


ALTIMETER & STATIC SYSTEM CHECKS

F.A.R. 91.411

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY CERT. NO.
	MAKE: Cirrus MODEL: SR22T S/N: 1168 REG. NO: N238MP WORK ORDER: 200875	Clear Star Aviation Repair Station No. 5CSR009B 4765 Frank Luke Dr Addison, TX 75001 Phone: 972-267-2376					DATE: 12/12/2017 A/C TSN: 225.5 TACH: 225.5
	Avionics Entries						
	The test and inspections required by 14 CFR 91.411, 91.217 have been performed and the equipment listed below has been found to meet the requirements of 14 CFR 43, Appendix E.						
	Garmin ADC #1 P/N GDC74A S/N 20620909. Certified to 25K feet.						
	Garmin ADC #2 P/N GDC74A S/N 20620955. Certified to 25K feet.						
	Standby ALT. P/N MD302 S/N G15-10909 Certified to 25K feet.						
	The tests and inspections required by 14 CFR 91.413 have been performed and the equipment listed below has been found to meet the requirements of 14 CFR 43, Appendix F.						
	Transponder Garmin P/N GTX 33ES S/N 89130145 Certified to 25K feet.						
	This aircraft/component is determined to be in airworthy condition is ok for return to service. Pertinent details of repair are on file at this Certified Repair Station 5CSR009B.						
	DATE: 12/12/2017	SIGNED: 				Work Order: 200875	
		Longaker, Doug Certified Repair Station No. 5CSR009B				Printed by EBis 3 (datcomedia.com)	

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.																																																																								
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>THE OHIO STATE UNIVERSITY AIRPORT 2160 West Case road Columbus, Ohio 43235-2526 CRS# IKBR028F</p> <p>Date: 01/31/2020 Work Order #: AV01714 N#: N238MP</p> <p>Aircraft Make/Model: Cirrus/SR22T Serial #: 01168</p> <p>Tach. Time: 0309.6 Total Time: 0309.6</p> <p><u>Airframe Log:</u></p> <ol style="list-style-type: none"> 1. Altimeter and static system tests required by FAR 91.411 have been performed in accordance with FAR 43, Appendix E, para. A and B. 2. Automatic pressure altitude reporting system tested as required by FAR 91.411 in accordance with FAR 43, Appendix E, paragraph C. 3. ATC Transponder tests and inspections required by FAR 91.413 have been performed in accordance with FAR 43, Appendix F. <p style="text-align: center;">"Maintenance Release"</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Altimeter P/N: GDC-74</td> <td>Altimeter S/N: 20620909</td> <td>Tested to: 25,000 FT.</td> <td>Next Due: 01/2022</td> </tr> <tr> <td>Altimeter P/N: GDC-74</td> <td>Altimeter S/N: 20620955</td> <td>Tested to: 25,000 FT.</td> <td>Next Due: 01/2022</td> </tr> <tr> <td>Altimeter P/N: 12731-003</td> <td>Altimeter S/N: G15-10909</td> <td>Tested to: 25,000 FT.</td> <td>Next Due: 01/2022</td> </tr> <tr> <td>Xponder P/N: GTX330ES</td> <td>Xponder S/N: 89130145</td> <td>Tested to: 25,000 FT.</td> <td>Next Due: 01/2022</td> </tr> </table> <p style="text-align: center;">END</p> <p>Signature: For FAA CRS # IKBR028F</p> </div> <div style="width: 50%;"> <p>The Ohio State University 2160 W. Case Rd. Hgr. 3 Columbus, Ohio 43235 CRS# IKBR028F</p> <p>Only those scale errors determined by the use of a master altimeter at the time this altimeter is calibrated for acceptance will be used in determining scale corrections for entry on this card.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">Scale Corrections for: N238MP</th> <th colspan="2">Altimeter Serial: 20620909 GDC#1</th> </tr> <tr> <th>Test Points</th> <th>Indicator Error</th> <th>Test Points</th> <th>Indicator Error</th> </tr> <tr><td>-1000</td><td>-10</td><td>14,000</td><td>-30</td></tr> <tr><td>0</td><td>-10</td><td>16,000</td><td>-30</td></tr> <tr><td>500</td><td>-10</td><td>18,000</td><td>-30</td></tr> <tr><td>1,000</td><td>-20</td><td>20,000</td><td>-30</td></tr> <tr><td>1,500</td><td>-20</td><td>22,000</td><td>-30</td></tr> <tr><td>2,000</td><td>-20</td><td>25,000</td><td>-35</td></tr> <tr><td>3,000</td><td>-20</td><td>30,000</td><td>XXXX</td></tr> <tr><td>4,000</td><td>-20</td><td>35,000</td><td>XXXX</td></tr> <tr><td>6,000</td><td>-20</td><td>40,000</td><td>XXXX</td></tr> <tr><td>8,000</td><td>-20</td><td>45,000</td><td>XXXX</td></tr> <tr><td>10,000</td><td>-25</td><td>50,000</td><td>XXXX</td></tr> <tr><td>12,000</td><td>-25</td><td></td><td></td></tr> </table> <p>Date: 01/31/2020 Technician: Charles Jenkins </p> </div> </div>							Altimeter P/N: GDC-74	Altimeter S/N: 20620909	Tested to: 25,000 FT.	Next Due: 01/2022	Altimeter P/N: GDC-74	Altimeter S/N: 20620955	Tested to: 25,000 FT.	Next Due: 01/2022	Altimeter P/N: 12731-003	Altimeter S/N: G15-10909	Tested to: 25,000 FT.	Next Due: 01/2022	Xponder P/N: GTX330ES	Xponder S/N: 89130145	Tested to: 25,000 FT.	Next Due: 01/2022	Scale Corrections for: N238MP		Altimeter Serial: 20620909 GDC#1		Test Points	Indicator Error	Test Points	Indicator Error	-1000	-10	14,000	-30	0	-10	16,000	-30	500	-10	18,000	-30	1,000	-20	20,000	-30	1,500	-20	22,000	-30	2,000	-20	25,000	-35	3,000	-20	30,000	XXXX	4,000	-20	35,000	XXXX	6,000	-20	40,000	XXXX	8,000	-20	45,000	XXXX	10,000	-25	50,000	XXXX	12,000	-25		
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RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.



