1. Approv Aut	FAA/United States	THORIZED RELE FAA Form 8130-3, AIRWOR		•	3. Form Tracking Number: INVO!CE#40902	
4. Organi	zation Name and Address: Main Turbo Systems, Inc. 234 South Cotta Court Visalia, Ca. 93292 U.S.A.	Certific	pproved Repair Stat ate NO: EASA.145- 47-8815 or (559) 63	Number:	der/Contract/Invoice #51375	
6. Item;	7. Description: 8.	Part Number:	9. Quantity:	10. Serial Number:		11. Status/Work:
1	HARTZELL TURBOCHARGER	466304-0003	1	KIL00437		Overhauled
12. Remar	rks: 1.Turbocharger overhauled per Hartzell overl 2. All Hartzell service letters, bulletins and AE 3. Parts installed per overhaut manual.	naul manual P/N 400600-0000 Revision O notes complied with.	B, and EA 09-28.			
42. O at						
	ies the items identified above were manufactured in conformity Approved design data and are in a condition for Non-approved design data specified in Block 12	safe operation.	Certifies that un	.9 Return to Service less otherwise specified in Blo n Block 12 was accomplished i tions, part 43 and in respect to	ck 12, the w	egulation specified in Block 12 ork identified in Block 11 se with Title 14, Code of he items are approved for
	orized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signatu	Any Main	, <u> </u>	14c. Approval/Certificate No.: MAMR190K
13d, Name	(typed or Printed):	13s. Date (dd/mmm/yyyy):	14d. Name (Typed or Pri Gary Mai	Inted):	<u> </u>	14e. Date (dd/mmm/yyyy): 13/Jun/2016

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where 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 block 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 specified in block 1. Statements in block 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

Approvi Auth	FAA/United States	AUTHORIZED RE FAA Form 8130-3, AIRV		- -	3. Form Tracking Number:
Organiz	ation Name and Address: Main Turbo Systems, Inc. 234 South Cotta Court Visalia, Ca. 93292 U.S.A.	Ĺ.	FAA Approved Repair Statertificate NO: EASA.145 300) 847-8815 or (559) 6	-6274	5. Work Order/Contract/Involce Number: W/O#51369
tem:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	HARTZELL TURBOCHARGER	466304-0003	1	LGL00076	Overhauled
	3. Parts installed per overhaul mar	iuai.			
				· ·	
Certifi	es the items identified above were manufactured i		14a.		
	Approved design data and are in a co Non-approved design data specified i	ndition for safe operation. n Block 12.		8.9 Return to Service nless otherwise specified in E n Block 12 was accomplishe tions, part 43 and in respect e.	Other regulation specified in Block 12 Block 12, the work identified in Block 11 ad in accordance with Title 14, Code of to that work, the items are approved for

Approved design data and are in a condition for safe operation.

Non-approved design data specified in Block 12.

Non-approved design data specified in Block 12.

Non-approved design data specified in Block 12.

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.

13b. Authorized Signature:

13c. Approval/Authorization No.:

14d. Authorized Signature:

14d. Approval/Certificate No.:

MAMR190K

13d. Name (typed or Printed):

14d. Name (Typed or Printed):

14d. Name (Typed or Printed):

14d. Name (Typed or Printed):

13d. Jun/2016

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.
Where 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 block 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 specified in block 1. Statements in block 13a and 14a d on not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approv Aut	ing ClvII / in 2. FAA/United States	AUTHORIZED FAA Form 8130-3	RELEACE CE		3. Form Tracking Number: INVOICE#40902
4. Organi:	zation Name and Address: Main Turbo Systems, Inc. 234 South Cotta Court Visalia, Ca. 93292 U.S.A.		FAA Approved Repair Sta Certificate NO: EASA,145 (800) 847-8815 or (559) 6	-6274	5. Work Order/Contract/Invoice Number: W/O#51370
6. item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work;
1	KELLY / HARTZELL WASTEGATE	470842-9004	1	NF000172	Overhauled
		100 mg			
		*		14.7	
			And the second s		
13a. Certil	les the items identified above were manufactured Approved design data and are in a co Non-approved design data specified	ondition for safe operation.	Certifies that u	ations, part 43 and in respec	Other regulation specified in Block 12 Block 12, the work identified in Block 11 ned in accordance with Title 14, Code of ct to that work, the items are approved for
	orized Signature:	13c. Approval/Authorization	No.: 14b. Authorized/Signal	ure:	14c. Approval/Certificate No.: MAMR190K
.ou, Name	(typed or Printed):	13e. Date (dd/mmm/yyyy);	14d. Name Typed or P	rinted):	14e. Date (dd/mmm/yyyy):

User/Installer Responsibilities

Gary Main

It is important to understand that the existence of this document alone does not a material by constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an amount interest authority different than the airworthiness authority of the country specified in block 1, it is essential that the user/on the national regulations of an amount interest authority of the country specified in block 1. Statements in block 13a and 14a does not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

13/Jun/2016

Packing Slip



Packing Slip PAK002964
Document Date 6/23/2016
Who Printed bkallberg
Date/Time Printed 6/23/2016

10:17:59 AM

Tornado Alley Turbo, Inc. 300 AIRPORT ROAD ADA OK 74820

Bill To:

JEWELL AVIATION, INC. - MO

P.O. BOX 623

KENNETT MO 63857

Ship To:

418 AIRPORT ROAD KENNETT MO. 63857

* Item Shipped Directly from Vendor

		Custon	ner ID Salesr	person ID Shipping Method	Payment Terms	Reg Ship Date	Master No.
959DR		JEWAV	1000	FEDEX ON STD	CREDIT CARD	6/23/2016	4,577
Ordered	Shipped	B/O	Item Number	Description		Site	luom
1	1	0	MS20005-25 RR-12383	BOLT 4		PARTS	PK4
1	1	0	ETI-G2-711 RCT 7676	TIT PROBE 1		PARTS	EA

The parts for this order have been double checked by shipping personnel and subsequently confirmed by our QA department. We will not honor any missing parts claims made more than 5 days after you received shipment. We have included the packing verification document to assist you in verifying the items purchased. Thank you for your order, we appreciate your business!

Certificate of Conformity

Tornado Alley Turbo, Inc. hereby certifies that the parts included in this shipment were manufactured in accordance with FAA PMA's and have been inspected in accordance with our FAA approved Quality Assurance and Fabrication Inspection procedures. Tornado Alley Turbo, Inc. further confirms that any parts referenced above which were not manufactured by Tornado Alley Turbo, Inc. have been procured from an approved supplier, and that certifications from such suppliers, if not provided with this shipment, are on file at our business location.

Harvey Connelly - QA Manager

Harriey Connelly

Parts Department

Date / 23-16

Packing Slip



Packing Slip PAK002966
Document Date 6/23/2016
Who Printed bkallberg
Date/Time Printed 6/23/2016

1:22:54 PM

Tornado Alley Turbo, Inc. 300 AIRPORT ROAD ADA OK 74820

Bill To:

JEWELL AVIATION, INC. - MO

P.O. BOX 623

KENNETT MO 63857

Ship To:

418 AIRPORT ROAD KENNETT MO. 63857

* Item Shipped Directly from Vendor

		Customer	ID .	Salesper	son ID	Shipping Metho	d: Payme	nt Terms	Req Ship Date	Master No.
959DR		JEWAVI100	00		<u> </u>	and the state of t		The state of the s	6/23/2016	4,583
Ordered	Shipped	B/O	Item Numl	per	Description	on.		A S	iite	NOW
1	1	0	22-6200023 MO 4083		BUSHING, SHORT 1	SUPPORT WASTE	GATE BRACKE	.T	ARTS	EA

The parts for this order have been double checked by shipping personnel and subsequently confirmed by our QA department. We will not honor any missing parts claims made more than 5 days after you received shipment. We have included the packing verification document to assist you in verifying the items purchased. Thank you for your order, we appreciate your business!

Certificate of Conformity

Tornado Alley Turbo, Inc. hereby certifies that the parts included in this shipment were manufactured in accordance with FAA PMA's and have been inspected in accordance with our FAA approved Quality Assurance and Fabrication Inspection procedures. Tornado Alley Turbo, Inc. further confirms that any parts referenced above which were not manufactured by Tornado Alley Turbo, Inc. have been procured from an approved supplier, and that certifications from such suppliers, if not provided with this shipment, are on file at our business location.

Harvey Connelly - QA Manager

Parts Department

Date (0.23.11 0

	Date	Total	Time		e Since Overhaul	Engine Service and Mainten					
		Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives Modifications and Service Bulletins	s, Special Inspections				
	12/20/07	5	.4								
		-			<u> </u>						
				-		THE FOLLOWING SUPPLEMENTAL TYPE NUMBER HAS BEEN INSTALLED ON THE SE10589SCA					
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	-					CDC					
ļ		-				PC# 338CE	· ·				
Ī											
	ENGII REG.	NE MODEL: NE S/N: 6914 NO: 959DR K ORDER:			Repair Statio 4515 Taylor		DATE: 1/25/2008 A/C TSN: 24.5 ENG TT: 6.1 HOBBS: 24.5				
	10655	-01-2008 ine Entri	es	CIRRUS	Duluth, MN 5 Phone: 218-						
	(4) Re	moved and f	Replaced LH	l and RH Wa	ste Gate Dump filter p/n 50857-	Flange (P/N ETI-SR22-109-1), with new, IAW ETI installation instructions Repo 001, serviced engine with 8 quarts of Aeroshell 15W50 engine dil. Performed p	r				
-	inspec	tion on drain SR22 A.M.N	plug & old	filter- none fo	und. Performe	d operational and leak checks. Op's and leak checks good. All work was accor	nplished I.A.W.				
-	was re	:paired/inspe	cted in acc	ordance with a	ne accompanyi current require epair Station C	ig discrepancy forms. The aircraft, airframe, aircraft engine, propeller, or applia nents of the Federal Aviation Administration and is approved for return to service RS YD5R855Y.	nce identified				
. [DATE	: 1/25/200	8	SIG	NED: //	WorkOrder:	 10655-01-2008				
					Zimmer 🚧 ied Repair Stati	Work Order. No. YD5R855Y Printed by EBis 3 (da	tcomedia.com)				
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	MAINTENTANGE RECORD										
		March 7,			Page	MAINTENANCE RECORD 1 of 1 Pages Reg. No: 1	1959DR				
		Cirrus SR			Serial		01.1 / 82.2				
	The below lis acceptable da	ted items ta as app	s were ac licable.	complish	ed in accor	dance with Cirrus SR22 Maintenance Manual and other	approved or				
-	Work Order I										
-	[001] Dra qua	ined engi rts Phillip	ine oil, r os X/C 2	emoved a 0W-50.	nd inspecte	d oil filter, installed a new CH48108-1 oil filter and serv	iced engine with 8				
-					haan aans	leted, and with regard to the above items, that this engine					
	for return to s	ervice.	nsted it	AIIIS MAVO	Deen comp	icica, and with regard to the above items, that this engine	e has been approved				
-	Signed_										
\vdash	Central Flying 1501 Bond Str	Service,	Inc.	ΔR 72201			CRS No. HBKR587E				
-		ect, Enter	i Rock,	rtic /2202	ے · · · · · · · · · · · · · · · · · · ·	Phone: (501) 375-3245, (800) 888-5387	FAX (501) 374-2150				
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Date **Total Time** Time Since Engine Service and Maintenance Record Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Min. Modifications and Service Bulletins MAINTENANCE RECORD Date: April 25, 2008 Page of 1 Pages Reg. No: N959DR Aircraft: Cirrus SR22 Serial #: 2890 Hobbs: 150.0 The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable. <u> Work Order PG-08-1669</u>4 Drained engine oil, removed and inspected oil filter, installed a new CH48108-1 oil filter and serviced engine with 8 quarts Phillips X/C 20W-50. I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service. Signed Central Flying Service, Inc. Jim Iler CRS No. HBKR587E 1501 Bond Street, Little Rock, AR 72202 Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150 MAINTENANCE RECORD Date: May 13, 2008 Page of 1 Pages Reg. No: N959DR Aircraft: Cirrus SR22 Serial #: 2890 Hobbs / Flt. Hr.: 230.9 / 201.4 Engine: IO-550-N Serial #: 691475 TET: 230.9 The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable. Work Order PG-08-17154 Drained engine oil, removed and inspected oil filter no metal was found. Installed new oil filter P/N CH48108-1 and serviced engine with 8 quarts of Phillips X/C 20 / 50 WT. Washed and ran engine which leak checked good at this time. I certify that the above listed items have been completed, and with regard to the above items, that this aircraft has been approved for return to service Signed Central Flying Service, Inc. CRS No. HBKR587E 1501 Bond Street, Little Rock, AR 72202 Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150 MAINTENANCE RECORD Date: August 14, 2008 Page 1 of 1 Pages Reg. No: N959DR Aircraft: Cirrus SR22 Serial #: 2890 Hobbs / Flight: 267.5 / Engine: IO-550-N (50) Serial #: 691475 Total Time: The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable. Work Order PG-08-17547

Drained engine oil, removed and inspected oil filter, installed a new CH48108-1 oil filter and serviced engine with 8 quarts Phillips X/C 20W-50,

I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service.

