

ENGINE LOG BOOK

ELB-01

OIL

LAB NUMBER: R96038

UNIT ID: N263DD



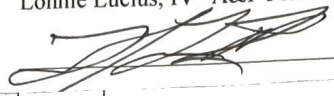
Date	Total Time		Time Since Last Overhaul		<i>Engine Service and Maintenance Record</i> Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hours	Min	Hours	Min	

Carried forward →

02/06/2013 N263DD Cirrus SR22T S/N: 0410 Flt.: 62.4 Hobbs: 77.8

Replaced fuel strainer washer P/N: NAS1523-8B.
Completed Cirrus 25 hr. inspection IAW. Cirrus AMM.
Work performed by Paul Lucius and Anthony Deville.

Lonnie Lucius, IV A&P 3129426




Travel Express Aviation Maintenance, Inc
DuPage Airport, West Chicago, IL 60185


Aircraft: N263DD Date: 8/04/15 Invoice: 6635

HOBBS: 454.4 FLT. HOBBS: 377.4

The following work was accomplished:

- The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48108-1. Serviced engine with 8 qts of Exxon Elite 20W50 oil. The engine was run and checked for leaks (none apparent).
- Performed oil analysis.

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


Mark Palazzo, AP 3201711 IA

END



Travel Express Aviation Maintenance, Inc
DuPage Airport, West Chicago, IL 60185


Aircraft: N263DD Date: 8/04/15 Invoice: 6635

HOBBS: 454.4 FLT. HOBBS: 377.4

The following work was accomplished:

- Removed and replaced LH intercooler screw with new P/N MS27039-08-08.

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


Mark Palazzo, AP 3201711 IA

END



OIL REPORT

LAB NUMBER: H21164
 REPORT DATE: 12/15/2015
 CODE: 20/32

UNIT ID: N263DD
 CLIENT ID: 28005
 PAYMENT: CC: Visa

11/04/2024

UNIT
 MAKE/MODEL: Continental TSIO-550-K
 FUEL TYPE: Gasoline (Leaded)
 ADDITIONAL INFO: Cirrus SR22T, E/N: 1007315

OIL TYPE & GRADE: Exxon Elite 20W/50 (AD)
 OIL USE INTERVAL: 14 Hours

CLIENT
 MATT MUKENSCHNABL
 TRAVEL EXPRESS AVIATION
 32 W. 731 TOWER RD
 WEST CHICAGO, IL 60185

PHONE: (630) 584-2677
 FAX:
 ALT PHONE:
 EMAIL: teamacmx@yahoo.com, info@teamaintenance.com

COMMENTS
 MATT: N263DD only ran about half as long on this oil change interval as it did last time, and accordingly, wear metals are lower. Iron and lead are the two elements that track most directly with time on the oil (from steel parts and fuel blow-by, respectively), but all the other metals improved as well, so this engine appears to be wearing all right. Flying more often certainly wouldn't hurt, but corrosion isn't getting too much of a foothold, judging by these results. Keep the oil changes short like this until this Continental is seeing more use. Not bad though.

ELEMENTS IN PARTS PER MILLION	11/16/2015		8/3/2015		UNIVERSAL AVERAGES
	MI/HR on Oil	UNIT / LOCATION AVERAGES	MI/HR on Unit	UNIT / LOCATION AVERAGES	
Sample Date	11/16/2015		8/3/2015		
Make Up Oil Added					
ALUMINUM	3	5	5	5	6
CHROMIUM	10	25	13	13	24
IRON	46	75	69	69	88
COPPER	7	12	9	9	15
LEAD	4397	6524	6007	6007	8505
TIN	1	1	2	2	2
MOLYBDENUM	2	4	3	3	0
NICKEL	18	38	22	22	1
MANGANESE	1	1	1	1	1
SILVER	0	0	0	0	1
TITANIUM	1	1	0	0	8
POTASSIUM	3	1	2	2	2
BORON	0	1	3	3	25
SILICON	4	5	2	2	1
SODIUM	4	2	5	5	461
CALCIUM	4	4	1	1	10
MAGNESIUM	0	1	863	863	0
PHOSPHORUS	1000	926	4	4	
ZINC	4	5	0	0	
BARIUM	0	0			

