ENGINE LOG BOOK



Consult the Continental Motors web site at continentalmotors aero for engine related news or announcements. Continental Motors Internet Service contains useful information for Continental Motors engine owners, including electronic versions of the most current engine Instructions for Continued Airworthiness and service documents that may be pertinent to your engine model.

If Internet access is not available, contact our Customer Service Department at: 1-888-826-5465 Toll free in the United States or 1-251-436-8299 International

Engine Returns

Return engines for core credit with this log book to: Continental Motors, Inc. 2039 Broad Street Mobile, AL 36615 USA

Return engines for overhaul with this log book to: Continental Motors, Inc. **Factory Service Center** 8600 County Road 32 Fairhope, Alabama 36532 USA

> USE ONLY FUEL SPECIFIED IN OPERATOR'S MANUAL OR TYPE CERTICATE DATA SHEET USE OF AUTOMOTIVE FUEL IS PROHIBITED



Continental Motors

FAA PRODUCTION CERTIFICATE NO. 508

Printed:01/14/2016 Test Date;12/14/2015

This engine model 10550N41B, serial number 1031401 was rebuilt by Continental Motors Inc, in accordance with approved design data and the applicable requirements of 14 CFR, Part 21 and 43 of the Federal Aviation Regulation. The approved design data for this engine incorporates all changes required by applicable Airworthiness Directives and Continental Motors Service Bulleting.

CONTINENTAL MOTORS, INC.

Form 6012-04 (Rev Sept 2014)

Date	Total	Time	Time Since Last Overhaul		Engine Service and Maintenance Record		
	Hours	Min	Hours	Min	Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins		
4-2-16					Installed this engine in		
Heat H	Hes			in .	Cissus N 405CD. Torquedall		
3134.4		,			engine mount Note. Rugged		
27557.					\$ safeties all controls. Robert		
					8 pts assochel 100 non det.		
`					oils see oiled Reinstalled 3		
					torqued all speck plugs. Installe		
				N.	new oil cooler Boffles & springs		
					oil temp fuel piessus, montal		
				19	pressure switches. Kon upengine		
					ops / good & Ho looks found.		
					Brotho Stiff		
					147 55/766868		
	+	ENGINE MOI	DEL	*			
		IO-550-N41B ENGINE S/N:	1001101		Aircraft Services, LLC. DATE: 4/29/2016 AC TSN: 2607.3 ENG TT: 0.8		
		REG. NO: N4 WORK ORDE	05CD	37680 Sky Cany 1602	TSMOH: 0.8		
		Murrieta7098-	04 2046	Murrieta, CA 92 Phone: 951-698			
		SDarkDiugs.	100 HR INSPE See AD note OUR post Eng	upoate sneet ine Installatio	mpression check #1 76 #2 78 #3 74 #4 74 #5 74 #6 78. Cleaned, gapped, and tested all tand master list for complete AD note history thru this date and current revisionNOTE - on Inspection DUE - 1726.6 Replaced #6 EGT probe, secured all EGT/CHT wiring		
	1	Replaced rig Re-routed & re-clocked fi	ght rear engind secured MAP uel line fitting t	e baffle mour probe wiring to clear mixtu	nting bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition barresses.		
		Replaced rig Re-routed & re-clocked fi sender gask Certify that Condition.Al	ght rear enging secured MAP uel line fitting to the P/N MS357 this ENGINE I work perform	e baffle mour probe wiring to clear mixtu 69-11 and st has been ins	nting bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle		
		Replaced rig Re-routed & re-clocked fi sender gask Certify that Condition.Al	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring to clear mixtu 69-11 and st has been ins	nting bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Vork Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B.		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	nting bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Vork Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B.		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	pring bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Vork Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	pring bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Vork Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	pring bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Vork Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	pring bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Vork Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	pring bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Vork Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	adjuntation pracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Work Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016 Printed by EBis 3 (datcomedia.com)		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	adjuntation pracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Work Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016 Printed by EBis 3 (datcomedia.com)		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	adjuntation pracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Work Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016 Printed by EBis 3 (datcomedia.com)		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	adjuntation pracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Work Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016 Printed by EBis 3 (datcomedia.com)		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	adjuntation pracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Work Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016 Printed by EBis 3 (datcomedia.com)		
		Replaced rig Re-routed & re-clocked fi sender gask I Certify that Condition.Al are on file at	ght rear engine secured MAP uel line fitting tet P/N MS357 this ENGINE I work perform this repair fac	e baffle mour probe wiring o clear mixtu 69-11 and so has been ins sed IAW appl cility under W	printing bracket P/N 13685-001 Secured cabin heat SCAT tube at engine baffle g/magneto p-leads Stop drilled forward engine baffle behind prop Re-torqued & ure control arm Re-routed & secured ignition harnesses Replaced oil temperature afetied. No leaks noted during ground run-up. Spected IAW an 100 hour inspection and was determined to be in AIRWORTHY licable service manuals or other approved documentation. Pertinent details of the repair Work Order No. Murrieta7098-04-2016. FAA CRS #2SDR271B. ED: Work Order: Murrieta7098-04-2016 Printed by EBis 3 (datcomedia.com)		