Signed Term Central Flying Service, Inc.

1501 Bond Street, Little Rock, AR 72202

Jim Iler

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E

FAX (501) 374-2150

Date **Total Time** Time Since Engine Service and Maintenance Record Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Min. Modifications and Service Bulletins Brought MAINTENANCE RECORD Date: November 26, 2008 Page 1 of 1 Pages Reg. No: N959DR Aircraft: Cirrus SR22 Serial #: 2890 Hobbs / Flight: 377.8 / 319.2 Engine: IO-550-N (50) 691475 Serial #: Total Time: The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable. Work Order PG-08-18065 Drained engine oil, removed and inspected oil filter, installed a new CH48108-1 oil filter and serviced engine with 8 quarts Phillips X/C 20W-50. I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service Signed Central Flying Service, Inc. JAMES ILER CRS No. HBKR587E 1501 Bond Street, Little Rock, AR 72202 Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150 MAINTENANCE RECORD Date: 01-09-2008 Page of Pages 1 N959DR Reg. No: Aircraft: Cirrus SR22 Serial #: 2890 H.M. / FLT. Time 405.4 / 343.0 IO-550-N50 Eng: Serial #: 691475 405.4 Total time: PHC-J3YF-1F Prop Serial #: FP6311B Total time: 405.4 The below listed items were accomplished in accordance with Cirrus SR22 Aircraft Maintenance Manual and other approved or acceptable data as applicable. Work order discrepancy numbers are shown in brackets [], followed, in bold, directly by AD notes and SB's.. Work Order PG-08-18191 [500] Annual inspection [500] Engine cylinder compression check as follows # 1 64/80 # 2 66/80 # 3 72/80 # 4 64/80 # 5 70/80 # 66/80 [500] Engine oil drained and serviced with 8 quarts Phillips XC 20W50, oil filter p/n CH48108-1 removed and replaced with new same p/n [500] 25, 50,100 and 200 hr or 2 year inspection on engine turbonormalizing system [400] 6 month, 100, 200, and 300 hr lubrication requirments [450] ELT inspection and test per 14 CFR Part 91.207 (d) battery replacement due 01-2013 [451] Portable fire extinguisher weight check, s/n V123580 [452] Left and right brake assemblies o-rings replacement p/n M83461/1-222 and temp decals p/n 51698-001 [453] Engine induction air filter p/n 33-2022 removed and replaced with new same p/n [454] Engine fuel nozzles 300 hr cleaning TCM SID97-3E Procedures and specifications for adjustment of TCM continuous fuel flow injection sysytems [455] 50 hr and annual inspection of Precise Flight Fixed Oxygen System [456] [059] Left exhaust ground strap p/n MS25083-6886 removed and replaced with new same p/n [200] Right cabin door latch rotary actuator p/n 20289-002 removed and replaced with new same p/n [250] Pilots assist handle p/n 10690-002 removed and replaced with new same p/n [325] Left lower strut grommet p/n 18362-001 removed and replaced with new same p/n [326] Right lower strut grommet p/n 18362-001 removed and replaced with new same p/n [8001] Right entrance door interior frame prepped and painted using PPG Automotive FBC 92813 White, PPG F3930 clear coat and PPG F3260 clear hardener I certify that the above listed items have been completed, and with regard to the above items, that this aircraft has been approved for return to service. Signed MITCHELL/EAX/EY
Phone: (501) 375-3245, (800) 888-5387 Central Flying Service, Inc. CRS No. HBKR587E

1501 Bond Street, Little Rock, AR 72202

FAX (501) 975-9596

must cross-check engionity with approximate

Date Total Time Time Since Engine Service and Maintenance Record Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Min. Modifications and Service Bulletins MAINTENANCE RECORD Date: April 22, 2009 Page of 1 Pages Aircraft: Cirrus SR22 Reg. No: N959DR Serial #: 2890 Engine: TCM IO-550-N (50) Hobbs / Flight: 470.8 / 397.8 Serial #: 691475 Total Time: 397.8 The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or Work Order PG-09-18723 Installed a new turbo inlet temp probe p/n ETI-G2-711-1. [001] I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved Signed Central Flying Service, Inc. JAMES ILER 1501 Bond Street, Little Rock, AR 72202 CRS No. HBKR587E Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150 MAINTENANCE RECORD Date: June 5, 2009 Page 1 of 1 Pages Reg. No: N959DR Aircraft: Cirrus SR22 Serial #: 2890 Hobbs / Flight: 505.7 / 429.3 Engine: IO-550-N (50) Serial #: 691475 Total Time: 429.3 The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable. Work Order PG-09-18937 Drained engine oil, removed and inspected oil filter, installed a new CH48108-1 oil filter and serviced engine with 8 [001] quarts Phillips X/C 20W-50. I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service. Signed Central Flying Service, Inc. JAMES SCHOTIELD CRS No. HBKR587E 1501 Bond Street, Little Rock, AR 72202 Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150 MAINTENANCE RECORD Date: August 3, 2009 Page of Pages 1 Reg. No: N959DR Aircraft: Cirrus SR22 Serial #: 2890 Hobbs / Flight: 563.3/ 482.0 Engine: IO-550-N (50) Serial #: 691475 Total Time: The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable. Work Order PG-09-19222: Drained engine oil, removed and inspected oil filter, installed a new CH48108-1 oil filter and serviced engine with 8 [001] quarts Phillips X/C 20W-50. I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service. Signed Central Flying Service, Inc. James E. Schofield Phone: (501) 375-3245, (800) 888-5387 CRS No. HBKR587E 1501 Bond Street, Little Rock, AR 72202 FAX (501) 374-2150

Total Time Date Time Since **Engine Service and Maintenance Record** Last Overhaul Installations Inspections Airworthiness Directives Special Inspections. MAINTENANCE RECORD Date: August 7, 2009 Page of 1 Pages Reg. No: N959DR Aircraft: Cirrus SR22 Serial #: 2890 Hobbs / Flight: 563.5 / 482.0 TCM IO-550-N (50) Engine: Serial #: 691475 Total Time: 482.0 The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable. Work Order PG-09-19233 Left exhaust stack removed, repaired and reinstalled. Crack repaired i/a/w AC43.13-1B, Section 4. [001] I certify that the above listed items have been completed, and with regard to the above items, that this aircraft has been approved for return to service. Signed Central Flying Service, Inc. JAMES ILER CRS No. HBKR587E 1501 Bond Street, Little Rock, AR 72202 Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150 MAINTENANCE RECORD N959DR Date: October 23, 2009 of 1 Pages Reg. No: Page 1 Cirrus SR22 Serial #: 2890 Hobbs / Flight: 638.1/ 549.3 Aircraft: Engine: 1O-550-N (50) Serial #: 691475 Total Time: 638.1 The below listed items were accomplished in accordance with Cirrus \$R22 Maintenance Manual and other approved or acceptable data as applicable. Work Order PG-09-19644: Drained engine oil, removed and inspected oil filter, installed a new CH48108-1 oil filter and serviced engine with 8 [001] quarts Phillips X/C 20W-50. I certify that the above listed items have been completed, and with regard to the above items, that this aircraft has been approved for return to service. Signed Central Flying Service, Inc. CRS No. HBKR587E nes E. Schofield 1501 Bond Street, Little Rock, AR 72202 Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150

nstaller must cross-check eligibility with application

Date	Total	Time	1	Since Overhaul	•	£.	intenance Reco	
	Hrs.	Min.	Hrs.	Min.		spections, Airworthiness I nd Service Bulletins	Directives, Special Inspect	ions
				M	AINTENANCE R	ECORD		
Date: Janu	ary 4, 20	010		Page			N959DR	
	ıs SR22			Serial #		FLT. Time / HM.	589.0 / 683.4	
Eng: IO-5	50-N50			Serial #	: 691475	Total time:	589.0	
tes and SB's ork Order PG-09- 00] Annual insologies Engine cylogies ame p/n. 00] 25, 50,100 64] Engine model Engine fue field TCM SID	pplicable 19881: spection. linder co drained and 200 ount weld in nozzle	ompression and serve of the or 2 diment and s 300 hr	on check a iced with year inspe d lower n cleaning.	as follows	imbers are shown # 1 52/80 # 2 60/80 hillips XC 20W50, ngine turbonormal; h fittingd 500 hour for adjustment of	izing system. inspection complied with. ICM continuous fuel flow in	bold, directly by AD 80 # 6 42/80. moved and replaced with nev	
[1] AD 2009-1 [2] AD 2009-2 [0] Removed a [1] Cylinder # [2] # 6 cylinder	19-07 (16 24-52 (1) and repla 11 has co er has con	0/7/09) E 1/8/09) Haced # 1 compression impression	Q3 Cylin Iydraulic cylinder s on of 52 p on of 42 ps	ders. N/A Lifters. N/. park plug v si, continu si. (Aircraf	to engine model IO A to engine date of with new plug p/n e in service per SE t requires flight ch with an Annual in	f manufacture. off / on 10-SSON. 03-3 table 1. eck per SB 03-3.) spection and was determined	ders not installed.	ı. 14
ned				000	madi	L.		
ntral Flying Servio 11 Bond Street, Li		k, AR 72	202	John W Phone: (/hite (501) 375-3245, (8	300) 888-5387	CRS No. HBKR587E FAX (501) 975-9596	-
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	26, 2010)			of 1 Pages	Reg. No:	N959DR 746.3 / 650.7	┨:
	SR22			Serial#:	2890	Hobbs / Flight: Total Time:	650.7	1
ingine: IO-55	0-N (50)	<u>) </u>		Serial #:	691475	Total Time.	050.7	J
The below listed in acceptable data as	tems wer applicat	re accom ole.	plished in	accordanc	e with Cirrus SR2	2 Maintenance Manual and o	other approved or	:
Work Order PG-1 [001] Drained quarts P	engine o	dil, remo C/C 20W-	ved and ir -50.	nspected oi	I filter, installed a	new CH48108-1 oil filter an	d serviced engine with 8	
I certify that the al for return to service		ed items	have beer	a complete	d, and with regard	to the above items, that this	engine has been approved	_
Signed	ff.				JAMES ILER	·	CRS No. HBKR587E	
Central Flying Ser 1501 Bond Street,	rvice, Inc	ock AD	72202			3245, (800) 888-5387	FAX (501) 374-2150	_
1501 Bone Street,	, Little K	OUK, AK	12404				A Committee of the Comm	
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MAINTENANCE RECORD

Date: May 29, 2010	Page 1 of 1 Pages	Reg. No:	N959DR							
Aircraft: Cirrus SR22	Serial #: 2890	Hobbs / Flight:	746.3 / 650.7							
Engine: IO-550-N (50)	Serial #: 691475	Total Time:	650.7							

The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable.