PROPERTIES	Values Should Be*		
	Current	Range	Target
SUS Viscosity @ 210°F	94.0	89-105	96.6
cSt Viscosity @ 100°C	18.93	17.7-21.8	19.55
Flashpoint in °F	485	>445	480
Fuel %	<0.5	<1.0	<0.5
Antifreeze %	-	-	-
Water %	0.0	<0.1	0.0
Insolubles %	0.4	<0.6	0.3
TBN			
TAN			
ISO Code			

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

416 E. PETTIT AVE. FORT WAYNE, IN 46806 (260) 744-2380 www.blackstone-labs.com

LIABILITY LIMITED TO COST OF ANALYSIS

OIL

OIL

LAB NUMBER: R96038

UNIT ID: N263DD



Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 1/6/16 Aircraft: 263DD Model: SR22T Serial: 0410 Invoice: 7009/7010W/7011W
TT A/F: 390.9 Hobbs: 472.4 Flt Hobbs: 390.9 Eng TT: 390.9 Eng TSO: N/A

This aircraft has been given an annual inspection in accordance with the manufacturer's checklist and following the guidelines of the F.A.R, Part 43, Appendix D, and Part 91, Subpart E.

- The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48108-1. Serviced engine with 8 qts of Exxon Elite 20W50 oil. The engine was run and checked for leaks (none apparent). Performed oil analysis.
- Removed and replaced spark plugs with new P/N URHB32E.
- Cylinder #1 - 67/80, #2 - 63/80, #3 - 66/80, #4 - 63/80, #5 - 64/80, #6 - 62/80. Master orifice: 46psi.
- Removed LH magneto P/N 10-500556-101, S/N D13GA028, and RH magneto P/N 10-500556-101, S/N D12HA211, with rebuilt units P/N BL-500556-101, LH S/N D15JA047R, RH S/N D15JA050R using new gaskets P/N 649954 and P/N 10-357520. Magnetos rebuilt by Continental Motors Inc, 2039 Broad St, Mobile AL 36615, RS#PQ1269CE, WO#183568 dated 28Oct2015. See FAA form 8130-3 for details. Set timing to 24 degrees BTDC. Adjusted position of high tension leads to eliminate contact with intake clamps.
- Complied with CSB 15-3/17-2, Oil Cooler Cross Fitting Replacement. Disconnected hoses to oil cooler to drain oil. Removed cross fitting from cooler. Installed fittings into new cross fitting P/N 658607. Installed new elbow P/N AN915-1J into cross fitting. Both parts certified by Continental Motors Inc, 2039 Broad St, Mobile AL 36615, RS#PC#508; cross fitting WO#178281 dated 18Aug2015; elbow WO#178057 dated 14Aug2015. See FAA forms 8130-3 for details.
- Installed assembly into oil cooler per CSB 15-7 and reconnected hoses. Okay for service.
- The current status of applicable ADs was checked through 2015-26.

All work was performed in accordance with manufacturer's specifications and Federal Aviation Regulations. I certify that this ENGINE has been inspected in accordance with a 100hr/annual inspection and was determined to be in AIRWORTHY condition.

Mark Palazzo
Mark Palazzo, AP 3201711 IA

END



Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 9/9/2016 Aircraft: N263DD Model: Cirrus SR22T Serial: 0410 Invoice: 7548
Hobbs: 504.7 Flight Hobbs: 416.1

The following work was accomplished:

- The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48108-1. Serviced engine with 8 qts of Exxon Elite 20W50 oil. The engine was run and checked for leaks (none apparent). Oil analysis performed.

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

Mark Palazzo
Mark Palazzo, AP 3201711 IA

END



Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 1/24/2017 Aircraft: N263DD Model: Cirrus SR22T Serial: 0410 Invoice: 7798
TT A/F: 424.4 Hobbs: 516.4 Flt Hobbs: 424.4 Eng TT: 424.4 Eng TSO: N/A

This aircraft has been given an annual inspection in accordance with the manufacturer's checklist and following the guidelines of the F.A.R, Part 43, Appendix D, and Part 91, Subpart E.