	Total	Гime	Time Sin Overl		Engine S	ervice and	d Maintenance Rec
Date	Hours	Min	Hours	Min	installation and	compliance with	including engine part removal inspections, Airworthiness Directions and Service Bulletins
d forward	38	→	100	1600	n a 5,		* co
IO55 ENG REG WOF 9618	INE MODEL: ION41B INE S/N: 103140' IONO: N405CD RK ORDER: 3-03-2017 gine Entries	1		Repair St 2830 N. F Las Vega	Mountain Aviatio ation No. L9OR473Y Rancho Dr. Suite A Is, NV 89130 (702) 309-2200	n, Inc.	DATE: 5/19/2017 A/C TSN: 2852 ENG TT: 145.5 TACH: 1846.3
I cert Char Com	tify that this engin- nged oil and filter. aplied with oil sam apression check: #	Cut open 11 ple. £1-66/80, #2	2- 70/80, #3- 66	6/80, #4- 69/	80, #5- 70/80, #6- 68/80.		
The and	aircraft and/or cor is approved for re	nponent ide turn to serv	entified above wice. Pertinent de	as repaired a stails are on	and inspected in accorda file at this facility under th	nce with current regulation ie above W.O. number.	ns of the Federal Aviation Administration
DAT	TE: 5/19/2017		SIGNED:	Er	in Hil	<u></u>	Work Order: 9618-03-2017
2			Hubbert, Er Certified Re		No. L9OR473Y		Printed by EBis 3 (datcomedia.com)
Er RI W 10 E	il sample taken. ompression check	gine has bedeer. Cut oper	0, #2- 70/80, #	Repair 2830 N Las Ve Phone: accordance ked for meta #3- 58/80, #	ii. None tound. Serviced 4- 68/80. #5- 68/80 #6	n and was determined to b with 8qts. of Aeroshell 100 5- 72/80	DATE: 6/15/2018 A/C TSN: 2912.4 ENG TT: 205.9 TSMOH: FLIGHTTIME: 1906.7 De in airworthy condition. DwPlus . Engine run and leak check good.
	amound and seals		an filtar attack -	in IAIAI Cira	SR22 AMM section 71	60	
Ti	emoved and repla he aircraft and/or o	ced Induction aced induction component in return to se	on flapper bolt la identified above ervice. Pertinent SIGNE	was repaire details are o	R22 AMM section 71-60. d and inspected in according the at this facility under		
Ti	emoved and repla he aircraft and/or on the aircraft and/or on	ced Induction aced induction component in return to se	on flapper bolt I/ identified above ervice. Pertinent SIGNE Travis L /	was repaire details are c	d and inspected in access	lance with current regulati	ions of the Federal Aviation Administration
Ti	emoved and repla he aircraft and/or on the aircraft and/or on	ced Induction aced induction component in return to se	on flapper bolt I/ identified above ervice. Pertinent SIGNE Travis L /	was repaire details are c	d and inspected in according the at this facility under	lance with current regulati	ions of the Federal Aviation Administration Work Order: 10342-04-2018
Ti	emoved and repla he aircraft and/or on the aircraft and/or on	ced Induction aced induction component in return to se	on flapper bolt I/ identified above ervice. Pertinent SIGNE Travis L /	was repaire details are c	d and inspected in according the at this facility under	lance with current regulati	ions of the Federal Aviation Administration Work Order: 10342-04-2018
Ti	emoved and repla he aircraft and/or on the aircraft and/or on	ced Induction aced induction component in return to se	on flapper bolt I/ identified above ervice. Pertinent SIGNE Travis L /	was repaire details are c	d and inspected in according the at this facility under	lance with current regulati	ions of the Federal Aviation Administration Work Order: 10342-04-2018
Ti	emoved and repla he aircraft and/or on the aircraft and/or on	ced Induction aced induction component in return to se	on flapper bolt I/ identified above ervice. Pertinent SIGNE Travis L /	was repaire details are c	d and inspected in according the at this facility under	lance with current regulati	ions of the Federal Aviation Administration Work Order: 10342-04-2018
Ti	emoved and repla he aircraft and/or on the aircraft and/or on	ced Induction aced induction component in return to se	on flapper bolt I/ identified above ervice. Pertinent SIGNE Travis L /	was repaire details are c	d and inspected in according the at this facility under	lance with current regulati	ions of the Federal Aviation Administration Work Order: 10342-04-2018