Work Order PG-10-20578:

Removed #1 CHT sensor p/n 16578-001 and installed new sensor same p/n. Op check good. [001]

I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service.

Signed Central Flying Service, Inc. 1501 Bond Street, Little Rock, AR 72202

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E FAX (501) 374-2150

MAINTENANCE RECORD

Date:	July 8, 2010	Page	l of 2	Pages	Reg. No:	N959DR
Aircraft:	Cirrus SR22	Serial #:	2890		FLT, Time:	708.6
Eng:	IO-550-N50	Serial #:	691475		Total time:	708.6

The below listed items were accomplished in accordance with Cirrus SR22 Aircraft Maintenance Manual and other approved or acceptable data as applicable. Work order discrepancy numbers are shown in brackets [], followed, in bold, directly by AD notes and SB's..

Work Order PG-10-20730:

Engine oil drained and serviced with 8 quarts Phillips XC 20W50, oil filter p/n CH48108-1 removed and replaced with new [100]same p/n. Op check good.

I certify that the above listed items have been completed, and with regard to the above items, that this ENGINE has been approved for return to service.

Signed Central Flying Service, Inc 1501 Bond Street, Little Rock, AR 72202

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E

FAX (501) 975-9596

MAINTENANCE RECORD

Aircraft: Cirrus SR22 Serial #: 2890 FLT. Time: 728.5	Reg. No: N959DR	Page 1 of 1 Pages	Date: July 28, 2010
	FLT. Time: 728.5	Serial #: 2890	
Eng: IO-550-N50 Serial #: 691475 Total time: 728.5	Total time: 728.5	Serial #: 691475	

The below listed items were accomplished in accordance with Cirrus SR22 Aircraft Maintenance Manual and other approved or acceptable data as applicable. Work order discrepancy numbers are shown in brackets [], followed, in bold, directly by AD notes and SB's.

Work Order PG-10-20859:

Removed oil pressure relief valve, cleaned seat, reinstalled valve and adjusted. Checked good on ground run 42 psi at idle.

I certify that the above listed items have been completed, and with regard to the above items, that this ENGINE has been approved for return to service.

Signed Central Flying Service, Inc 1501 Bond Street, Little Rock, AR 72202

√ohn White

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E

FAX (501) 975-9596

Doto	**** O.F. 0.03				NTENANCE RE		NIGEOTOR	_ rc
	gust 25, 201 rus SR22		Page		of 1 Pages	Reg. No:	N959DR	ns
	rus SR22 -550-N (50)		Serial Serial		2890 691475	Hobbs / Flight: Total Time:	864.9 / 769.3 769.3	ᅱ _
cceptable data <i>Vork Order PG</i> 001] Drain quarts	as applicable 1-10-20985 ed engine of Phillips X/	l, removed C 20W-50.	and inspect	ed oi	l filter, installed a		nd other approved or and serviced engine with 8 his engine has been approved	
or return to ser					· -			
Central Flying S					JAMES ILER		CDG NI TENTE	·
1501 Bond Stre	et, Little Ro	ck, AR 722	02		Phone: (501) 275			
			MA	INT	ENANCE RECO	RD Reg. No:	N959DR	•
	1 4 2010		Page 1	of	1 Pages	Hobbs / Flight:	920.5 / 824.9	
	ber 4, 2010		Serial #:		890	Total Time:	824.9	<u>;</u>
craft: Cirrus	DN (50)		Serial #:	6	91475		a amproved or	,
gine: 10-550	<u>,-,, (~~)</u>				with Cirrus SR22	Maintenance Manual and	other approved or	
e below listed it ceptable data as	ems were ac	complished	d in accorda	Tice A	WINI ONLY	Maintenance Manual and		
ceptable data as	othronors					Tago a 11 Elemen	nd serviced engine with 8	
ork Order PG-1	<u>0-21295</u>	. 3	d incrected	oil f	ilter, installed a ne	ew CH48108-1 oil theat a	THE CONTRACT	
01] Drained	engine oil,	removed ar	in mahooron		-		nd serviced engine with 8	
quarts P	hillips X/C	∇0 44 ~20*			ر خالمند داد د	o the above items, that thi	s engine has been approved	
	horra lietad	items have	been compl	eted,	and with regard to	O mio abovo *******	s engine has been approved	-
certify that the a	ce Doyc Haleu							,
or return to servi							CRS No. HBKR587E	_
ignedCentral Flying S	rvice. Inc.			ת	JAMES ILER	3245, (800) 888-5387	FAX (501) 374-2150	· - _
Central Flying So 501 Bond Stree	t, Little Roc	k, AR 7220	12			175011788 Bay 30%		
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Τi Total Time Date Las Autopilots Central, Inc. Hangar 23, Tulsa International Airport - Tulsa, OK 74115 P.O. Box 582108 - Tulsa, OK 74158 Hrs. Hr Min. (918)836-6418 - Fax (918)832-0136 FAA CRS CM2R747K Brought Forward Logbook Entry MA10-03211 Opened: 12/13/2010 Sold To: E-Z Rider, LLC Work Order: 86 Z.Q 1/20/2011 501-940-8341 Closed: 1/20/2011 104 Slatey Ford Rd Greenbrier, AR 72058 United States 862.8 ACTT. General Comments: Hobbs: 958.4 Flt. Hour. 862.8 Type:CIRRUS SR22 S/N: 2890 N959DR Aircraft Number: 862.8 Tach Time: LG Cycles. Hobbs Time: 862.8 Total Time: Prop Type Prop S/N Prop Time Cycles Time S/N Eng# Type PHC-I3YE-1N FP63118 1 IO-550-N(50) 691478 Discrepancy: 1 Action Taken: NB59DR, SR22-2890 Turbo Normalized, Annual Inspection Inspected this aircraft using the inspection form in the Cirrus Aircraft maintenance manual. 2. Researched the mandatory service bulletins on this a/c. Reviewed the AD notes on the airframe, engine, propeller and appliances.
 Reviewed the FAA Type Certificate #A0009CH rev. 17, dated 2-10-2010 for required equipment. 5. CW FAR 91.207 d, ELT frequency and G switch tests. The battery is due 1/2013. The ELT is an Artex ME-406 s/n: 06623. IFR certifications law FAR 91.411 & 413 are due 1-31-2012. I certify this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in airworthy W/O# MA10-03211 Date 1-20-2011 Hours 862.8 Signature Autopilots Central, Inc. Tulsa, OK 74115 FAA CRS CM2R747K Discrepancy: 2 Action Taken:
Made the following repairs or special inspections on this aircraft. 1, Replaced the #2 batteries. New batteries have date of 8/30/2010. Due each 24 months. 2. Replaced the cabin entry step treads. 3. Re-installed pilots map light switch button. 4. Removed aircraft battery and serviced the electrolyte. Charged battery. Completed battery capacity check using Kelly BC3000-003 Battery analyzer. Found battery capacity at 108%. Minimum capacity for continued airworthiness is 85%. Lubricated the throttle/propeller cable. 6. Serviced the oxygen system with Aviator's oxygen. Oxygen bottle due for capacity test each 5 years. Next due 06-2012. Oxygen bottle has 15 year life. Due for replacement in 06-2022. Oxygen bottle has 15 year life. Due to tended the consecution of the nose landing gear assembly per paragraphs D & E. Completed reinforcement of the nose landing gear by installing Cirrus kit 70238-001 per paragraph F. The upper gusset plate is due continued inspections each 100 hours per paragraph D. Cirrus Warranty. Replaced the RH main landing gear tire with a new Goodyear Fit. Custom III tire p/n: 156E66-4 s/n: 0C112069.
 Compiled with SB 2X-05-01 by replacing the brake caliper O-rings and installing Cirrus kit 70227-002. Installed supplements in the POH. Brake caliper O-rings now due for replacement each 5 years or "on-condition". 10. The nose gear thrust washer was elongated at the dowel positioning pin. Replaced the thrust washer and secured the 11. Found the LH and RH main landing gear wheel bearings rusted. Replaced the LH and RH wheel bearings and races.

12. Repaired the LH and RH wheel pants at the outboard center attach hole. 13. Replaced the exterior entry handles. Cirrus Warranty 14. Found the air conditioner drive shaft pulley grommets deteriorated. Replaced all grommets in the drive shaft pulley. 15. Complied with SB 2X-30-07R3 by inspecting the porous panel vent holes. Found the inboard segment on the RH side Page: 1 of 6 Printed: 1/20/2011 Work Order: MA10-03211

MAINTENANCE RECORD

Date:	March 2, 2011	Page 1 of 1 Pages	Reg. No:	N959DR
Aircraft:	Cirrus SR22	Serial #: 2890	Hobbs / Flight:	980.0 / 884.4
Engine:	IO-550-N (50)	Serial #: 691475	Total Time:	884.4

The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable.

Work Order 041100233:

Drained engine oil, removed and inspected oil filter (some orange seal material found in filter), installed a new [001] CH48108-1 oil filter and serviced engine with 8 quarts Phillips X/C 20W-50 Aviation oil. Op check good.

Inspect oil filter at next oil change for evidence of orange material.

[002] Removed propeller and installed new crankshaft oil seal p/n 641250, reinstalled propeller using new propeller seal p/n C-3317-228 torqued propeller nuts i/a/w SR22 MM Ch. 61-10. Op check good.

I certify that the above listed items have been completed, and with regard to the above items, that this ENGINE has been approved for return to service.

Signed

Central Flying Service, Inc.

1501 Bond Street, Little Rock, AR 72202

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E FAX (501) 374-2150 MAINTENANCE RECORD

	MAINTENANCE RECORD		
Date: June 8, 2011	Page 1 of 1 Pages	Reg. No:	MOSODI
Aircraft: Gssus #22		Flobbs Flight:	N959DR
Engine: IO-550-N (50)	G-1-1-# COLUMN		1034.4 / 938.8
	SCIIAI #. 0914/3	Total Time:	938.8

The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable.

Work Order 041100655

[100] Drained engine oil, removed and inspected oil filter, installed a new CH48108-1 oil filter and serviced engine with 8 quarts Phillips X/C 20W-50 Aviation oil. No contaminants detected in old filter.

I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service.

Signed

Br

Central Flying Service, Inc.

1501 Bond Street, Little Rock, AR 72202 esperature and the second seco

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E FAX (501) 374-2150

MAINTENANCE RECORD

	Date:	Assessed 2, 2011	THE WATER TOO TOO COND	•	
	Date.	August 2, 2011	Page 1 of 1 Pages		
	Aircraft:	Cirrus CD22		Reg. No: N959DR	
	ZIII CZ CIĘC.	Cirrus SR22	Serial #: 2890		
ı	Engine:	TO SEC NI (SO)		Hobbs / Flight: 1086.6 / 991.0	
J	Eugine,	IO-550-N (50)	Serial #: 691475		
		_ 	0714/J	Total Time: 991 0	

The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable.

Work Order 041100911

[001] Installed new EGT sensor p/n 16579-002 for #6 cylinder.

Drained engine oil, removed and inspected oil filter, installed a new Champion CH48108-1 oil filter and serviced T0021 engine with 8 quarts SAE 20W-50 Phillips X/C Aviation oil.

I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved for return to service.

Signed

Central Flying Service, Inc.