- The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48108-1. Serviced engine with 8 qts of Exxon Elite 20W50 oil. The engine was run and checked for leaks (none apparent). Performed oil analysis.
- Cylinder #1 - 66/80, #2 - 72/80, #3 - 67/80, #4 - 69/80, #5 - 73/80, #6 - 74/80. Master orifice: .040 at 48psi.
- Removed, cleaned, gapped, tested, inspected, and reinstalled spark plugs using new gaskets P/N M674.
- Checked LH and RH magneto timing. Okay for service at 24 degrees BTDC.
- The current status of applicable ADs was checked through 2017-01.

All work was performed in accordance with manufacturer's specifications and Federal Aviation Regulations. I certify that this ENGINE has been inspected in accordance with a 100hr/annual inspection and was determined to be in AIRWORTHY condition.

Mark Palazzo
Mark Palazzo, AP 3201711 IA

END



Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 10/17/2017 Aircraft: N263DD Model: Cirrus SR22T Serial: 0410 Invoice: 8350
Hobbs: 552.1 Flight Hobbs: 451.9

The following work was accomplished:

- The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48108-1. Serviced engine with 8 qts of Exxon Elite 20W50 oil. The engine was run and checked for leaks (none apparent). Oil analysis performed.

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

Sean Garafolo
Sean Garafolo, AP 3743693 IA

END

Record
Approval and Directives



OIL REPORT

LAB NUMBER: H65958 UNIT ID: N263DD
 REPORT DATE: 7/22/2016 CLIENT ID: 28005
 CODE: 20/32 PAYMENT: CC: Visa

UNIT
 MAKE/MODEL: Continental TSIO-550-K
 FUEL TYPE: Gasoline (Leaded)
 ADDITIONAL INFO: Cirrus SR22T, E/N: 1007315
 OIL TYPE & GRADE: Exxon Elite 20W/50 (AD)
 OIL USE INTERVAL: 25 Hours

CLIENT
 MATT MUKENSCHNABL
 TRAVEL EXPRESS AVIATION
 3N060 POWIS RD
 WEST CHICAGO, IL 60185
 PHONE: (630) 584-2677
 FAX:
 ALT PHONE:
 EMAIL: info@teamaintenance.com

COMMENTS
 MATT: No complaints here. Metals increased a bit compared to last time, but that's because this was a longer oil run than we saw back in November, and it's normal to see higher wear levels after more time on the oil. These readings are still below average for the TSIO-550-K (universal averages are based on ~40 hours of oil use), so we don't see any obvious complaints here. No moisture, dirt, fuel, or other contaminants were found, and the insolubles are nice and low at 0.3%. Three perfect reports in a row -- can't argue with that!

ELEMENTS IN PARTS PER MILLION	UNIT / LOCATION AVERAGES		UNIVERSAL AVERAGES	
	7/18/2016	11/18/2015	8/3/2015	
MI/HR on Oil	25	14	22	
MI/HR on Unit	416	391	377	
Sample Date	7/18/2016	11/18/2015	8/3/2015	
Make Up Oil Added	1 qt			
ALUMINIUM	4	6	3	6
CHROMIUM	15	28	10	24
IRON	60	81	46	88
COPPER	9	13	7	14
LEAD	5751	7949	4397	8527
TIN	3	2	1	2
MOLYBDENUM	2	6	2	7
NICKEL	23	41	18	32
MANGANESE	1	1	1	2
SILVER	0	0	0	0
TITANIUM	1	1	3	1
POTASSIUM	1	1	0	1
BORON	4	6	4	8
SILICON	1	2	4	2
SODIUM	4	5	4	26
CALCIUM	0	1	0	1
MAGNESIUM	979	687	1000	435
PHOSPHORUS	4	6	4	9
ZINC	0	0	0	0
BARIIUM				

PROPERTIES	Values Should Be*			
	94.5	89-105	94.0	96.6
SUS Viscosity @ 210°F	19.05	17.7-21.8	18.93	19.55
cSt Viscosity @ 100°C	500	>445	485	480
Flashpoint in °F	<0.5	<1.0	<0.5	<0.5
Fuel %	-	-	-	-
Antifreeze %	0.0	<0.1	0.0	0.0
Water %	0.3	<0.6	0.4	0.3
Insolubles %				
TBN				
TAN				
ISO Code				

