
<ul> <li>Replaced air filter P/N BA</li> <li>Performed post inspection</li> </ul>	-24. ) operational d	check of aircraft syste	ms - all working normal at this time.
· Common of			
airworthy at this time.	en inspected i	n accordance with a1	00 hour inspection with reference to Cirrus AMM Section 5-20 and is found to be —
		an	)
Bruce Ste		xecutive Airport RD. T	A&P 2588417IA ampa, FI 33610
Ţ	ampa Execut	ive Airport (KVDF) 81	3 621 7476
		1	

Date	Tota	Total Time		Since verhaul	Engine Service and Maintenance Record
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections Modifications and Service Bulletins
	лПING	Enc.		Lea	ading Edge Aviation Maintenance LLC.



Lakeland Linder Regional Airport (KLAL) 3760 Airfield Drive West WWW.LEADINGEDGEAVIATION.COM 813-621-7476 Lakeland FI 33811

Date: 6/28/2016; Aircraft: N678CD; Type: CIRRUS; S/N: 1410; Hobbs: 692.8; Total Time: 692.8; Engine - Type: IO-550-N(27), S/N: 917657, Time: 692.8; Prop - Type: PHC-J3YF-1RF, S/N: FP3638B, Time: 692.8

- -Removed cowling: Cleaned engine and performed run up. Inspected for leaks and general overall condition. Performed compression checks and magneto timing. Inspected electrical wiring for chafing and security. Annual inspection completed WRT Cirrus AMM section 5-20.
- -Drained oil and serviced with 8 quarts of Phillips X/C 20W50. Removed and replaced oil filter, cut open oil filter for inspection. Installed cowling and performed run up.
- -Compression Check #1 58 /80 #2 58/80 #3 60/80 #4 58/80 #5 58/80 #6 58/80 MO 44/80
- Complied with fuel set-up (CMI SID 97-3G).

Derrick James

- -Removed #4 iduction gasket, claened surfaces and installed new gasket.
- -Removed and reinstalled overhauled magnetos.
- -Removed and replaced pushrod tube seals on #1, #4, and #5 engine cylinders.
- Removed and reinstalled overhauled propeller governor.
- Replaced all 12 sparkplug lead springs with new ones.

The above work was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service pertaining to work performed.

A&P 3636085IA

ED WING

Fixed Wing Aviation Maintenance Lakeland Linder Regional Airport (KLAL) 3760 Airfield Drive West WWW.FIXEDWINGAVIATION.COM Lakeland FI 33811 863-606-5757

Date: 8/14/2017; Aircraft: N678CD; Type: CIRRUS; S/N: 1410; Hobbs: 761.6; Total Time: 761.6; Engine - Type: IO-550-N(27), S/N: 917657, Time: 761.6; Prop - Type: PHC-J3YF-1RF, S/N: FP3638B, Time: 761.6

- -Removed cowling, Cleaned engine and performed run up. Inspected for leaks and general overall condition. Performed compression checks and magneto timing. Inspected electrical wiring for chafing and security. Annual inspection completed WRT Cirrus AMM section 5-20.
- -Drained oil and serviced with 8 quarts of Phillips X/C 20W50. Removed and replaced oil filter, cut open oil filter for inspection. Installed cowling and performed run up
- -Compression Check #1 52/80 #2 44/80 #3 50/80 #4 46/80 #5 40/80 #6 54/80 MO 40/80
- -Verified AD compliance through bi-weekly issue 2017-11.
- -Researched All Cirrus Service Bulletins for this S/N aircraft and made a list of all applicable at this time.
- -Complied with fuel set-up (CMI SID 97-3G).

AVIATION MAINTENANC

- -Completed borescope inspection. Found no physical damage to valves or piston faces. Found minor oil pooling in
- -Removed and replaced Alt. #1 with new as required.
- -Inspected cyl #5 for oil leak and found no defects. No further action required.
- -Removed and replaced intake flapper bolt with new as required.
- -Removed and replaced garlock seal with new as required.

I certify this engine has been inspected in accordance with a 100hr inspection with reference to Cirrus AMM and is found to be airworthy at this time.