1501 Bond Street, Little Rock, AR 72202

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E FAX (501) 374-2150

MAINTENANCE RÉCORD

Date: August 5, 2011	D. MAINTENANCE RECORD		
Aircraft: Cirrus SR22	Page 1 of 1 Pages	Reg. No:	N959DR
Engine: IO-550-N (50)	Serial #: 2890	Hobbs / Flight:	1086.6 / 991.0
**************************************	Serial #: 691475	Total Time:	991.0
The halo that the		1 - 0 101 1 11110.	<u> </u>

The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or

Work Order 041100911

Installed a rebuilt starter adapter assembly p/n 642085A17 with a new gasket p/n 653470 and a new starter o-ring p/n AS3578-038. Operation checked good.

I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved

Signed

Central Flying Service, Inc.

1501 Road Street Little Rock AR 72202

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E

FAX (501) 374-2150

	_Date:	October 24, 2011	MAINTENANCE RECORD		
1	Aircraft:	Cirrus SR22	Page 1 of 1 Pages	Reg. No:	MOCORD
1	Engine	IO-550-N (50)	Serial #: 2890		N959DR
Ŀ	Dagiire.	10-330-N (30)	Serial #: 691475	Hobbs / Flight:	1135.0 / 1039.4
	7m1 1 1			Total Time	1020 4

The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable.

Work Order 041101254:

Drained engine oil, removed and inspected oil filter, installed a new Champion CH48108-1 oil filter and serviced engine with 8 quarts SAE 20W-50 Phillips X/C Aviation oil. Op check good.

I certify that the above listed items have been completed, and with regard to the above items, that this engine has been approved

Signed

Central Flying Service, Inc.

.1501 Bond Street, Little Rock, AR 72202

Phone: (501) 375-3245, (800) 888-5387

CRS No. HBKR587E FAX (501) 374-2150



N959DR MODEL SERIAL **TOTAL** SMOH Date 11/08/2011 **SR22** 2890 1155.9 Record **HOBBS** 10550-N 691475 1155.9 Inspections, 1155.9 **Brought Forwa** Removed the left magneto P/N 10-500556-101 S/N D07JA027, Installed a new Magneto P/N 10-500556-101 S/N D11GA011. Timed to engine and ran. Found the engine to run smoothly and have a good mag drop. The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approve for return to service. Pertinent details of the repair are on vile at this agency under Work Order № 17989. Signed 11/08/2011

 Date:
 1/12/2012

 N-Number:
 N959DR

 CONTINENTAL IO-550-N50
 CONTINENTAL IO-550-N50

TOTAL TIME 1178.6

FLT TIME 1083

S/N 691475

Ph/Fax 870-368-4101 Cell 870-834-5248

COMPLIED WITH ANNUAL/100 HOUR INSPECTION THIS DATE IN ACCORDANCE WITH FAR 43 APPENDIX D CHECKLIST. DRAINED OIL. REMOVED FILTER, INSPECTED AND INSTALLED NEW FILTER P/N CH48108-1. SERVICED SYSTEM WITH 8 QTS OF PHILLIPS XC20W50 OIL. CHECKED COMPRESSIONS AS FOLLOWS: 1. 78/80. 2. 79/80. 3. 77/80. 4. 79/80. 5. 78/80. 6. 78/80. REMOVED CLEANED AND REINSTALLED FUEL INJECTORS. FOUND AD 2011-25-51 NOT APPLICABLE DUE TO DATE OF STARTER ADAPTER OVERHAUL. COMPLIED WITH CIRRUS SB 2X-74-01 FINE WIRE SPARK PLUG REPLACEMENT. INSTALLED 12 NEW RHB29E SPARK PLUGS. REMOVED LEFT AND RIGHT MAGS. REINSTALLED LEFT AND RIGHT MAGS AFTER 500 HOUR INSPECTION ON RIGHT MAG ONLY. REMOVED AND REINSTALLED #1 ALTERNATOR AFTER 500 HOUR INSPECTION. REMOVED RIGHT SIDE TAILPIPE AND REINSTALLED WITH NEW V-BAND CLAMP P/N 11-1100023. REPLACED ANTERNATE AIR DOOR SWITCH ASSEMBLY WITH NEW P/N ETI-G2-703-SR. REPLACED MAGNETO AIR FILTER P/N 1396-2. REMOVED AND REINSTALLED ENGINE DRIVEN FUEL PUMP P/N ETI-SR22-2-12 S/N GP5102 FOR COMPLIANCE WITH TAT SB 11-02 FUEL PUMP SEAL REPLACEMENT. REPLACED ENGINE BREATHER HOSE WITH NEW MIL-H-6000 % HOSE.

I certify that this engine has been inspected in accordance with an Annual/100 hour Inspection and was determined to be in airworthy condition.

CHRIS EMERSON

AP3327248IA



CONTINENTAL IO-550-N50 * S/N 691475 1220.8 HOUR METER * 1125.2 FLIGHT TIME FEB 29, 2012

COMPLIED WITH OIL AND FILTER CHANGE. CUT FILTER AND INSPECTED, O.K. INSTALLED NEW CH48108-1 FILTER AND SERVICED WITH 8 QTS OF PHILLIPS 20W50XC OIL. REPLACED #3 CHT PROBE WITH NEW P/N 16578-001. RAN ENGINE. OPS CHECKED AND LEAK CHECKED O.K. IN ACCORDANCE WITH THE WORK MENTIIONED ABOVE THIS ENGINE IS APPROVED FOR SERVICE.

CHRISEMERSON AP3327248 minet cross-check eligibility

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

Broi



CONTINENTAL IO-550-N50 * S/N 691475 N959DR 1263.2 HOUR METER * 1167.6 FLIGHT TIME APRIL 9, 2012

NUMBER 1 ALTERNATOR INOP. REMOVED ALTERNATOR AND SENT FOR WARRANTY REPAIR.
REINSTALLED ALTERNATOR. OPS CHECKED GOOD. RAN ENGINE. OPS CHECKED AND LEAK CHECKED
O.K. IN ACCORDANCE WITH THE WORK MENTIIONED ABOVE THIS ENGINE IS APPROVED FOR SERVICE.

CHRIS EMERSON AP3327248IA



CONTINENTAL IO-550-N50 * S/N 691475 1304.9 HOUR METER * 1209.4 FLIGHT TIME JUNE, 2012

REMOVED PROP GOVERNOR AND INSTALLED OVERHAULED EXCHANGE P/N C290D3-R/T23 S/N 061053. COMPLIED WITH OIL AND FILTER CHANGE. RAN ENGINE. ADJUSTED MAX RPM. OPS CHECKED AND LEAK CHECKED O.K. IN ACCORDANCE WITH THE WORK MENTILONED ABOVE THIS ENGINE IS APPROVED FOR SERVICE.

CHRIS EMERSON AP3327248IA



CONTINENTAL IO-550-N50 * S/N 691475 1304.9 HOUR METER * 1209.4 FLIGHT TIME JUNE, 2012

REMOVED FUEL PUMP FOR BENCH CHECK BY GREAT PLAINS FUEL METERING. REINSTALLED. PERFORMED FUEL FLOW SET UP IAW TCM SB 97-3. ADJUSTED THROTTLE LINKAGE AT QUADRANT TO OBTAIN PROPER IDLE. CLEANED FUEL INJECTORS AND REPLACED ALL SEALS IN UPPER DECK LINES. REPLACED CONTROLLER WITH OVERHAULED EXCHANGE UNIT P/N 470688-9005 S/N LFN00361 AND BYPASS VALVE OVERHAULED EXCHANGE P/N 470842-9004 S/N KGN00525. UNITS REPLACED DUE TO INTERNAL LEAKAGE. ADJUSTED MAX RMP AND BOOST MP. RAN ENGINE. OPS CHECKED AND LEAK CHECKED O.K. IN ACCORDANCE WITH THE WORK MENTIIONED ABOVE THIS ENGINE IS APPROVED FOR SERVICE.

CHRIS EMERSON AP3327248IA

1. Approv	ing National Aviation 2.	ALITHODI	ZED RELEAS	SEV	FRTIFIC	ATF	3. Form Tra	acking Number:
	uthority/Country: UNITED STATES		ORM 8130-3 AIRWORTH			rg & R Ress		AA073112
	ation Name and Address:	AIRCRAFT ACCESSOF 2740 North Sheridan Tulsa, OK 74115				-	Number:	der/Contract/Invoice WO12-00266
6. Item:	7. Description:	8. Part number:	9. Eligibility: *		10. Quantity:	11. Serial/Batch Nu	mber:	12. Status / Work:
1	STARTER ADAPTER	642085A17	N/A		1 	12-00266		OVERHAULED
13. Remar	S: THE PART IDENT WORTHINESS DI	IFIED ABOVE WAS OVERI RECTIVES. WORK ORDEI	HAULED IN ACCORDAI R WO12-00266 SHOWI	NCE WIT NG THE	H FAA APPRO ACTUAL WOF	OVED DATA. THE RK PERFORMED	S ON FILE	AT THIS FACILITY.
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	4	e were manufactured in conformity re in a condition for safe operation.			at alama a siba at in D	otherwise specified in	Block 13, the	regulations specified in Block 13 work identified in Block 12 ance with Title 14, Code of the items are approved for
	orized Signature	etu.	proval Authorization No:		thorized Signature	:	2.	Approval Certificate Number.
15. Autho	nized Signature				1/8	Tub		R V 3 R 8 2 9 L
17. Name	e (Typed or Printed)	18. Da	(6:		me (Typed or Prin L SMITH	ted):	2	3. Date: July 31, 2012
	·		User/Installer F	Respon	sibilities			
Where to Block 1, Block 1	he user/installer performs w it is essential that the user/ ints in Blocks 14 and 19 do i	e existence of this Document alone ork in accordance with the national installer insures that his/her-airwornot-constitute installation certificationaller before the aircraft may be flow	I regulations of an airworthine thiness authority accepts part on. In all cases, aircraft mainly wn.	ss authority s/compone tenance rec	nts/assemblies fro	m the airworthiness au	thority of the o	
	0120 2 (6 01)	* Installer must cross-check	eligibility with applicable techi	nicai data.				

Date	Total	Time		Since verhaul	Engine Service	ce and Maintenance Record
	Hrs.	Min.	Hrs.	Min.	Installations, Inspections Modifications and Service	s, Airworthiness Directives, Special Inspections, ce Bulletins
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NEW SKYTE	, C2451	221AK	NICED S	VSTEM	WITH SOTS OF PHILLIP:	S 20W50XC OIL. RAN ENGINE. OPS
CH48108-11	-ILIEK A	くてはらしん	KAICED :	INI ACCI	ORDANCE WITH THE W	ORK MENTIIONED ABOVE THIS
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N959DR CIRRU TCM 10-550-N	JS SR2	2-G3 SI	N: 2890 ING TT:		IOBBS: 1352.6 FLIGHT ENG TSMOH: N/A	1257.0
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1959DR CIRRU	JS SR2	2-G3 S	1: 2890	ACFT H	OBBS: 1367.3 FLIGHT	T: 1271.8
CM IO-550-N	SN: U	INK E	NG TT:	1271.8	ENG TSMOH: N/A	EWLY OVERHAULED UNIT PART NUMBER
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LLMAINTENAN	CE PEF	FORME	D IN AC	CORDAN	ICE WITH APPLICABLE	MAINTENANCE MANUALS.
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			(1991)		0.000	
	WE WE	LLS AIRC	RAFT, IN	C.	Date: 9-5-2012 Work Order: S7541	ENGINE LOG
77	800 MI	AIRPOR'	T ROAD AIRPORT	•	N959DR S/N 2890	
	HU	TCHINSC	N, KS 675	01-1953	Hobbs Meter: 1387.4 Flight Time: 1291.6	
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VAJEL I C	(62	S NT2R04 0)663-154				CIRRUS
WELLS Aircraft, Inc	. WW	0)663-154 vw.wellsac	6 .com			AIRORAFT
Aircraft, Inc	and inspect	0)663-154 vw.wellsac ted filter. N	6 .com To defects r and operation	MIS IS SEUSI	achory at this mino.	uarts of Phillips XC 20w-50 and a
Aircraft, Inc. Drained engine oil a CH48108-1 filter. C	and inspect	0)663-154 vw.wellsac ted filter. N for leaks a	6 .com To defects r and operation	Mis is sausi	actively at this time.	uarts of Phillips XC 20w-50 and a
Aircraft, Inc. Drained engine oil a CH48108-1 filter. C	and inspect	0)663-154 vw.wellsac ted filter. N for leaks a	6 .com To defects r and operation	Mis is sausi	actively at this time.	uarts of Phillips XC 20w-50 and a
Aircraft, Inc. Drained engine oil a CH48108-1 filter. C	and inspect fround run is absett and Aviation Advis	0)663-154 www.wellsac ted filter. Note for leaks a the accompany	6 .com To defects r and operation	oris is satisficially discrete, airframe, turn to service. P	actively at this time.	uarts of Phillips XC 20w-50 and a