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

416 E. PETTIT AVE. FORT WAYNE, IN 46806 (260) 744-2380 www.blackstone-labs.com



OIL REPORT

LAB NUMBER: J03233 UNIT ID: N263DD
 REPORT DATE: 1/9/2017 CLIENT ID: 28005
 CODE: 20/32 PAYMENT: CC: Visa

UNIT
 MAKE/MODEL: Continental TSIO-550-K
 FUEL TYPE: Gasoline (Leaded)
 OIL TYPE & GRADE: Exxon Elite 20W/50 (AD)
 OIL USE INTERVAL: 8 Hours
 ADDITIONAL INFO: Cirrus SR22T, E/N: 1007315

CLIENT
 MATT MUKENSCHNABL
 TRAVEL EXPRESS AVIATION
 3N060 POWIS RD
 WEST CHICAGO, IL 60185
 PHONE: (630) 584-2677
 FAX:
 ALT PHONE:
 EMAIL: info@teamaintenance.com

COMMENTS
 MATT: This run was pretty short compared to past ones, so it's good to see that wear metals and 100LL blow-by (lead) tested nice and low. One thing we always look at in addition to the absolute levels is the metals' relative levels - that pattern tells us if internal mechanical parts are working together as they should, and we're glad to see these look fine. The sample was devoid of significant moisture, fuel, or dirt contamination, and viscosity was in spec for 20W/50 grade oil. Another perfect report for N263DD, so just check back at the next service. Great engine!

ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	8	UNIT/ LOCATION AVERAGES	25	14	22	UNIVERSAL AVERAGES
	MI/HR on Unit	424		416	391	377	
	Sample Date	1/3/2017		7/18/2016	11/16/2015	8/3/2015	
	Make Up Oil Added	1 qt		1 qt			
	ALUMINUM	4	6	4	3	5	7
	CHROMIUM	9	27	15	10	13	24
	IRON	37	81	60	46	69	87
	COPPER	6	11	9	7	9	14
	LEAD	2893	6970	5751	4397	6007	8368
	TIN	0	1	3	1	2	2
	MOLYBDENUM	2	5	2	2	3	7
	NICKEL	16	42	23	18	22	32
	MANGANESE	1	1	1	1	1	2
	SILVER	0	0	0	0	0	0
	TITANIUM	0	1	1	1	1	1
	POTASSIUM	4	1	1	1	1	1
	BORON	1	1	1	3	0	1
	SILICON	2	5	1	0	2	1
	SODIUM	1	2	4	4	3	1
	CALCIUM	4	5	1	4	2	8
	MAGNESIUM	0	1	4	4	5	2
	PHOSPHORUS	957	831	0	0	1	25
	ZINC	3	4	979	1000	863	1
	BARIUM	0	0	4	4	4	408
				0	0	0	9
							0

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	97.6	89-105	94.5	94.0	96.6
		cSt Viscosity @ 100°C	19.80	17.7-21.8	19.05	18.93
	Flashpoint in °F	500	>445	500	485	480
	Fuel %	<0.5	<1.0	<0.5	<0.5	<0.5
	Antifreeze %	-	-	-	-	-
	Water %	0.0	<0.1	0.0	0.0	0.0
	Insolubles %	0.3	<0.6	0.3	0.4	0.3
	TBN					
	TAN					
	ISO Code					

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

416 E. PETTIT AVE. FORT WAYNE, IN 46806 (260) 744-2380 www.blackstone-labs.com



Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 3/1/2018 Aircraft: N263DD Model: Cirrus SR22T Serial: 0410
TT A/F: 457.8 Hobbs: 560.2 Fit Hobbs: 457.8 Eng TT: 457.8 Invoice: 8586
Eng TSO: N/A

This engine has been given a 100hr/annual inspection in accordance with the manufacturer's checklist and following the guidelines of the F.A.R, Part 43, Appendix D, and Part 91, Subpart E.

Date

- The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48108-1. Serviced engine with 8 qts of Exxon Elite 20W50 oil. The engine was run and checked for leaks (none apparent). Performed oil analysis.
- Cylinder #1 - 58/80, #2 - 63/80, #3 - 63/80, #4 - 65/80, #5 - 66/80, #6 - 66/80. Master orifice: .040 at 48psi.
- Removed, cleaned, gapped, tested, inspected, and reinstalled spark plugs using new gaskets P/N M674. Inspected magneto leads, lubricated and reinstalled.
- Checked LH and RH magneto timing. Okay for service.
- The current status of applicable ADs was checked through 2018-04.