Jonathan Coradin A&P 3502686IA Date

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

## Engine Service and Maintenance Reco

Installations, Inspections, Airworthiness Directives, Special Inspection

Sarasota Avionics Inc Tampa (TPA)

845 Severn Ave. Tampa, Fl 33606

Tail No.: N678CD/Cont./IO-550-N/Serial Number: 917657

Date: 12/20/17 Work Order: M454 Flt Hobbs: 796.3 Engine TTSN: 796.3



I certify that this engine has had an annual inspection IAW FAR43 Appendix D using AMM chap. 05-20 annual/100 hour inspection checklist and was determined to be in an airworthy condition and is approved for return to service. All applicable airworthiness directives through 12/20/17 have been reviewed and/or complied with. List in logbook. Cylinder compressions 1-70, 2-62, 3-71, 4-64, 5-66, 6-68. Changed oil and filter, serviced engine with 8qts Phillips 20W50 X/C. Inspected old oil filter, no metal found. Cleaned and gapped all plugs, checked mag timing, lubed and checked engine controls. Resecured right fwd baffle seal. Replaced induction ALT air "Y" Assy and Bracket air filter Assy. Removed and replaced leaking fuel flow transducer. Adjusted idle speed and mixture as needed. Performed ground run up, all applicable leak and ops checks good.

Engine

Liz 2 //

Steven D. Reifeis A&P35055351A

ENGINE MODEL: ENGINE S/N: REG. NO: 678CD WORK ORDER: 1200-07-2018

East Coast Aviation Service, Inc.

Repair Station No. FAA CRS 9ESR403B 2580 SE Aviation Way

Ste 102

Stuart, FL 34996 Phone: 772 781 0610 DATE: 7/10/2018 A/C TSN: 900.5 ENG TT: 900.5 TSMOH: HOBBS: 900.5

#### **Engine Entries**

(1) Inspected this engine in accordance with FAR 43 Appendix D, Oil Drained and oil sample taken, removed oil filter and cut open no contamination noted, replaced oil filter with Tempest AA48108-2 and serviced engine with 8 qts of Phillips X/C 20W-50, compression checked as follows 1:70 2:56 3:72 4:70 5:70 6:64/80 Master orifice 43... (4) Secured #1 injector line support bracket... (5) Replaced #3 and #5 injector line clips P/N 652436-1... (6) re-installed engine driven fuel pump after repairs by Great Planes Fuel metering Inc P/N# 655921-3A1 S/N#B05BA28 under W/O#18-388 dated 7/6/2018, set fuel pump pressures as per CM MX manual... (8) removed alternator #2 Replaced right accessory drive seal with P/N 25102 using gaskets P/N 653487 and 654012, re-installed alternator #2, engine cleaned and operational check performed, checked and found all AD's to have been C/W thru this date. I certify this engine to have been inspected in accordance with a 100HR inspection and was determined to be in a airworthy condition.

The aircraft and/or component(s) on 678CD 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 station under Work Order No. 1200-07-2018

DATE: 7/10/2018

SIGNED:

Richard John Epler Certified Repair Station No. FAA CRS 9ESR403B Work Order: 1200-07-2018

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ENGINE MODEL: 10-550 N

(27) ENGINE S/N: 917657 REG. NO: 678CD WORK ORDER: East Coast Aviation Service, Inc.

Repair Station No. FAA CRS 9ESR403B 2580 SE Aviation Way

Ste 102

Stuart, FL 34996

Phone: 772 781 0610

DATE: 9/7/2018 A/C TSN: 948.6 ENG TT: 948.6 TSMOH: HOBBS: 948.6

**Engine Entries** 

1247-09-2018

(1) Oil Drained and oil sample taken, removed oil filter and cut open no contamination noted, replaced oil filter with Tempest AA48108-2 and serviced engine with 8 qts of Phillips X/C 20W-50, engine cleaned and operational check preformed

The aircraft and/or component(s) on 678CD 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 station under Work Order No. 1247-09-2018

DATE: 9/7/2018

SIGNED:

Work Order: 1247-09-2018

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Richard John Epler Certified Repair Station No. FAA CRS 9ESR403B