Coast Aviation Services LLC 8525 Gibbs Dr. Suite 201 San Diego, CA 92123 TCM Engine IO-550-N S/N: 1031401 S/N: 0944 N405CD Syn: 0944 N405CD Syn: 0944 N405CD Hobbs: 3432.6 Flight Hour Meter: 1941.2 Maintenance performed: Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. Left hand cylinder baffle has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Complied with SB 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Icertify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the inspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair	Hours Min Hours Min installation and compliance with inspections, Altwormmess Directive Special Inspections, Modifications and Service Bulletins ed forward Special Inspections, Modifications and Service Bulletins 8252 Gibbs Dr. Suite 201 8372 Sibbs Dr. Suite 201 8372 San Diego, CA 92123 10-550-N S/N: 1031401 8570 Sibbs Dr. Suite 201 8470 Sibbs Dr.	Date	Total Time		Time Since Last Overhaul		Liigine Gorvies are	
Coast Aviation Services LLC 8252 Gibbs Dr. Suite 201 San Diego, CA 92123 ICM Engine NA05CD Cirrus Design SR22 Fight Hour Meter: 1941.2 Maintenance performed: Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with compression check (#1 = 70/80, #2 = 76/80, #3 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with Squarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. If cylinder CHT probe is fluctuating, Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. Left hand cylinder baffle has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Compiled with SB 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Local filter component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the inspection of the properties of the repair series on file under Work Order #WO10114. ENGINE MODEL: IOSSON18	Coast Aviation Services LLC 8252 Gibbs Dr. Suite 201 San Diego, CA 92123 ICM Engine NA05CD Cirrus Design SR22 Flight Hour Meter: 1941.2 Maintenance performed: Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection for Referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspected file annual Reference of Refe		Hours	Min	Hours	Min	linetallation and compliance with inspections, Airworthiness Direct	ar tive
B325 Gibbs Dr. Suite 201. San Diego, CA 92123 ICM Engine IO-550-N Cirrus Design SR22 Flight Hour Meter: 1941.2 Hobbs: 3432.6 Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Squarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. ### Cylinder CHT probe is fluctuating. Removed and replaced ### CHT probe P/N 14880-003, ran aircraft for ops check, tested good. ### Cylinder CHT probe is fluctuating. Removed and replaced ### CHT probe P/N 14880-003, ran aircraft for ops check, tested good. ### Cylinder CHT probe is fluctuating. Removed and replaced ### CHT probe P/N 14880-003, ran aircraft for ops check, tested good. ### Cylinder CHT probe is fluctuating. Removed and replaced aff revall. Complied with Separating needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Complied with SE 95-75 of manifold valve cover inspection, no leaks or defects noted at this time. Complied with SE 95-75 of manifold valve cover inspection, no leaks or defects noted at this time. Complied with SE 95-75 of manifold valve cover inspection, no leaks or defects noted at this time. Complied with SE 95-75 of manifold valve cover inspection in a Airworthy Condition at this date and time with regards to the inspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSO	B325 Gibbs Dr. Suite 2015 San Diego, CA 92123 San Diego, CA 92124 San Diego, CA 92124 San Diego, CA 92124 Signor Care Piloto, San Diego, Care Piloto, Care Piloto, Care Piloto, Care Piloto, Pilot	ed forward		—				
B325 Gibbs Dr. Suite 201. San Diego, CA 92123 ICM Engine IO-550-N Cirrus Design SR22 Flight Hour Meter: 1941.2 Hobbs: 3432.6 Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Squarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. ### Cylinder CHT probe is fluctuating. Removed and replaced ### CHT probe P/N 14880-003, ran aircraft for ops check, tested good. ### Cylinder CHT probe is fluctuating. Removed and replaced ### CHT probe P/N 14880-003, ran aircraft for ops check, tested good. ### Cylinder CHT probe is fluctuating. Removed and replaced ### CHT probe P/N 14880-003, ran aircraft for ops check, tested good. ### Cylinder CHT probe is fluctuating. Removed and replaced aff revall. Complied with Separating needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Complied with SE 95-75 of manifold valve cover inspection, no leaks or defects noted at this time. Complied with SE 95-75 of manifold valve cover inspection, no leaks or defects noted at this time. Complied with SE 95-75 of manifold valve cover inspection, no leaks or defects noted at this time. Complied with SE 95-75 of manifold valve cover inspection in a Airworthy Condition at this date and time with regards to the inspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSO	B325 Gibbs Dr. Suite 2015 San Diego, CA 92123 San Diego, CA 92124 San Diego, CA 92124 San Diego, CA 92124 Signor Care Piloto, San Diego, Care Piloto, Care Piloto, Care Piloto, Care Piloto, Pilot							_