Carried

All work was performed in accordance with manufacturer's specifications and Federal Aviation Regulations. I certify that this ENGINE has been inspected in accordance with a 100hr/annual inspection and was determined to be in AIRWORTHY condition.

Sean Garafolo, AP 3743693 IA

END



Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 10/12/2018 Aircraft: N263DD Model: Cirrus SR22T Serial: 0410 Invoice: 9119
Hobbs: 589.7 Flight Hobbs: 478.8

The following work was accomplished:

- Removed cowlings. The engine oil was drained, the filter element removed, opened and inspected. No significant foreign matter or metal particles were found. Installed and safetied new oil filter P/N AA48108-2. Serviced engine with 8 qts Exxon Elite 20W50 oil. Reinstalled cowlings. The engine was run and checked for leaks (none apparent).

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

Mark Palazzo, AP 3201711 IA

END



Travel Express Aviation Maintenance, Inc.
DuPage Airport, West Chicago, IL 60185

Date: 4/26/2019 Aircraft: N263DD Model: Cirrus SR22T Serial: 0410 Invoice: 9517
TT A/F: 487.9 Hobbs: 601.5 Flight Hobbs: 487.9 Eng TT: 487.9 Eng TSO: N/A

This engine has been given a 100hr/annual inspection in accordance with the manufacturer's checklist and following the guidelines of the F.A.R, Part 43, Appendix D, and Part 91, Subpart E.

- The engine oil was drained, the filter element removed, opened and inspected; no significant foreign matter or metal particles were found. Took oil sample and sent for analysis. Installed and safetied new oil filter P/N AA48108-2. Serviced engine with 8 qts of Phillips XC 20W50 oil and 1 pt AvBlend. The engine was run and checked for leaks (none apparent).
- Compression Check: Cylinder #1 - 53/80, #2 - 62/80, #3 - 65/80, #4 - 66/80, #5 - 67/80, #6 - 65/80. Master orifice: .040 at 46psi.
- Removed 11 spark plugs, cleaned, gapped, tested, inspected, and reinstalled using new gaskets P/N M674. Removed #4 cylinder spark plug and replaced with new P/N URHB32E. Inspected magneto leads, lubricated and reinstalled.
- Checked LH and RH magneto timing; okay for service.
- The current status of applicable ADs was checked through 2019-08.

All work was performed in accordance with manufacturer's specifications and Federal Aviation Regulations. I certify that this ENGINE has been inspected in accordance with a 100hr/annual inspection and was determined to be in AIRWORTHY condition.

Sean Garafolo, AP 3743693 IA

END



Aircraft #: N263DD Model: Cirrus SR22T Date: 1/10/2020
Serial#: 0410 WO#: 20-005

Flight Hobbs: 507.4 Hobbs: 629.2

The following work was accomplished:

- Drained oil. Removed oil filter, cut, inspected; no significant particles found. Installed new oil filter P/N AA48108-2 and safetied. Serviced engine with 7 qts Phillips XC 20W50 oil. Performed engine run up. Checked for leaks; none found. Okay for service.

I certify that this engine has been inspected or repaired in accordance with current Federal Aviation Regulations and manufacturer's recommendations and is approved for return to service.

Signed:
Zachary Sheik, AP 2821287

Record



Aircraft #: N263DD Model: Cirrus SR22T Serial #: 0410
Date: 05/29/2020 WO#: 20-128

ACTT: 513.9 HOBBS: 638.5 FLT HOBBS: 513.9 ENG TT: 513.9 ENG TSO: N/A
This ENGINE has been given an annual/100-hour inspection in accordance with the manufacturer's checklist and following the guidelines of the F.A.R. Part43, Appendix D, and Part 91, Subpart E.

- Drained oil. Removed oil filter, cut, inspected; no significant particles found. Installed new oil filter P/N CH48108-1 and safetied. Serviced engine with 7 qts Phillips 20W50 XC oil. Performed engine run up. Checked for leaks; none found. Okay for service.
- Performed borescope of engine and found no defects.
- Removed spark plugs, cleaned, inspected, gapped and reinstalled using new gaskets P/N M674 (qty 12).
- Performed compression check: Cylinders #1-49/80, #2-60/80, #3-61/80, #4-64/80, #5-74/80, #6-68/80; master orifice .040 at 46PSI.
- Checked LH and RH magneto-to-engine timing. Adjusted to 24 degrees BTDC.