Engine Service and Maintenance Record Time Since Total Time Date Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Min. Modifications and Service Bulletins Hrs. Min. Hrs. ught Fc DATE: 11/6/2018 East Coast Aviation Service, Inc. **ENGINE MODEL: 10-550 N** A/C TSN: 996 7 Repair Station No. FAA CRS 9ESR403B ENG TT 996.7 ENGINE S/N: 917657 2580 SE Aviation Way REG. NO: 678CD TSMOH: Ste 102 HOBBS: 996.7 WORK ORDER: Stuart, FL 34996 1308-11-2018 Phone: 772 781 0610 Engine Entries (1) Oil Drained and oil sample taken, removed oil filter and cut open no contamination noted, replaced oil filter with Tempest AA48108-2 and serviced engine with 8 qts of Phillips X/C 20W-50, engine cleaned and operational check preformed The aircraft and/or component(s) on 678CD 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 etation under Work Order No. 1308-11-2018 DATE: 11/6/2018 SIGNED: Work Order: 1308-11-2018 Richard John Epler Printed by EBis 3 (datcomedia.com) Certified Repair Station No. FAA CRS 9ESR403B ENGINE MODEL: 10-550 N East Coast Aviation Service, Inc. DATE: 2/4/2019 (27)A/C TSN: 1037.8 ENGINE S/N: 917657 Repair Station No. FAA CRS 9ESR403B ENG TT: 1037.8 REG. NO: 678CD 2580 SE Aviation Way TSMOH: WORK ORDER: Ste 102 HOBBS: 1037.8 1349-12-2018 Stuart, FL 34996 Phone: 772 781 0610 **Engine Entries** (2) Inspected this engine in accordance with FAR 43 Appendix D,Oil Drained and oil sample taken, removed oil filter and cut open no contamination noted, replaced oil filter with Tempest AA48108-2 and serviced engine with 8 qts of Phillips X/C 20W-50, Compression checked as follows 1:62 2:64 3:70 4:64 5:68 6:70/80 master orifice 43, spark plugs were cleaned gapped and rotated, engine cleaned and operational check performed, checked and found all AD's to have been C/W thru this date, I certify this engine to have been inspected in accordance with a 100HR/Annual inspection and was determined to be in a airworthy condition. The aircraft and/or component(s) on 678CD 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 station under Work Order No. 1349-12-2018 DATE: 2/4/2019 SIGNED: Work Order: 1349-12-2018 Richard John Epler Printed by EBis 3 (datcomedia.com) Certified Repair Station No. FAA CRS 9ESR403B ENGINE MODEL: 10-550 N East Coast Aviation Service, Inc. DATE 4/1/2019 (27)ENGINE S/N: 917657 A/C TSN. 1076.8 Repair Station No. FAA CRS 9ESR403B REG. NO: 678CD ENG TT: 1076.8 2580 SE Aviation Way WORK ORDER: TSMOH: Ste 102 1444-03-2019 HOBBS 1076 8 Stuart, FL 34996 Phone: 772 781 0610 **Engine Entries** (4) Oil Drained and oil sample taken, removed oil filter and cut open no contamination noted, replaced oil filter with Tempest AA48108-2 and serviced engine with 8 qts of Phillips X/C 20W-50, engine cleaned and operational check preformed The aircraft and/or component(s) on 678CD was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to continue IID with 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 station under Work Order No. 1444-03-2019 DATE: 4/1/2019 SIGNED: Work Order: 1444-03-2019 Richard John Epler

Certified Repair Station No. FAA CRS 9ESR403B

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Phone: 941-360-6877

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Authority/Country:		2. A	UTHORIZED REL	3. Form Tracking Number 25416-18978					
170	D'Office States		FAA Form 8130-3, AIRW						
	ation Name and Address: Aerospace, 1615 W. N		Melbourne, FL. 32901 (5S5R934B)		FERUNALIAG	5. Work Order/Contract Number:			
6. Item:	7. Description:		8. Part Number:	9. Quantity:	10. Serial Number:	25416-18978 11. Status/Work:	K5		
1	Multi-Function I	Display	700-00004-008		22123455	Repaired			
2. Remar	ks:								
"Dire	ct Shipment Authoriza	ation"							
Ja. Certif	ics the items identified ab	ove were ma	nufactured in conformity to:	14a. 🗸 14 (	CFR 43.9 Return to Service	Other regulation specified in	n Rinck 12		
- Control of the Cont	oproved design data and ton-approved design data		dition for safe operation. Block 12.	Federa	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.				
3b. Autho	ri/ed Signature:		13c. Approval/Authorization No.	: 14b. Author	rized Signature:	14c. Approval/Certific			
3d. Name	(Lyped or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name	(Typed or Printed):	14e. Date (dd/mmm/y)	ууу):		
					Carlos Feliciano	16/SEP/20	119		
			User/Installe	er Responsibil	ities				
t is import	ant to understand that the	existence of	this document alone does not automatical	ly constitute auth	ority to install the aircraft engir	ne/nroneller/article			
where the i	user/installer performs wo	ork in accord	ance with the national regulations of an ai es that his/her airworthiness authority acc		Same and the second		lied in country		
			e installation certification. In all cases, air						