ICM Engine N405CD Cirrus Design SR22 Hobbs: 3432.6 Flight Hour Meter: 1941.2 Flight Hour Meter: 1941.2 Flight Hour Meter: 1941.2 Flight Hour Meter: 1941.2 Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80), #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops Check, tested good. #1 Lylinder CHT probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Compiled with SB 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Certify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the nspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IDSSON41B ENGINE SN. 1031401 Repair Station No. L90R/737 ENGINE MODEL: IDSSON41B ENGINE SN. 1031401 Repair Station No. L90R/737 ENGINE MODEL: IDSSON41B ENGINE SN. 1031401 Repair Station No. L90R/737 ENGINE MODEL: IDSSON41B ENGINE MODEL: IDSSON41B ENGINE MODEL: IDSSON41B ENGINE SN. 1031401 Repair Station No. L90R/737 ENGINE MOD	ICM Engine N405CD Cirrus Design SR22 Hobbs: 3432.6 Flight Hour Meter: 1941.2 Flight Hour Meter: 1941.2 Flight Hour Meter: 1941.2 Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. Left hand cylinder baffle has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Complied with SB 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Certify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the nspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IDSSON41B ENGINE SN. 103401 Repair Station No. L90R473Y R	8525 Gibbs D	r. Suite 201	<u>c</u>				
INCHAIN Engine INCHAIN SPACE Cirrus Design SR22 Hobbs: 3432.6 Cirrus Design SR22 Hobbs: 3432.6 Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with Regards with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. #1 Cylinder Daffie has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Compiled with S9 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Certify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the nspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IOSSON41B ENGINE MODEL: IOSSON41	TCM Engine 10-35-07 Cirrus Design SR22 Hobbs: 3432.6 Flight Hour Meter: 1941.2 Tor-05-2019 Maintenance performed: Compiled with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Compiled with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Compiled with Squarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. #1 Cylinder Daffie has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Compiled with SB 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Certify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the nspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IOSSON41B ENGINE MODEL: IO					10-5		
Hobbs: 3432.6 Flight Hour Meter: 1941.2 Maintenance performed: Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Complied with annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Complied with Superior of the Superior of State of Stat	Hobbs: 3432.6 Flight Hour Meter: 1941.2 Maintenance performed: Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Complied with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Complied with Superior of the Superior of Super					140000000000000000000000000000000000000	S/N: 0944	
Maintenance performed: Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. Left hand cylinder baffle has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Complied with SB 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Certify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the name of the repair and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IOSSON41B ENGINE SNR: 1031401 Regai: Station No. L90R473Y ENGINE SNR: 2827 2830 North Rancho Drive Sie A Las Vegas, NV 88130 Engine Entries Loetify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine Compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5)	Maintenance performed: Complied with Annual Inspection referencing Annual/100 Hour Cirrus Checklist for SR22. Complied with compression check (#1 = 70/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. Left hand cylinder baffle has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Complied with SB 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Certify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the name of the repair are on file under Work Order #WO10114. ENGINE MODEL: IO550N41B ENGINE SM: 1031401 REG. NO: N405CD WORK ORDER: INNOS13-03-2021 Regair Station No. 190R473Y						Flight Hour Meter: 1941.2	- 1