CONTINUED



Aircraft #: N263DD Model: Cirrus SR22T Serial #: 0410
Date: 05/29/2020 WO#: 20-128

• ADs were checked through 2020-10.
All work was performed in accordance with manufacturer's specifications and with current Federal Aviation Regulations. I certify that this ENGINE has been inspected or repaired in accordance an annual/100-hour inspection and was determined to be in AIRWORTHY condition.

Signed: 
Mark Palazzo, AP 320111 IA
END



Aircraft #: N263DD Model: Cirrus SR22T Serial #: 0410
Date: 08/03/2020 WO#: 20-219

FLIGHT HOBBS: 547.0 HOBBS: 677.1

The following work was accomplished:

- Drained oil. Took oil sample; sent out for analysis. Removed oil filter, cut, inspected; no significant particles found. Installed new oil filter P/N AA48108-2 and safetied. Serviced engine with 8 qts Phillips XC 20W50 oil. Performed engine run up. Checked for leaks; none found. Okay for service.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED OR REPAIRED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND MANUFACTURER'S RECOMMENDATIONS AND IS APPROVED FOR RETURN TO SERVICE.

Signed: 
Christophe Merani, AP 3435422 IA

Carriex

Engine Service and Maintenance Record

Date	Total Time		Time Since Last Overhaul	
	Hours	Min	Hours	Min
Carried forward →				

Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins



Aircraft #: N263DD Model: Cirrus SR22T Serial #: 0410
 Date: 12/03/2020 WO#: 20-402

FLIGHT HOBBS: 570.6 HOBBS: 705.7

The following work was accomplished:

- Drained oil. Removed oil filter, cut, inspected; no significant particles found. Installed new filter P/N AA48108-2 and safetied. Serviced engine with 7 qts of Phillips 20W50 XC Oil. Performed engine run up. Checked for leaks. No leaks noted.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED OR REPAIRED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND MANUFACTURER'S RECOMMENDATIONS AND IS APPROVED FOR RETURN TO SERVICE.

Signed: Zachary Sheik AP 2821287
 Zachary Sheik, AP 2821287



Aircraft #: N263DD Model: Cirrus SR22T Serial #: 0410
 Date: 06/14/2021 WO#: 21-179

ACTT: 576.5 ENG TT: 576.5 PROP TT: 576.5
 HOBBS: 714.1 ENG TSO: N/A PROP TSO: N/A
 FLT. HOBBS: 576.5

This ENGINE has been given a 100 HOUR INSPECTION in accordance with the manufacturer's checklist and following the guidelines of the C.F.R. Part 43, Appendix D, and Part 91, Subpart E.

- Performed Cirrus Annual Inspection checklist in accordance with AMM CH 5-20.
- Drained oil in accordance with CSB07-01A. Ok for service. Removed oil filter, cut, inspected; no significant particles found. Installed new oil filter P/N AA48108-2 and safetied. Serviced engine with 7 qts. Phillips 20W50 XC oil. Performed engine run up. Checked for leaks; none found. Okay for service.
- Removed and replaced crush gasket for oil screen using new P/N AN900-10.
- Removed all spark plugs and replaced with new plugs P/N URHB32E.
- Checked LH and RH magneto-to-engine timing. Okay for service.
- Performed compression check: Cylinders #1-43/80, #2-60/80, #3-68/80, #4-60/80, #5-73/80, #6-60/80. Master orifice: 43/80. Retested after exhaust valve rotocoil replacement. Ok for service.

CONTINUED

ER TO BE
H THE

B. Reason



- (1) Hartzell Propeller Inc. has begun producing propeller hub using a new "smooth" forged