The Ohio State University
2160 W. Case Rd. Hgr. 3
Columbus, Ohio 43235
CRS# IKBR028F

Only those scale errors determined by the use of a master altimeter at the time this altimeter is calibrated for acceptance will be used in determining scale corrections for entry on this card.

Scale Corrections for: N238MP		Altimeter Serial: 20620955 GDC#2	
Test Points	Indicator Error	Test Points	Indicator Error
-1000	-5	14,000	-25
0	-5	16,000	-25
500	-5	18,000	-25
1,000	-10	20,000	-25
1,500	-10	22,000	-30
2,000	-10	25,000	-30
3,000	-10	30,000	XXXX
4,000	-10	35,000	XXXX
6,000	-15	40,000	XXXX
8,000	-20	45,000	XXXX
10,000	-20	50,000	XXXX
12,000	-20		

Date: 01/31/2020 Technician: Charles Jenkins



The Ohio State University
2160 W. Case Rd. Hgr. 3
Columbus, Ohio 43235
CRS# IKBR028F

Only those scale errors determined by the use of a master altimeter at the time this altimeter is calibrated for acceptance will be used in determining scale corrections for entry on this card.


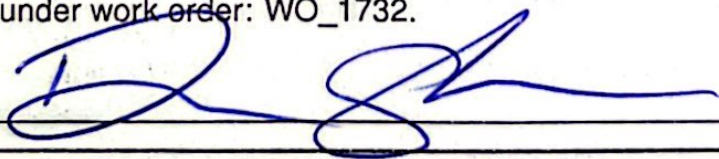
Scale Corrections for: N238MP		Altimeter Serial: G15-10909 MD SB	
Test Points	Indicator Error	Test Points	Indicator Error
-1000	0	14,000	-10
0	0	16,000	-10
500	0	18,000	-15
1,000	0	20,000	-20
1,500	0	22,000	-25
2,000	-5	25,000	-35
3,000	-5	30,000	XXXX
4,000	0	35,000	XXXX
6,000	0	40,000	XXXX
8,000	0	45,000	XXXX
10,000	-5	50,000	XXXX
12,000	-10		