N959DR * CIRRUS SR22 * S/N 2890 CONTINENTAL IO-550-N * S/N 691475

HOUR METER/TOTAL TIME 1456.9 * FLT TIME 1361.4 JANUARY 11, 2013

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IS,

COMPLIED WITH ENGINE ANNUAL/100 HOUR INSPECTION THIS DATE IN ACCORDANCE WITH FAR 43 APPENDIX D CHECKLIST. CHECKED COMPRESSIONS AS FOLLOWS. 1. 77/80. 2. 77/80. 3. 78/80. 4. 78/80. 5. 76/80. 6. 77/80. DRAINED OIL. REMOVED FILTER, CUT AND INSPECTED O.K. INSTALLED NEW FILTER P/N CH48108-1 AND SERVICED SYSTEM WITH 8 QTS OF PHILLIPS 20W50XC OIL. CLEANED AND GAPPED PLUGS. SERVICE AIR FILTER. CLEANED FUEL INJECTORS. REPAIRED LEFT FWD ENGINE BAFFLE. INSTALLED NEW HEAT SHIELDS P/N ETI-G3-20-29, ETI-G2-20-21. AND ETI-G3-20-31. COMPLIED WITH V-BAND ALLEY SI-11-01 EXHAUST SYSTEM INSPECTION. NO DEFECTS NOTED. COMPLIED WITH EXHAUST SYSTEM 500 HOUR V-BAND CLAMP REPLACEMENT. INSTALLED 2 EA NEW CLAMPS P/N 11-1100023. COMPLIED WITH TORNADO ALLEY SI-03 REPLACED LEFT AND RIGHT SUPPORT ROD ASSEMBLIES WITH NEW P/N ETI-G2-600-35 LEFT AND ETI-G2-600-36 RIGHT. INSTALLED. I CERTIFY I HAVE INSPECTED THIS ENGINE IN ACCORDANCE WITH AN ANNUAL/100 HOUR INSPECTION AND FOUND IT TO BE IN AIRWORTHY CONDITION.

CHRIS EMERSON AP3327248HA

	MAINTENANCE RECORD	•	•	
Date: May 30, 2013	Page 1 of 1 Pages	Reg. No:	N959DR	_
Aircraft: Cirrus SR22	Serial #: 2890	Hobbs / Flight:	1503.4 / 1407.9	┦
Engine: IO-550-N	Serial #: 691475	Total Time:	1407.9	4

The below listed items were accomplished in accordance with Cirrus SR22 Maintenance Manual and other approved or acceptable data as applicable.

Work Order 041303540:

[500] Drained engine oil, removed and inspected oil filter, installed a new Champion CH48108-1 oil filter and serviced engine with 8 quarts SAE 20W-50 Phillips X/C Aviation oil.

[500] Engine cylinder compression check as follows: # 1 76/80 # 2 77/80 # 3 68/80 # 4 67/80 # 5 75/80 # 6 74/80.

I certify that the above listed items have been completed, and with regard to the above items, that this **engine** has been approved for return to service.

Signed	- Lug of le le
Central Flying Service, Inc. 1501 Bond Street, Little Rock, AR 72202	Fregory A Scher CRS No. HBKR587E Phone: (501) 375-3245, (800) 888-5387 FAX (501) 374-2150
	<u> </u>
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Production Report / Acreage Report

15011 CONCRETEND, SUME 210 Lanetta KB 05219 Phone: (800) 365-2767 Fax. (466) 306-3038

2-		
Insured's Name	Agency and Agent Nama	And Detection sectors
Throesch Farms Parmership	Maint and White Halls	Crop Year Policy Number - Section 1
a straight most is a specialist to the metality.	DELIA RISK MANAGEMENT LLC - J DALTON (DECEMBER)	PART FIRMING
	JACK DALTON (6288)	
		2020 05-987-1040563
t and the second		
	Producors Au Insurance Group Privacy Modice	

The Producers Ag Insurance Group (ProAg Group) is committed to respecting the individual privacy of our policyholders and their significant beneficial interest owners (Costomers). We collect porpulate personal intermeters about Costomers from information we receive from them such as information provided on applications or other forms, which may include name, address and social security numbers and from that parties such as observed applications or other forms, which may include name, address and social security numbers and from that parties such as observed applications or other forms, which may include name, address and social security numbers and from that parties such as observed applications or other forms. That arounded we record a same assess as appropriate or usual property of the course of the property of the course ProAp Group or with non printered third parties with whom we have a contractual relationship such as agencies within the United States Department of Apriculture, with your insurance spent and other insurance companies of with hours where a wallen permission to transfer such information has been granted by the policyholder. We may also share non-public personal information with affiliates and with non-affiliated third parties as permitted by law. The Profig Circip we not sell or share your personal information with anyons for purposes unrelated to our business functions without our offering to the Costomer the opportunity to opt-out or required by law.

Anti-Rabating Commention Applicant / Insured Statement

I cardly, for the crop year indicated, that I have not directly or indirectly received, accepted, or been paid, offered, premised, or given any benefit, including mensy, goods, or services for which payment is utilized made, rebets, offered, premised, or given any benefit, including mensy, goods, or services for which payment is utilized made, rebets, offered, premised, or given any benefit, including mensy, goods, or services for which payment is utilized made, rebets, offered, premised, or given any benefit, including mensy, goods, or services for which payment is utilized made, rebets, offered, premised, or given any benefit, including mensy, goods, or services for which payment is utilized made, rebets, offered, premised, or given any benefit, including mensy, goods, or services for which payment is utilized made. abstament, credit or reduction of premium, or any other valuable consideration, as an inducement to procure insurance or in exchange for purchasing this insurance policy after it has been procured. I understand that this prohibition designed include payment of estrative loss, performance based discounts, and any other payment approved by FCIC that are authorized under sections \$00(a)(3) and \$00(c)(3) of the Federal Corp insurance Act (ACI) (F.D.C.C. \$1 100(a)(3)). I uniforstand that a false certification or latter to completely and accumulate approved by information on this form may authorize the and any person with a substantial baselocal interest in me, to sendons, including the next limited to, criminal and civil pensities and administrative sanctions in accordance with section 515(h) of the Act (7 U.S.C. § 15 (b))) and satisfies determined to the specific states of the satisfies. Agent Statement

I certify, for the crop year indicated, that I have neither offered nor promised, directly or indirectly, any benefit, including money, goods, or solvices for which payment is usually made, rebate, discount, credit, reduction of premium, or any other valuable consideration to this person either as an inducement to procure insurance or in exchange for obtaining insurance after it has been procured. I understand that this problem occur include payment of unmarked the second performance based discounts, and any other payment approved by FCIC that are authorized under sections 508(s)(9) and 508(s)(9) of the Federal Crop Insurance Act (Act) (7 U.S.C. \$5 1608(s)(9)(8) and \$308(s)(9)); Tuneforstand that a take cortification or follow to completely and accurately report any violation may subject me, and all agencies / companies is represent, to succions, including but not limited, to criminal and chie penalties and admirate associates in accordance with section 615(h) of the Act (7 USC \$1515(h)) and all other applicable reducal statutos.

USDA Multiple Benofit Certification Statement

I understand that obtaining multiple Federal benefits for the same loss, such as a Noninsured Crop Disaster Assistance Program (NAP) payment(s) and a Federal crop insurance indemnity, is prohibited by law, I certify that I have, or will disclose any other USDA benefit; including any NAP benefit, received for this crop. Fallow to disclose the receipt of multiple Federal benefits, or fallow to repeny one of the multiple Federal benefits such as eatier the NAP benefit or the Federal crop insurance indenvily for the same crop, may result in my being disqualfied from receiving Federal crop insurance benefits, as well as being ineligate for various programs actualistical by the Farm Service Aponcy for up to the [5] years. Certification Statement

I certify that to the best of my knowledge and belief all of the information on this form is correct. I also understand that failure to report competitive and accurately may result in searchers under my policy. Including but not smiled to volume of Bite policy, and in ediminal or civil periadies (16 U.S.C. §1006 and §1014; 7 U.S.C. §1506; 31 U.S.C. §3729; §3730 and any other applicable federal standard.

I cortily that I am responsible for establishing the approved APH yields are used to calculate the production guarantees contained in this acreage report and that such approved APH yields are correct to the bast of my knowledge. Native Soil Statement

I CI HAVE or CI HAVE NOT broken native and after February 7, 2014. For any native sod acreage broken after December 20, 2018, identify the year it was broken separately for each percek. (Only applicable to the following states: lowe, Minnesote, Montane, Netracks, North Dekote and South Dekote.) I understand that if the native sod acrespe, I will be assossed a reduction in yield quarantee and promism subsidy, these reductions apply in the crop year that my total native sod acrespe titled exceeds 5 sees in the except (completed ocross crops and crop years), and these reduction in benefits may be retroactively applied within a crop year. Insured's Printed Name Insured's 5 gnature Date Throesch Farms Partnership

Agent's Printed Name Code Agent's Signature JACK DALTON 8286 Record Type Legend:

- A Horvested Production: scidicommercial storage,
- B Harvested Production: farm stored/measured by Insured.
- G Harvested Production: pick/daily sales records.
- D Harvorled Production: automated yield markingling systems. E - Harvested Production: form stored mossured by authorized rep.
- G Harvested Production: field harvest records.
- H Flaryssted Productions offer.
- Unharvested and describet, (APPPISTAX only)
- F Harvested Production, Eventock feeding records. 1 Unharvested and put to another line. (ARPLISTAX cety)
 - K Unharvasted and production appraised by AIP. (ARPI orby)
 - .- Unreported production, (ARPI/STAX only)

 - M Claim for indepently.

- N Appreisal (non-less): O UUF or third perty demage.
- P Unharveated with Harvest incomplate. (ARP) only)
- Z Zoro Planted Acres.