C. Description

- (1) This Service Letter introduces a smooth hub.
- (2) The previous three-bladed hub is an aluminum forged hub. Refer to Table 1 in this Service Letter.
- (3) This

ance Record

part removal and
worthiness Directives,
etins

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record
	Hours	Min	Hours	Min	
Carried forward					<p>Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins</p>
					 <p>Aircraft #: N263DD Model: Cirrus SR22T Serial #: 0410 Date: 06/14/2021 WO#: 21-179</p> <ul style="list-style-type: none"> Removed Cylinder #1 Exhaust Valve Rotocoil and replaced with new P/N 652112 using new washer-tabs P/N 501668 and new rocker cover gasket P/N 658735A. ADs were checked through 2021-12. <ul style="list-style-type: none"> AD 2020-16-11, eff. 09/21/2020, Cross Flow Cylinder Assembly Integrity. N/A by year of manufacture. Engine produced in 2012. Cylinders before 2014 are not affected. <p>I certify that this engine has been inspected or repaired in accordance with applicable Title 14 Code of Federal Regulations and manufacturer's specifications and is approved for return to service. I certify that this ENGINE has been inspected or repaired in accordance a 100 HOUR INSPECTION and was determined to be in AIRWORTHY condition.</p> <p>Signed: <u>Mark Palazzo</u> Mark Palazzo, AP 3201711 IA END</p>
					 <p>Aircraft #: N263DD Model: SR22T Serial #: 0410 Date: 11/02/2021 WO#: 21-443</p> <p>FLIGHT HOBBS: 583.3 HOBBS: 723.6</p> <p>The following work was accomplished:</p> <ul style="list-style-type: none"> Removed main battery P/N RG24-11, S/N 40906316 and replaced with new P/N RG24-11M, S/N 41188693. <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED OR REPAIRED IN ACCORDANCE WITH APPLICABLE TITLE 14 CODE OF FEDERAL REGULATIONS AND MANUFACTURER'S SPECIFICATIONS AND IS APPROVED FOR RETURN TO SERVICE AS IT RELATES TO THE WORK PERFORMED.</p> <p>Signed: <u>Mark Palazzo</u> Mark Palazzo, AP 3201711 IA</p>

11/04/2024

CHICAGO AVIATION SERVICES

I AD 31188693

Engine Service and Maintenance Record

Date	Total Time		Time Since Last Overhaul		Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hours	Min	Hours	Min	

Carried fo

wo: WO_40-8

Engine · page 1 of 2



Chicago Aviation Services · 3N020 Powis Rd. · West Chicago, Illinois 60185 · 630-338-3833

N263DD Continental, TSIO-550-K1B, S/N: 1007315 September 07, 2022
 ENG TT: 600.1 FLIGHT HOBBS: 600.1 HOBBS: 744.8

- Engine 100 Hour/Annual Inspection** – Performed Continental 100 Hour Engine Inspection Checklist in accordance with the M-0 Standard Practice MM. AD's checked through 2022-15.
- Compression Test** – Performed compression check: Cylinders #1-34/80, #2-56/80, #3-62/80, #4-56/80, #5-70/80, #6-65/80, master orifice: 45/80 at 0.040.
- Oil and Filter Change** – Drained oil. Took sample for analysis. Removed oil filter, cut, inspected; no significant particles found. Installed new oil filter and safety-wired. Serviced engine with 7qts oil. Performed engine run up. Checked for leaks; none found. Okay for service. Installed (7) P/N 20W50 XC - Phillips 20w50 XC Oil, Installed P/N AA48108-2 - Oil Filter.
- Spark Plugs** – Inspected, ok for service.
- Magneto Timing Check** – Checked LH and RH magneto-to-engine timing. Okay for service.
- Fuel Injector Nozzle Inspection** – Inspected, ok for service.
- #1 Cylinder Compression: 34/80.** – Removed cylinder assembly S/N PGA104438 and sent out for repair. Reinstalled cylinder S/N PGA104438 after repair. Installed (2) P/N 668893 - GASKET - ROCKER COVER, Installed (4) P/N 501868 - WASHER-TAB .33 DIA ID, Installed (3) P/N 652458 - GASKET ASSY-EXHAUST FLANGE, Installed (3) P/N 633958-2 - SEAL-COMP .15IDX.21THK, Installed (2) P/N 630286 - SEAL-O-RING, Installed (2) P/N 534610 - PACKING-PUSH ROD HOUS-ING, Installed P/N 641066 - SEAL-O-RING.103X4.99X5.19, Installed (2) P/N 649950 - GSKT-INT. MAN. 3.12X O.D.. See Yellow Tag dated 24 August 2022 from Poplar Grove Airmotive, Inc., 11619 US Route 76, Poplar Grove, IL 61065, RS# YYBR664L, WO# 104438 for details.

wo: WO_40-8

Engine · page 2 of 2



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All work was performed in accordance with manufacturer's specifications and with applicable Title 14 Code of Federal Regulations. I certify that this ENGINE has been inspected or repaired in accordance an ANNUAL/100-HOUR INSPECTION and was determined to be in AIRWORTHY condition.