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

1. Approv	ing Civil Aviation	2.				3. Form Tracking Number:				
	hority/Country:	AI	UTHORIZED REI	TACE (	CEDTIEICATE	25415-18977RS				
FA.	VUnited States	A	FAA Form 8130-3, AIRW							
4. Organiz	zation Name and Address:					5. Work Order/Contract/Invoice				
Extant /	Nerospace, 1615 W. N/	Number: 25415-18977RS								
6. Item:	7. Description:		8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:				
1	Primary Flight Di	isplay	700-00006-000	1	20338305	Repaired				
12. Remar	ks:									
	Repaired in accordance with PMM 600-00128-004, Rev. 06, Dated 09/20/16. See attached W/O: 25415-18977RS.  "Direct Shipment Authorization"									
13a. Certifi	es the items identified abov	e were manu	factured in conformity to:	14a. 🗹 14 C	FR 43.9 Return to Service	er regulation specified in Block 12				
	pproved design data and a on-approved design data sp			Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.						
1.3b. Author	rized Signature:		13c. Approval/Authorization No.:	14h Authoriz	red Signature:	14c. Approval/Certificate No.: 5S5R934B				
3d. Name (	Typed or Printed):		13c. Date (dd/mmnt/yyyy):	14d. Name (Typed or Printed):		14e. Date (dd/mmm/yyyy):				
				Carlo	os Feliciano	19/SEP/2019				
t is importa	nt to understand that the ex	ristence of thi	is document alone does not automatically	constitute author	ity to install the aircraft engine/propeller/s	article.				
Where the us Block 1, it is	important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.  The user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in k 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country ified in Block 1.									

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the

FAA Form 8130-3 (02-14)

national regulations by the user/installer before the aircraft may be flown.

NSN: 0052-00-012-9005

### Vibration Test

	Serial number #	0 ==
PFD	20338305	

Technician: 2279 TES Date: 9-19-19

During the vibration test, the UUT is to be monitored for the following pass/fail criteria.

Parameter	Setting	Pass/Fail Criteria and Data	Pass	Fail
Altitude	11,000ft	Max 11,035ft Min 10,965ft	<b>\</b>	
Airspeed	100kts	Max 102kts Min 98kts	$\sqrt{}$	
Attitude	Level	The attitude display should remain level during the test.  Fail = Movement of the attitude from level >2°		
Heading	Varies per MAG	Heading at start =		
Outside Air Temperature (OAT)	Site Ambient	OAT Temperature at start = Not to exceed +/- 2° during the course of the test. Note: N/A for PFD 700-00006-003 or when using HASS Code	1	
Bezel Lights	Default Brightness	Pass = Even illumination Fail = Flicker, uneven/darkened areas	V	
Display	Default Brightness	Pass = Clear image remaining at default brightness  Fail = Flicker, line outs, bands, unusual dimming. white lines across screen, flashing backlight, loss of video data, etc.  Note: Under high vibration, LCD printing may be observed, this is normal and acceptable. LCD printing is a localized change in brightness caused by physical stress on the liquid crystal cell of the display. Printing can easily be distinguished from other flickering anomalies (i.e. loose backlight or video connections) by the fact that the center of the display is far more affected then the edges. In contrast, backlight and video data connection issues will affect the entire display or particular rows/columns of the display. Printing is temporary and will only be observable during vibration exposure.		

### Vibration Test

	Serial number #	1.00-3
PFD	20338305	

Technician: 2279 TRS Date: 9-19-19

During the vibration test, the UUT is to be monitored for the following pass/fail criteria.

Parameter	Setting	Pass/Fail Criteria and Data	Pass	Fail
Altitude	11,000ft	Max 11,035ft Min 10,965ft	1	
Airspeed	100kts	Max 102kts Min 98kts	<b>√</b>	
Attitude	Level	The attitude display should remain level during the test.  Fail = Movement of the attitude from level >2°	<b>V</b>	
Heading	Varies per MAG	Heading at start = 1777  Not to exceed +/- 5° from initial heading	<b>V</b>	
Outside Air Temperature (OAT)	Site Ambient	OAT Temperature at start = Not to exceed +/- 2° during the course of the test. Note: N/A for PFD 700-00006-003 or when using HASS Code		
Bezel Lights	Default Brightness	Pass = Even illumination Fail = Flicker, uneven/darkened areas	V	
Display	Default Brightness	Pass = Clear image remaining at default brightness  Fail = Flicker, line outs, bands, unusual dimming. white lines across screen, flashing backlight, loss of video data, etc.  Note: Under high vibration, LCD printing may be observed, this is normal and acceptable. LCD printing is a localized change in brightness caused by physical stress on the liquid crystal cell of the display. Printing can easily be distinguished from other flickering anomalies (i.e. loose backlight or video connections) by the fact that the center of the display is far more affected then the edges. In contrast, backlight and video data connection issues will affect the entire display or particular rows/columns of the display. Printing is temporary and will only be observable during vibration exposure.		