Complied with Annual Inspection referencing Annual/100 Hour Cirrus Circus (1812 - 27/80, #3 = 76/80, #3 = 76/80, #6 = 68/80), #a = 76/80, #6 = 68/80, #4 = 76/80, #6 = 68/80), #a = 76/80, #6 = 68/80, #a = 76/80, #6 = 68/80), #a = 76/80, #6 = 68/80, #6 = 76/80, #6 = 68/8	Complied with Annual Inspection referencing Annual/100 Hour Lirriva circlexists to December 2 – 76/80, #3 = 68/80, #4 = 76/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Complied with compression check (#1 = 79/80, #2 = 76/80, #3 = 68/80, #4 = 70/80, #5 = 76/80, #6 = 68/80), master orifice is 42. Serviced engine with 8 quarts Aeroshell W100 Plus oil, installed new filter P/N CH48108-1. Oil sample taken. Inspected filter, no metal found. #1 Cylinder CHT probe is fluctuating. Removed and replaced #1 CHT probe P/N 14880-003, ran aircraft for ops check, tested good. Left hand cylinder baffie has a crack on lower AFT side. Stop drilled cracks. Clamp holding probe wiring needs to be replaced. Replaced worn clamp. Control cables and a few nuts on firewall need to be sealed. Sealed firewall. Induction air filter needs to be replaced. Removed and replaced air filter P/N BA-24 as requested. Complied with S8 95-7A of manifold valve cover inspection, no leaks or defects noted at this time. Certify the airframe, engine and/or component identified was repaired and inspected in accordance with the current Repair Manual System and the Federal Aviation Regulations, and was determined to be in an Airworthy Condition at this date and time with regards to the inspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Work Order #WO10114. ENGINE MODEL: IO550N41B ENGINE SN: 1031401 REG. NO: N405CD WORN ORDER: IND0513-03-2021 Regair Station No. L90R473Y Engine Entries Loeitly that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected with 08 qts. o		d.			. MT	1005. 3432.0	
ENGINE MODEL: IO550N41B ENGINE SN: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in-accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above WO. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	ENGINE MODEL: IO550N41B ENGINE SN: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at the facility under the above WO. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	Left han Clamp h Control	nd cylinder ba nolding probe cables and a	offle has a control wiring new few nuts control here.	crack on low eds to be re on firewall n replaced. Re	ver AFT side eplaced. Replaced to be seed an	de. Stop drilled Cracks. eplaced worn clamp. esealed. Sealed firewall. end replaced air filter P/N BA-24 as requested.	
ENGINE MODEL: IO550N41B ENGINE S/N: 1031401 REG, NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	ENGINE MODEL: IO550N41B ENGINE S/N: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	certify the air	irframe, engi eral Aviation and/or maint	ine and/or Regulatio tenance po	component ons, and wa erformed, a	t identified	d was repaired and inspected in accordance with the current Repair Manual Systems to be in an Airworthy Condition at this date and time with regards to	
ENGINE MODEL: 10550N418 ENGINE MODEL: 10550N418 ENGINE S/N: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	ENGINE MODEL: 10550N418 ENGINE MODEL: 10550N418 ENGINE S/N: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in-accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	certify the air	irframe, engi eral Aviation and/or maint	ine and/or Regulatio tenance po	component ons, and wa erformed, a	t identified	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the repair of the repa	
ENGINE MODEL: 10550N418 ENGINE MODEL: 10550N418 ENGINE S/N: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	ENGINE MODEL: 10550N418 ENGINE MODEL: 10550N418 ENGINE S/N: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in-accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	certify the air	irframe, engi eral Aviation and/or maint	ine and/or Regulatio tenance po	component ons, and wa erformed, a	t identified	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the repair of the repa	
ENGINE MODEL: 10550N418 ENGINE S/N: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Repair Station No. L90R473Y 2830 North Rancho Drive Ste A Las Vegas, NV 89130 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	ENGINE MODEL: 10550N418 ENGINE S/N: 1031401 REG. NO: N405CD WORK ORDER: HND0513-03-2021 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Printed by EBis 3 (datcomedia.com)	certify the air	irframe, engi eral Aviation and/or maint	ine and/or Regulatio tenance po	component ons, and wa erformed, a	t identified	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the repair of the repa	