"Acrange Type - Identity whather acreage is:

- A = Insured by New Breaking WA (acreage previously in production)
- B = Insured New breaking under learns of policy (<5% & acreage proviously in production)
- C = CRP acrospic (automotically insured under learns of policy)
- D . Insured by New breaking VAA (acreege never in production)
- E = Insured New breaking under terms of policy (<5% & accesso mover in production)
- K = insured Unavoidable Uninsured Fire (UUF) or Tixed Party Damage

Linksprable Reseases

- B Uppreparable now breaking first year no vertices agreement
- P w Unwaported portion of insurable acres within the unit (Lo., widow reported acres)
- R in this will be first a clarated before the policy of R
- B = Linkingurotale Acres
- T = Uninquality duty to new insuling and insured cannot substabilists acrossys has proviously busin by people U = Unboured Acronge
- W a Universitas Insurance wolved that to 2nd crep provision



Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspection Modifications and Service Bulletins	Brought Forward Hrs. Min. Hrs. Min. Installations, Inspections, Airworthiness Directives, Special Inspection Modifications and Service Bulletins Make: Continental Model: IO-550N50B	Γ	patern	Total	Time	1	Since	Engine Service and Maintenance Reco
Brought Forward Jewell Aviation Inc. Make: Continental Model: IO-550N50B	Brought Forward Make: Continental Model: IO-550N50B Serial# 691475	/		Hrs.	Min.	1	1	Installations, Inspections, Airworthiness Directives, Special Inspection
Model: IO-550N50B Serial# 691475 Date: 8/27/2013 Engine Time: 1478 SMOH: 000.0 N959DR Removed engine for overhaul. Disassembled and Inspected in accordance with Continenta Manual M-16. Visually and dimensionally inspected all parts. All steel parts were magnafluxed and all non-ferrous parts were dye penetrant inspected. The crankshaft was sent out fo ultrasonic inspection and certified, see tag in engine log. The engine was reassembled using the following new parts I/A/W TCM SB97-6B: Main bearings, Rod bearings, Rod Bolts, Rod Nuts Crankshaft seal, Crankshaft and Camshaft gear bolts, Crankcase Through Bolts, Fuel Pump Drive Coupling, Alternator Face Gear Bolts and Plates, Crankshaft Counterweight Bushings Rollers, Plates and Snap Rings. Installed Certified Camshaft and Lifters, see tag attached. A/C Drive Hub Assembly was replaced with new. Cylinders were inspected, honed, and were found to be in serviceable limits. The valve seats were ground and the cylinders were assembled with	Model: IO-550N50B 418 Airport Rd. P.O. Box 623 Remoett, MO 63857 S73-888-5846 www.jewellaviation.com Removed engine for overhaul. Disassembled and Inspected in accordance with Continental Manual M-16. Visually and dimensionally inspected all parts. All steel parts were magnafluxed and all non-ferrous parts were dye penetrant inspected. The crankshaft was sent out for ultrasonic inspection and certified, see tag in engine log. The engine was reassembled using the following new parts I/A/W TCM SB97-6B: Main bearings, Rod bearings, Rod Bolts, Rod Nuts Crankshaft seal, Crankshaft and Camshaft gear bolts, Crankcase Through Bolts, Fuel Pump Drive Coupling, Alternator Face Gear Bolts and Plates, Crankshaft Counterweight Bushings Rollers, Plates and Snap Rings. Installed Certified Camshaft and Lifters, see tag attached. A/C Drive Hub Assembly was replaced with new. Cylinders were inspected, honed, and were found to be in serviceable limits. The valve seats were ground and the cylinders were assembled with the following new parts: intake and exhaust guides, exhaust valves, valve springs, roto-coils rocker shafts, pistons, pistons pin assemblies, piston rings, cylinder hold down nuts. Not Accessories were overhauled this date at owners request. Reinstalled engine on aircraft and filled with 12 after an engine in accordance with Continental Service Bulletin: M89-7R1 and Overhaul Manual M-16, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal. Test flew for 2 hours, all systems checked normal.	В	rought Forward		<u> </u>			IVIOUNICABOTS and Service Dulletins
Drive Hub Assembly was replaced with new. Cylinders were inspected, honed, and were found to be in serviceable limits. The valve seats were ground and the cylinders were assembled with	Drive Hub Assembly was replaced with new. Cylinders were inspected, honed, and were found to be in serviceable limits. The valve seats were ground and the cylinders were assembled with the following new parts: intake and exhaust guides, exhaust valves, valve springs, roto-coils rocker shafts, pistons, pistons pin assemblies, piston rings, cylinder hold down nuts. No Accessories were overhauled this date at owners request. Reinstalled engine on aircraft and filled with 12 qts Aeroshell SAE50 and installed new Oil Filter. Installed new RHB29E Sparl Plugs and test ran engine in accordance with Continental Service Bulletin: M89-7R1 and Overhaul Manual M-16, all systems checked normal. Test flew for 2 hours, all systems checked normal. For information on AD Compliance, see AD Compliance Record listing In Back of Log		418 Airport P.O. Box 623 Kennett, MC 573-888-584 www.jewella Removed Manual Ma	Rd. 3 6 6 6 6 6 6 6 7 6 6 7 6 6 7 6 7 6 7 6	for o sually a bus pa ion an rts I/A/Crank	verhaul and dim rts wen d certifi W TCM shaft au	ensiona e dye ed, see i SB97- nd Can ee Geal	Model: IO-550N50B Serial# 691475 Date: 8/27/2013 Engine Time: 1478 SMOH: 000.0 N959DR sembled and Inspected in accordance with Continentally inspected all parts. All steel parts were magnafluxed penetrant inspected. The crankshaft was sent out for tag in engine log. The engine was reassembled using the 16B: Main bearings, Rod bearings, Rod Bolts, Rod Nutsinshaft gear bolts, Crankcase Through Bolts, Fuel Pumper Bolts and Plates, Crankshaft Counterweight Bushings
			 Accessorie filled with Plugs and Overhaul Normal. Formal 	es were 12 qts test i Vanual or infori	e overl Aeros an en M-16, mation	hauled thell SA Igine in all syston AD	this dat E50 an accord ems ch Compli	ssemblies, piston rings, cylinder hold down nuts. Note at owners request. Reinstalled engine on aircraft and installed new RHB29E Sparkdance with Continental Service Bulletin: M89-7R1 and ecked normal. Test flew for 2 hours, all systems checked ance, see AD Compliance Record listing In Back of Log
Continental IO-550-N SN: 691475 September 10, 2013 SMOH: 24 Tach: 1502			Accessorie filled with Plugs and Overhaul M normal. Fo Use non de	es were 12 qts 12 qts 1 test i Manual or inforr eterger	e overl Aeros ran en M-16, mation nt Aero	nauled thell SA agine in all system and system on AD oshell oil	this dat E50 an accord ems ch Compli I during	ssemblies, piston rings, cylinder hold down nuts. Note at owners request. Reinstalled engine on aircraft and dinstalled new Oil Filter. Installed new RHB29E Sparkdance with Continental Service Bulletin: M89-7R1 and ecked normal. Test flew for 2 hours, all systems checked lance, see AD Compliance Record listing In Back of Log break-in period. SN: 691475
	September 10, 2013 SMOH: 24 Tach: 1502 Drained oil and inspected oil filter for metal, none found. Installed new filter and filled engine with 8 qts Aeroshell 100W+, washed down engine, and test ran. No		Accessorie filled with Plugs and Overhaul M normal. Fo Use non de Continer Septemb Drained filled eng	es were 12 qts 1 test i Manual or infori eterger ntal oer 10, 2 oil and gine wi	e overlander overlande	nauled thell SA agine in all system on AD oshell oil IO-550 SMOH	this dat E50 an accord ems ch Compli I during	ssemblies, piston rings, cylinder hold down nuts. Note at owners request. Reinstalled engine on aircraft and dinstalled new Oil Filter. Installed new RHB29E Sparkdance with Continental Service Bulletin: M89-7R1 and ecked normal. Test flew for 2 hours, all systems checked ance, see AD Compliance Record listing In Back of Log break-in period. SN: 691475 Tach: 1502 or metal, none found. Installed new filter and 0W+, washed down engine, and test ran. No
September 10, 2013 SMOH: 24 Tach: 1502 Drained oil and inspected oil filter for metal, none found. Installed new filter and filled engine with 8 qts Aeroshell 100W+, washed down engine, and test ran. No	September 10, 2013 SMOH: 24 Tach: 1502 Drained oil and inspected oil filter for metal, none found. Installed new filter and filled engine with 8 qts Aeroshell 100W+, washed down engine, and test ran. No leaks were found. Continental IO-550-N SN: 691475		Accessorie filled with Plugs and Overhaul M normal. For Use non de Continer Septemb Drained filled eng leaks we	es were 12 qts 14 test i Manual or infori eterger oil and gine wi re four	e overlander overlande	IO-550-SMOH	this dat E50 an accord ems ch Compli I during	ssemblies, piston rings, cylinder hold down nuts. No e at owners request. Reinstalled engine on aircraft and dinstalled new Oil Filter. Installed new RHB29E Sparl dance with Continental Service Bulletin: M89-7R1 and ecked normal. Test flew for 2 hours, all systems checked lance, see AD Compliance Record listing In Back of Log break-in period. SN: 691475 Tach: 1502 or metal, none found. Installed new filter and OW+, washed down engine, and test ran. No SN: 691475 SN: 691475



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Leneva AS 66219 Phone (\$30, 365-276) Fab., (858) 306-3038

PT			
Insured's Name			Print Data del sidocción
CAPALTON TUROESCHÜRETTE	Agency and Agent Name	Crop Year	The second secon
country independent co	DELTA RISK MANAGEMENT LLC- JOALTON	MEMBER 676	Policy Humber
	La State to a familiar and the familiar		
	JACK DALTON (8286)	2020	05-987-1040562
The state of the s			1, A.A.M. M.
	Produced a financial form for the second		<u> </u>

The Producers Ag Insurance Group (ProAg Group) is committed to consecting the Individual privacy of our policyholders and their significant beneficial interest owners (Customers). We collect nonpublic paragral information about Customers. from information we receive from them such as information provided on applications or other forms, which may brokets name, address and social security numbers and from this parties such as consumer recording agency. To seve as Customers and to service our business our employees have access to Customers personal information in the course of doing their labs and we may share or disclose non-public personal information about the Customers to all dates within the Provid Group or with non allibated that parties with whom we have a contractual relationship such as adjanctes within the United States Department of Appliculture, with your insurance agent and other insurance companies of with banks where a wisten permission to transfer such information has been granted by the policyholder. We may also share non-public personal information with affiliates and with non-affiliated third parties as permitted by law. The Proag Group will not set or share your personal information with anyone for purposes unrelated to our business functions without our offering to the Customer Itra apportunity to opt-out or opt-for as required by law.

Anti-Rebating Confincation Applicant / Insured Statement

I certify, for the crop year indicated, that I have not directly as indirectly received, eccepted, or been paid, offered, promised, or given any benefit, including aronay, goods, or services for which payment is usually reade, rebuils, discount. abalanced, credit, or reduction of premium, or any other valuable consideration, as an inducement to procure however, and and arge for purchasing this insurance policy after it has been precured. I understand that this prohibition does not stekude payment of administrative teas, performance based discounts, and any other payment approved by FCIC that are substitled under sections 508(a)(a) and 508(d)(a) of the Faderal Crop instrance Act (Act) (7 U.S.C. 55 (A (B) and \$508(d)(3)). I understand that a false custocation or taking to completely and accurately report any information on this form may subject me, and any person with a substantial beneficial inferest in me, to send the send the send to send the send the send to send the send to send the send the send to send the send Station to, calculate and civil possibles and administrative sassellors in accordance with section \$15(h) of the Act (7 U.S.C. \$15150)) and all other applicable received statutes.

Agont Statement

I centry, for the crop year instituted, that I have neither offered nor promised, directly or indirectly, any benefit, including money, goods, or services for which payment is usually made, rebate, discount, credit, reduction of premium, of any other valuable consideration to this person either as an induscement to procure insurance or in exchange for obtaining insurance after a has been precised. I understand that this prohibition does not include payment of admiristrative real. parformance based discounts, and any other payment approved by FCRC that are authorized under sections 608(a)(0)(0) and 508(d)(3) of the Federal Crop Insurance Act (Act) (7 U.S.C. 56 1508(a)(0)(8) and 1508(a)(0)). (Lincarisand Fig. 2) Table conflictation or failure to completely and accurately report any violation may subject me, and as agencies a companies I represent to samples, including but not limited, to criminal and care parallels and administrative samplings in accordance with section \$15(h) of the Act (7 USC §1515(h)) and all other applicable federal statutes.