Sean Garafolo A&P / IA 3743693

wo: WO_41-3

Engine · page 1 of 1



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N263DD Continental, TSIO-550-K1B, S/N: 1007315 November 30, 2022
 FLIGHT HOBBS: 607.0 HOBBS: 754.4

- Exhaust Tie Rod Worn** – Replaced with new P/N 657632, using new spacer P/N 654309 (qty 2), bolt P/N AN3-4A (qty 2), and nut P/N MS21043-3 (qty 2).

I certify that this engine has been inspected or repaired in accordance with applicable Title 14 Code of Federal Regulations and manufacturer's specifications and is approved for return to service as it relates to the work performed.

Sean Garafolo A&P / IA 3743693



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Date

N263DD
ACTT: 633.0
PROP TT: 633.0

ENG TT: 633.0

FLIGHT HOBBS: 633.0 HOBBS: 786.4

January 04, 2024

Carried for

- Engine 100 Hour/Annual Inspection** – Performed Continental 100 Hour Engine Inspection Checklist in accordance with the Continental M-0 Standard Practice MM. AD's checked through 2023-26.
- Spark Plug Cleaning** – Removed spark plugs, cleaned, inspected, gapped and reinstalled using new gaskets P/N M674 (qty 12).
- LH and RH Magnetos, Overhaul or Replacement - Due Every 4 Years Since Placed In Service** – Removed LH/RH magnetos P/N 10-500556-101, LH S/N D15JAO47R, RH S/N D15JAO50R and replaced with overhauled, P/N 10-500556-101, RH S/N PGA106563-2, LH S/N PGA106563-1 using new gaskets P/N 649954 (qty 2) and P/N 10-357520 (qty 2). See FAA Form 8130-3 dated 19 DEC 2023 from Poplar Grove Airmotive, Inc., 11619 Route 76, Poplar Grove, IL 61065, WO No. 106563, Approval No. YYBR664L for details on LH/RH magnetos.
- Magneto Timing Check** – Checked LH and RH magneto-to-engine timing. Adjusted to 24 degrees. Okay for service.
- Oil and Filter Change** – Drained oil. Removed oil filter, cut, inspected; no significant particles found. Installed new oil filter P/N AA48108-2 and safety-wired. Serviced engine with 8qts Phillips X/C 20W50 oil. Performed engine run up. Checked for leaks; none found. Okay for service.
- Compression Test** – Performed compression check: Cylinders #1-70/80, #2-62/80, #3-64/80, #4-60/80, #5-70/80, #6-70/80, master orifice: 43/80 at .040.
- Alternator 1 - 500 Hour / 2 Yr - Due 913.7 FH or 11/2016** – Removed, inspected, and tested drive coupling. Removed brush assembly, dressed commutator, installed new brush assembly P/N ALE-3045BS using new gasket P/N 653981.



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- Alternator 2 - 500 Hour / 2 Yr - Due 987.9 FH or 04/2021** – Removed alternator 2, inspected brush assembly, dressed commutator, installed new brush assembly P/N 40278. Installed alternator.
- AD 2023-02-12 - eff. 02/17/2023, Intake Valve Failures** – N/A by verified from Brian at Poplar Grove, valve manufactured by Continental Motors.
- AD 2023-09-09 - eff. 07/17/2023, Failures of Spot-Welded, Multi-Segment V-Band Couplings** – N/A by type, riveted, not welded. Okay for service.

This ENGINE has been given an Annual/100 HOUR INSPECTION in accordance with the manufacturer's checklist and following the guidelines of Title 14 CFR Part 43, Appendix D, and Part 91, Subpart E. All work was performed in accordance with manufacturer's specifications and with current applicable Title 14 Code of Federal Regulations. I certify that this ENGINE has been inspected or repaired in accordance with an Annual/100 HOUR INSPECTION and was determined to be in AIRWORTHY condition.

Mark Palazzo A&P / IA 3201711

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