REG. NO: N405CD WORK ORDER: HND0513-03-2021 Repair Station No. 190R475Y 2830 North Rancho Drive Ste A Las Vegas, NV 89130 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph-Miniault Printed by EBis 3 (datcomedia.com)	REG. NO: N405CD WORK ORDER: HND0513-03-2021 Repair Station No. 190R473Y 2830 North Rancho Drive Ste A Las Vegas, NV 89130 Engine Entries I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph-Miniault Printed by EBis 3 (datcomedia.com)	certify the a and the Fede inspection(s) are on file und	irframe, engi eral Aviation and/or maint der Work Ord	ine and/or Regulatio tenance po der #WO10	component ons, and wa erformed, a	t identified is determin and is appro	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the reposition	
I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at his facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph Amirault Printed by EBis 3 (datcomedia.com)	I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 100+. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph-Miniault Printed by EBis 3 (datcomedia.com)	I certify the a and the Fede inspection(s) are on file und	irframe, engi eral Aviation and/or maint der Work Ord	ine and/or Regulatio tenance po der #WO10	component ons, and wa erformed, a	t identified as determin and is appro	d was repaired and inspected in accordance with the current Repair Manual Systement to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the reposition of the repositio	
Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 1004. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph Amirault Printed by EBis 3 (datcomedia.com)	Changed oil and filter. Cut open filter and checked for metal, none found. Serviced with 08 qts. of AEROSHELL 1004. Oil sample taken. Engine run and leak check good. Engine compressions: 1) 69, 2) 68, 3) 63, 4) 65, 5) 74,6) 64/80. The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph-Minimult Printed by EBis 3 (datcomedia.com)	ENGINE ME	irframe, engi eral Aviation and/or maint der Work Ord 	ine and/or Regulatio tenance po der #WO10	component ons, and wa erformed, a	t identified as determinated is appro- and is appro- Lone Repair 2830 N	d was repaired and inspected in accordance with the current Repair Manual Systement to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the reposition of the repositio	
The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at his facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph Amirault Printed by EBis 3 (datcomedia.com)	The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file at this facility under the above W.O. number. DATE: 4/22/2021 SIGNED: Work Order: HND0513-03-2021 Joseph-Milirault Printed by EBis 3 (datcomedia.com)	ENGINE MERGINE S/REG. NO: 1	irframe, engi eral Aviation and/or maint der Work Ord ODEL: 10550N4 N: 1031401 N405CD DER: HND0513	ine and/or Regulatio tenance p der #WO10 I 41B 3-03-2021	r component ons, and wa erformed, a 0114.	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to the reverse of the representation of the repr	
Joseph Amirault Printed by EBis 3 (datcomedia.com)	Joseph-Mirault Printed by EBis 3 (datcomedia.com)	ENGINE ME ENGINE SY REG. NO: 1 WORK OR!	irframe, engi eral Aviation and/or maint der Work Ord ODEL: IO550N4 N: 1031401 N405CD DER: HND0513 Entries t this engine has ill and filter. Cut good.	ine and/or Regulatio tenance p der #WO10 1 41B 3-03-2021	ected in accordant checked for	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to the reverse of the representation of the repr	
		ENGINE MENGINE SYREG. NO: 1 WORK OR! I certify that Changed oi leak check Engine corr	irframe, engineral Aviation and/or maintider Work Order	ine and/or Regulatio tenance p der #WO10 41B 3-03-2021 s been inspe open filter al	ected in accordant checked for 63, 4) 65, 5) 74	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systement to be in an Airworthy Condition at this date and time with regards to a roved for return to service as per those requirements. Pertinent details of the reposition	
		ENGINE MENGINE SYREG. NO: NORK ORIVERS Changed oi leak check Engine corrections.	irframe, engineral Aviation and/or mainted der Work Order HND0513 Entries It this engine has all and filter. Cut-good. Inpressions: 1) 6 It and/or componer oved for return to	ine and/or Regulatio tenance p der #WO10 1 41B 3-03-2021 s been inspe open filter au 59, 2) 68, 3) 6	ected in accordand checked for 63, 4) 65, 5) 74 and above was referrent details	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the reposition	