USDA Multiple Bonetit Certification Statement

I understand that obtaining mattiple Federal bonefits for the same loss, such as a Nonineured Crop Disaster Assistance Program (NAP) payment(s) and a Federal crop Insurance Indemnity, is prohibited by law, I certify that I have a prodisclose any other USDA benefit including any NAP benefit, received for this crop. Failure to disclose the receipt of multiple Federal benefits, or taken to rapey one of the multiple Federal benefits such as effect the NAT benefit of the Federal crop inturnes intermity for the same crop, may result in my being disqualited from receiving Federal crop insurance benefits, so wall as being ineligible for various programs administered by the Farm Service Agency for up to five its years. Certification Statement

I carify that to the best of my knowledge and belief all of the information on this form is correct. I also understand that failure to report completely and accurately may result in sanctions under my policy, including but not lender to visitary at the policy, and in criminal or civil penalties (18 U.S.C. §1006 and §1014; 7 U.S.C. §1506; 31 U.S.C. §3779; §3736 and any other applicable federal statutes).

I confly then I am responsible for exhabitating the approved APH yields that are used to calculate the production guarantees command at this acreage report and that such approved APH yields are correct to the best of my knowledge.

Native Sod Statement

I CHAVE or CHAVE NOT broken native sed after February 7, 2014. For any native sed acreage broken efter December 20, 2018, klentily the year it was broken separately for each percel. (Only applicable to the tokewing states fown, Mariacota, Montara, Mejmaska, North Dakota and South Dakota,) I understand that II i tilt native sod acreage, I will be essessed a reduction in yield guesanice and premium subskly. It essentiations apply in the crop year that my total assists sod acreage tilled exceeds 5 acres in the county (cumulated).

Insured's Printed Name	ANNALONISSI MARKINING KATALON MARKANING MARKANING MARKANING MARKANING MARKANING MARKANING MARKANING MARKANING M		
CARLTON THROESCH JR, LLC		Insured's Signature	Dala
*	Manufacture (Manufacture (Manuf	- Mineral	
Agent's Printed Name	Code	Agent's Signature	100
JACK DALTON	8286	487 F.C	Date:
Record Type Legend: A. Harvested Production soldier			A STATE OF THE STA

- B Harvested Production: farm stored/measured by knowed.
- C.- Harvested Production: plowdaily sales records.
- D Harvested Production: automated yield monitoring system.
- E Harvested Production: form stored/measured by authorized reg.
- G Horvested Production: lock! hervest records.
- His Humasted Production, officer.
- 1-Universed and destroyed (ARPUSTAX only)
- F Harvested Production, Investock feeding records. J Unitaryested and put to another use, (ARPLISTAX only)

 - K Unharvasted and production appraised by AIP. (ARP) only)
 - L Unreported production. (ARPLISTAX only)
 - M Claim for Indomnity.

- N Appealsof, (non-loss)
- O LIUF or third party damage.
- P Unharvested with Harvost moorrolete. (ARP) only
- Z Zero Planted Acres.

-Acres to Type - Identity whether acreeds is:

- A * Insuled by New Breaking WA (acreage previously in production)
- B = Insured New breaking under terms of policy (-5% & acreage previously in production)
- C = CRP acreage (automatically insured under terms of policy).
- C) = Insured by New breaking VVA (acreage never in production)
- E = instruct Now breaking testier forms of policy (<5% & persongs never in production)
- K = Insured Unavoidable Uninsured Fire (UUF) or Third Party Damage

PR / AR (Rev. 12-2019)

Unksaurable Russous:

- Il ni Livijou untile nave breaking first year no wellen experiment
- P = Lineaported postion of insurable nerve within the unit (i.e., Louise repeated nerve)
- R = Unreported insertable will exists soil ped reported
- 6 * Unineuroble Acres
- T = Uninsurable due to new breaking and insured connect substantiate acrosses has previously bean in prod
- Li . Linksting Acrong
- W = Uninsurable Insurance watend due to 2nd crop providen



3. Form Tracking Nu 8430-3, AIRWORTHINESS APPROVAL TAG 317215 Continental Motors, Inc. 2039 Broad Street, Mobile, Alabama 36615 FAA/PMA:PQ1269CE 5. Work Order/Contract/Invoice Number: 7. Description 384116 0000137496 8. Part Number: 9. Quantity: MAGNETO - REBUILT 10. Serial Number: 11. Stätus/Work: BL-500556-101 12 Remarks: See Block 12 See Block 12 Rebuilt to Original PAH's Specifications in accordance with 14 CFR §43.3(j). Serial/Batch Number(s): Serial Description D14BA075R MAGNETO - REBU D14BA113R MAGNETO - REBU D14BA110R MAGNETO - REBU

Ť.	Cartification remaindentified above were manufactured in confirmity for the Cartification of	Certifies that unless otherwised specified in Block 12, the work identified accomplished in accordance with Title 14, Code of Federal Regulations, are approved for return to service.	n specified in Black 12 I in Block 11 and described in Block 12 was part 43 and in respect to that work, the items
	de Name (Hypert or empted)? 34 Date (Id)/minim/vyvy)	Thomas H Howard	14c. Approval/Certificate No.: PQ1269CE
٠.,		Thomas H. Howard	14e. Date (dd/mmm/yyyy): 15/Feb/2014
	It is important to understand that the existence of this document alone does not	ot automatically constitute authority to install the aircraft engine/pressultant	

to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where 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 Block 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

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

Date Total Time Time Since Engine Service and Maintenance Record Last Overhaul Installations, Inspections, Airworthiness Directives, Special Inspections, Hrs. Min. Hrs. Modifications and Service Bulletins Brought ---Jewell Aviation Inc. Make: TCM Model: 10550N Serial# 691475 P.O. Box 623 Kennett, MO 63857 Date: 4/23/2014 573-888-5846 ACTT: 1649.3 www.jewellaviation.com SMOH: 171.3 This date performed an annual inspection on this engine. Performed compression test on all Cylinders: 1. 76/80 2. 72/80 3. 76/80 4. 75/80 5. 77/80 6. 74/80; all cylinders were found to be in acceptable limits. Drained oil and inspected filter, no metal found. Filled engine with 8qts Aeroshell 100W+. I certify that this engine has been inspected in accordance with and Annual Inspection and was determined to be in an airworthy condition. Cand Soull It 3036572 Make: TCM Model: 418 Airport Rd. 10550N P.O. Box 623 Serial# 691475 Kennett, MO 63857 Date: 2/6/2015 573-888-5846 Flight Time www.jewellaviation.com 1896.3 SMOH: 418 This date drained oil and inspected filter, no metal found. Filled engine with 8qts Aeroshell 15W50. Replaced left exhaust stack with new assembly from Tornado Alley, and #4 and #6 EGT Probes. Repaired connection to right wastegate.



Jonesboro Aviation LLC. 3001 Earhart Dr. Jonesboro, AR 72401 (870)935-3880, Eric@flyjonesboro.com

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9.3	SMOH: 463	

Bro

Date: 05/13/2015	Page: 1 of 1	Reg #: N959DR
Aircraft: Cirrus SR22		Hobbs: 2035.1
Engine: IO-550-N(50)	Serial#: 691475	Flight Time: 1939.3 SMOH: 461

Annual/100 Hour Inspection

Annual/100 Hr. Inspection completed on this date IAW FAR Part 43 Appendix D and company checklist. Drained oil. Removed filter, cut and inspected ok. Serviced engine with 7 qts. Aeroshell 15W 50 oil and oil filter CH48108-1. Oil sample was taken for routine analysis. Serviced air filter, Cleaned, gapped and tested all spark plugs. Checked magneto timing to engine. Checked compressions as follows: #1. 60/80 #2. 68/80 #3. 70/80 #4. 76/80 #5. 67/80 #6. 77/80. IAW TAT CAM 22-6450004 Rev. C, installed new V band clamps P/N: 11-1100023 on both turbos, next due at 2389.3 Flight time (450 hrs. TIS. Or after 350 hrs. if clamp is removed or first annual after 350 hrs. whichever occurs first.), installed new Balston pressurized magneto filter P/N: 04-6700015, next due at 2239.3 Flight time (300 hrs. TIS.) or 5/2018. Installed new overhauled Kelley/Hartzell turbo wastegate assy. P/N: 477233-0003 S/N: 49252. Ground run leak check satisfactory. No new or recurring A.D.'s due at this time, refer to A.D. compliance report for complete A.D. list.

I certify this engine has been inspected IAW an Annual/100 hour inspection and was determined to be in an airworthy condition for return to service on this date.

Dustin D. Chudy A&P #3418801 I.A.

Date 9/3/2015

N959DR N Number

Hobbs Time

2087.9

Tach Time N/A

1991.8 **Total Time**

SMOH 513.8

FWD

CHANGED OIL AND FILTER ON THIS DATE. TOOK OIL SAMPLE FOR ROUTINE ANALYSIS. SERVICED ENGINE WITH 7 QTS OF AEROSHELL 15W-50 OIL AND CHAMPION CH 48108-1 OIL FILTER, DEGREASED ENGINE, GROUND RUN, OPERATIONAL AND LEAK CHECK SATISFACTORY.

Date 03/16/2016 N Number

N959DR

Hobbs Time

2136.9

Tach Time N/A

Total Time 2040.7 SMOH 562.7

REMOVED LEFT MAGNETO P/N S6RSC-25P, SERIAL NUMBER D11GA-011 AND INSTALLED NEW BENDIX LEFT MAGNETO P/N S6RSC-25P, SERIAL NUMBER D09DA-016. TIMED BOTH MAGS TO ENGINE. GROUND RUN LEAK AND OPERATIONAL CHECKED SATISFACTORY.

AHP 3717088

Date

4/12/2016 N Number

N959DR

Hobbs Time

2179.5

Tach Time 2083.1flt

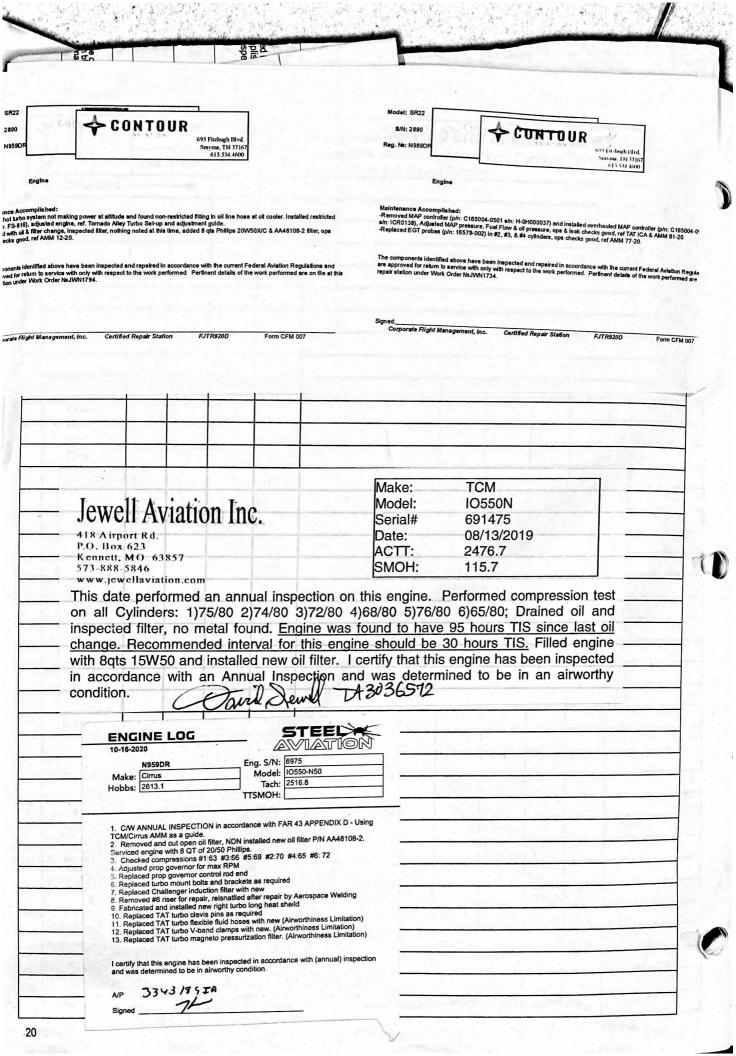
Total Time 2083.6

SMOH 605.4

FWD

CHANGED OIL AND OIL FILTER ON THIS DATE. TOOK OIL SAMPLE FOR ROUTINE ANALYSIS. CUT OPEN OIL FILTER FOR INSPECTION, FOUND SATISFACTORY, SERVICED ENGINE WITH 7 QTS. OF AEROSHELL W15W-50 OIL AND CHAMPION CH48108-1 OIL FILTER. DEGREASED ENGINE. GROUND RUN, OPERATIONAL AND LEAK CHECKED SATISFACTORY.