		ENGINE MENGINE SYREG. NO: NORK ORIVERS Changed oi leak check Engine corrections.	irframe, engineral Aviation and/or mainted der Work Order HND0513 Entries It this engine has all and filter. Cut-good. Inpressions: 1) 6 It and/or componer oved for return to	ine and/or Regulatio tenance pi der #WO10 41B 3-03-2021 s been inspe open filter an 39, 2) 68, 3) 6 nent identifie to service. P	ected in accordant checked for 63, 4) 65, 5) 74 and above was reported to the checked for 65 and checked for	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the regards to be roved for return to service as per those requirements. Pertinent details of the regards to be requirements. Pertinent details of the regards to be a few or services as per those requirements. Pertinent details of the regards of the rega	
		ENGINE MENGINE SYREG. NO: NORK ORI	irframe, engineral Aviation and/or mainted der Work Order HND0513 Entries It this engine has all and filter. Cut-good. Inpressions: 1) 6 It and/or componer oved for return to	ine and/or Regulatio tenance pi der #WO10 41B 3-03-2021 s been inspe open filter an 39, 2) 68, 3) 6 nent identifie to service. P	ected in accordant checked for 63, 4) 65, 5) 74 and above was reported to the checked for 65 and checked for	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the regards to be roved for return to service as per those requirements. Pertinent details of the regards to be requirements. Pertinent details of the regards to be a few or services as per those requirements. Pertinent details of the regards of the rega	
		ENGINE MENGINE SYREG. NO: NORK ORI	irframe, engineral Aviation and/or mainted der Work Order HND0513 Entries It this engine has all and filter. Cut-good. Inpressions: 1) 6 It and/or componer oved for return to	ine and/or Regulatio tenance pi der #WO10 41B 3-03-2021 s been inspe open filter an 39, 2) 68, 3) 6 nent identifie to service. P	ected in accordant checked for 63, 4) 65, 5) 74 and above was reported to the checked for 65 and checked for	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the regards to be roved for return to service as per those requirements. Pertinent details of the regards to be requirements. Pertinent details of the regards to be a few or services as per those requirements. Pertinent details of the regards of the rega	
		ENGINE MENGINE SYREG. NO: NORK ORI	irframe, engineral Aviation and/or mainted der Work Order HND0513 Entries It this engine has all and filter. Cut-good. Inpressions: 1) 6 It and/or componer oved for return to	ine and/or Regulatio tenance pi der #WO10 41B 3-03-2021 s been inspe open filter an 39, 2) 68, 3) 6 nent identifie to service. P	ected in accordant checked for 63, 4) 65, 5) 74 and above was reported to the checked for 65 and checked for	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the regards to be roved for return to service as per those requirements. Pertinent details of the regards to be requirements. Pertinent details of the regards to be a few or services as per those requirements. Pertinent details of the regards of the rega	
		ENGINE MENGINE SYREG. NO: NORK ORI	irframe, engineral Aviation and/or mainted der Work Order HND0513 Entries It this engine has all and filter. Cut-good. Inpressions: 1) 6 It and/or componer oved for return to	ine and/or Regulatio tenance pi der #WO10 41B 3-03-2021 s been inspe open filter an 39, 2) 68, 3) 6 nent identifie to service. P	ected in accordant checked for 63, 4) 65, 5) 74 and above was reported to the checked for 65 and checked for	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the regards to be roved for return to service as per those requirements. Pertinent details of the regards to be requirements. Pertinent details of the regards to be a few or services as per those requirements. Pertinent details of the regards of the rega	
		ENGINE MENGINE SYREG. NO: NORK ORIVERS Changed oi leak check Engine corrections.	irframe, engineral Aviation and/or mainted der Work Order HND0513 Entries It this engine has all and filter. Cut-good. Inpressions: 1) 6 It and/or componer oved for return to	ine and/or Regulatio tenance pi der #WO10 41B 3-03-2021 s been inspe open filter an 39, 2) 68, 3) 6 nent identifie to service. P	ected in accordant checked for 63, 4) 65, 5) 74 and above was reported to the checked for 65 and checked for	Lone Repair 2830 N Las Ve	d was repaired and inspected in accordance with the current Repair Manual Systemed to be in an Airworthy Condition at this date and time with regards to be roved for return to service as per those requirements. Pertinent details of the regards to be roved for return to service as per those requirements. Pertinent details of the regards to be requirements. Pertinent details of the regards to be a few or services as per those requirements. Pertinent details of the regards of the rega	