Dawn Lee Fally Att 3/20278



	10	Total Time		Since verhaul	Eng Installa	ine Service ations, Inspections, A	and Mainter	nance Record es, Special Inspections,
0	ate	Hrs. Min.	Hrs.	Min.	Modifie	cations and Service	Bulletins	
Brought	Forwa	R&DA	merical	n Aviatio	on LLC.		Lee's Summi	Douglas Suite B Hanger J it, MO 64064 996 Fax 816/525/5997
Brough		Date		Fight In	3003	7.000	Engine TT	Engine SMOH
		05/17/2021		2553.	0	2649.3	2553.0	192.0
	no		ed engine ed a new	with 7 qts oil filter P ed. for leak	s. of Phill N CH48	ips XC 20W-50 oil. R 108-1 and safetied. Lu oted.	AT Turbo S/N 61947 emoved oil filter, cut filt bed all exhaust slip join	the state of the s
	Ri							
		R&DAM	nerican	Aviatio	n LLC.		2751 N.E. Do Lee's Summit, Ph. 816/252/599	
		The second secon		Flight Hob	obs	Hobbs	Engine TT	Engine TSN
		Date 12/01/2021		2568.4		2664.7	2568.7	207.4
supply inlet screens by inspection found ok next due 127. pump to Great Planes fuel Metering for overhaul. Rein with a new drive coupling P/N 653359. C/W TAT SB shaft o-ring by inspection no leaks noted next due 26 (04/10/2009) exhaust system inspection by visual inspective C/W TAT SB10-02 Rev B (01/20/2010) exhaust tail pip Hobbs (50 hrs.) or Annual. C/W TAT SB 10-01 (01/20/due (Annual). Cked and adjusted mag timing to 21.5° p ea.). Inspected all fuel injectors. Pressure tested exhaust controls. Lubricated exhaust system with mouse milk. Refinitely approached that this engine has been inspected I/A/airworthy condition this date 12/01/2021.					due I///U// (Annual	7/80 and #6 67/80. C/W TAT SB 11-04 (07/14/2010) turbo oil 2022 (Annual). Removed engine fuel pump due to leaking sent stall overhauled fuel pump P/N ETI-SR22-2-13 S/N GP5102 12-02 (10/27/2012) engine driven fuel pump mixture control 18.4 flight Hobbs (50 hrs.) or Annual. C/W TAT SB 09-01 ation no cracks noted next due 2618.4 flight Hobbs (50 hrs.) are hangar by inspection no cracks noted next due 2618.4 flight 2010) Alt air door hinge by inspection no defects noted next er TAT Manual. Installed spark plugs with M674 gaskets (12 system cked for leaks none noted. Cked and lubed all engines are cked for leaks none noted. Cked fuel system setup found W an Annual inspection and has been determined to be in an Annual inspection and has been dete		
	with shaf (04/ C/W Hob due ea.). control Insta	np to Great Plan 1 a new drive co 1 o-ring by insp 10/2009) exhaus 7 TAT SB10-02 bs (50 hrs.) or 4 (Annual). Cked Inspected all fur rols. Lubricated alled Reiff enging 1. I certify that orthy condition	poetion not st system Rev B ((Annual. (and adjusted injector exhaust states this engithis date	/N 653359 o leaks no inspectio 01/20/2010 C/W TAT isted mag ors. Pressu system wi atter P/N T ne has be 12/01/202	9. C/W oted next n by visu 0) exhaus SB 10-0 timing to the tested the mouse TXPL6. Feen inspect.	TAT SB 12-02 (10/27 due 2618.4 flight Heal inspection no crack tail pipe hangar by in 1 (01/20/2010) Alt air 21.5° per TAT Manuexhaust system cked milk. Removed engingtan engine cked for let	of Kernoved engine ruer ed fuel pump P/N ETI- /2012) engine driven fuel bbs (50 hrs.) or Annus noted next due 2618. Inspection no cracks noted door hinge by inspectional. Installed spark plugger leaks none noted. Ce air filter cleaned and reaks none noted. Cked inspection and has been	sering due to leaking sent SR22-2-13 S/N GP5102 lel pump mixture control al. C/W TAT SB 09-01 4 flight Hobbs (50 hrs.) ed next due 2618.4 flight on no defects noted next s with M674 gaskets (12 ked and lubed all engine re-oiled, reinstalled filter fuel system setup found
	with shaf (04/ C/W Hob due ea.). control Insta	np to Great Plan 1 a new drive co 1 o-ring by insp 10/2009) exhaus 7 TAT SB10-02 bs (50 hrs.) or 4 (Annual). Cked Inspected all fur rols. Lubricated alled Reiff enging 1. I certify that orthy condition	poetion not st system Rev B ((Annual. (and adjusted injector exhaust states this engithis date	/N 653359 o leaks no inspectio 01/20/2010 C/W TAT isted mag ors. Pressu system wi atter P/N T ne has be 12/01/202	9. C/W oted next n by visu 0) exhaus SB 10-0 timing to the tested the mouse TXPL6. Feen inspect.	TAT SB 12-02 (10/27 due 2618.4 flight He al inspection no crack tail pipe hangar by in 1 (01/20/2010) Alt air 21.5° per TAT Manuexhaust system cked milk. Removed enging an engine cked for letted I/A/W an Annual	of Kernoved engine ruer ed fuel pump P/N ETI- /2012) engine driven fuel bbs (50 hrs.) or Annus noted next due 2618. Inspection no cracks noted door hinge by inspectional. Installed spark plugger leaks none noted. Ce air filter cleaned and reaks none noted. Cked inspection and has been	sering due to leaking sent SR22-2-13 S/N GP5102 lel pump mixture control al. C/W TAT SB 09-01 4 flight Hobbs (50 hrs.) ed next due 2618.4 flight on no defects noted next s with M674 gaskets (12 ked and lubed all engine re-oiled, reinstalled filter fuel system setup found
	with shaf (04/ C/W Hob due ea.). control Insta	np to Great Plan a new drive co to o-ring by insp 10/2009) exhaus TAT SB10-02 bs (50 hrs.) or (Annual). Cked Inspected all furols. Lubricated alled Reiff engin I. I certify that orthy condition ard L. White A&	pection not st system Rev B (CAnnual. Cand adjuncted injector exhaust in this engith this date	Aviation	or overna 9. C/W oted next n by visu 0) exhaus SB 10-0 timing to timing to the mouse fXPL6. Feen inspectal.	TAT SB 12-02 (10/27 due 2618.4 flight He al inspection no crack tail pipe hangar by in 1 (01/20/2010) Alt air 21.5° per TAT Manuexhaust system cked milk. Removed enging an engine cked for letted I/A/W an Annual	ced fuel pump P/N ETI- /2012) engine driven fuel /2012) engine driven fuel /2012) engine driven fuel /2013 or Annu /2014 or Annu /2015 or Annu /2016 or Annu /2017 or Annu /2018 or Annu	sR22-2-13 S/N GP5102 sel pump mixture control al. C/W TAT SB 09-01 4 flight Hobbs (50 hrs.) and next due 2618.4 flight on no defects noted next swith M674 gaskets (12 ked and lubed all engine re-oiled, reinstalled filter fuel system setup found n determined to be in an
	with shaft (04/ C/W Hob due ea.). contributions airwork Rich.	np to Great Plan a new drive ex to o-ring by insp 10/2009) exhaus TAT SB10-02 bs (50 hrs.) or a (Annual). Cked Inspected all fu rols. Lubricated alled Reiff engin I. I certify that orthy condition ard L. White A& R&DAM Date	pection not st system Rev B (CAnnual. Cand adjuncted injector exhaust in this engith this date	Aviation	or overna 9. C/W oted next n by visu 0) exhaus SB 10-0 timing to timing to the mouse fXPL6. Feen inspectal.	Hobbs	2751 N.E. Do Lee's Summit, Ph. 816/252/59 Engine Trief	Pump due to leaking senti- SR22-2-13 S/N GP5102 rel pump mixture control al. C/W TAT SB 09-01 4 flight Hobbs (50 hrs.). red next due 2618.4 flight on no defects noted next s with M674 gaskets (12 ked and lubed all engine re-oiled, reinstalled filter fuel system setup found n determined to be in ar rouglas Suite B Hanger J MO 64064 P6 Fax 816/525/5997 Engine SMOH
	with shaft (04/ C/W Hob due ea.). contribution in the shaft (04/ C/W Hob due ea.). con	np to Great Plan a new drive ect to o-ring by insp 10/2009) exhaus TAT SB10-02 bs (50 hrs.) or a (Annual). Cked Inspected all fu rols. Lubricated alled Reiff engin to I certify that orthy condition ard L. White A& R&DAM Date 06/08/2022	pection not st system Rev B (CAnnual. Cand adjuded injector exhaust in this engith this date. Prican F N95 engine was a new oil	Aviation Aviati	or overna 9. C/W oted next n by visu 0) exhaus SB 10-0 timing to the mouse TXPL6. Feen inspectable.	Hobbs 2692.8 Hobbs 2692.8 IO-550-N (50B) TA	2751 N.E. Do Lee's Summit, Ph. 816/252/59	pump due to leaking sent SR22-2-13 S/N GP5102 el pump mixture control al. C/W TAT SB 09-01 4 flight Hobbs (50 hrs.). ed next due 2618.4 flight on no defects noted next swith M674 gaskets (12 ked and lubed all engine re-oiled, reinstalled filter fuel system setup found in determined to be in an determined to be in an analysis Suite B Hanger J MO 64064 el Fax 816/525/5997 Engine SMOH 235.4
	with shaft (04/ C/W Hob due ea.). control Instate good airwork Rich:	np to Great Plan a new drive co to o-ring by insp 10/2009) exhaus TAT SB10-02 bs (50 hrs.) or a (Annual). Cked Inspected all fu rols. Lubricated alled Reiff engin I. I certify that orthy condition ard L. White A& R&DAM Date 06/08/2022	es fuel No pupling P pection nost system Rev B (CAnnual. Cand adjuded injector exhaust in this engith this date Prican F N95 engine was a new oil ine cked.	Aviation Clight Hob 2596.4 PDR Condition of the Polymer of the P	or overna 9. C/W oted next n by visu 0) exhaus SB 10-0 timing to the mouse TXPL6. Fen inspectable.	Hobbs 2692.8 Hobbs 2692.8 IO-550-N (50B) TA	2751 N.E. Do Lee's Summit, Ph. 816/252/59 Engine TT 2596.4	pump due to leaking sen SR22-2-13 S/N GP5102 el pump mixture contro al. C/W TAT SB 09-01 4 flight Hobbs (50 hrs.) ed next due 2618.4 flight on no defects noted next s with M674 gaskets (12 ked and lubed all engine re-oiled, reinstalled filter fuel system setup found n determined to be in an ouglas Suite B Hanger J MO 64064 66 Fax 816/525/5997 Engine SMOH 235.4