Date: 01/31/2020 Technician: Charles Jenkins

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
	wo: WO_1732	 Flightlogix · 4510 Airport Road · Cincinnati, OH 45226 · 513-321-1200	Airframe · page 1 of 1
	N238MP Flight: 438.7	Cirrus, S/N: 1168 ACTT: 438.7	April 28, 2023
	<ol style="list-style-type: none"> 1. Complied with SB2X-42-19 for Perspective software update to v0764.38. 2. Remounted battery tender connector to MCU IAW BM-AIK2A and BM-AIK1 Installation Instructions. 3. Installed new R/H MLG brake pads IAW Cirrus SR22T AMM 32-41. Installed (1 PACK) P/N 31392-105 - BERINGER BRAKE PADS 2 PACK. 4. Installed new L/H MLG brake pads IAW Cirrus SR22T AMM 32-41. Installed (1 PACK) P/N 31392-105 - BERINGER BRAKE PADS 2 PACK. 5. Installed new lower back stop on L/H brake back plate due to part missing IAW Cirrus SR22T AMM 32-42 Installed P/N 31392-110 - BERINGER COTTER PIN, BRAKE ASSY, Installed P/N 31392-109 - BACK STOP, BRAKE ASSEMBLY (BERINGER). 6. Performed a hard landing inspection IAW Cirrus SR22T AMM 05-50-03. No defects noted. 7. Installed new nose wheel pant brackets IAW Cirrus SR22T AMM 32-20. Installed (2) P/N 11799-004 - PANT BRACKET, NLG. 8. Installed new rudder bottom IAW Cirrus SR22T AMM 55-40 Installed P/N 20917-003 - RUDDER BOTTOM, COMPOSITE. 9. Installed new L/H wheel pant access panel IAW Cirrus SR22T AMM 32-10 Installed (1 EACH) P/N 18138-003 - ACCESS PANEL, MHG LH 10. Post maintenance run up and leak checks good. 		
	With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Flightlogix under work order: WO_1732.		
	Dave Stewart A&P IA 3501524 		

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION—STA
SIGNATURE — CERT. NO. OF PERSON APPROV

REPORT of 406 MHz ELT testing

Report date: 1/27/2020

Date of testing: 1/16/2020

ELT IDENTIFICATION

ELT Model: Arlex
ELT Serial No: 251-08533
CR Issue date: 1/28/2015

ELT MESSAGE CONTENTS

Full Message: FFFED0D6E324CCA064F6A93362CF00000000
Message Format: Long
User protocols or User-location protocols
Beacon Identifier: ADC6496640C3ED1
Country code: United States of America (366)
Aircraft Registration Marking: N236MP
121.5MHz radio locating transmitter: Yes
Encoded position data is provided by external source
Latitude: North 120 degrees 0 minutes
Longitude: East 0 degrees 0 minutes

GENERAL ELT PARAMETERS

Frequency of 406MHz channel, kHz: 406.3989
Power level in 406MHz channel, dBm: 25.0

ADDITIONAL ELT PARAMETERS

Total transmission time, ms: 439.7
Unmodulated carrier time, ms: 439.7
Phase(+), degrees: 21
Phase(-), degrees: 6

VISUAL ELT PARAMETERS

406 MHz Led: Yes
State of Marking: Good

Date of next testing: 1/2021

Batteries replacement date: 12/2021

Tests are carried out by certified company

Ohio State University Airport Repair Station #14BR028F,
2160 West Gate Rd. Columbus, Ohio 43213
Tel/Fax

NOTES

Radio Engineer
(Signature, Position, Name)

INSPECTION RECORD F.A.R. 43.11-91.4

DATE

AIRCRAFT TIME
IN SERVICE

SIGNATURE — KIND OF INSPECTION
CERT. NO. OF PERSONNEL

REPORT of 406 MHz ELT testing

Report date: 3/2/2021

Date of testing: 03/02/2021

ELT IDENTIFICATION

ELT Model:	A3-06-2749-1
ELT Serial No.	251-08533
ELT Issue date	9/3/2015

ELT MESSAGE CONTENTS

Full Message: FFFED058E620729800130D08A1D0
 Message Format: Short
 User protocols or User-location protocols:
 Beacon Identifier: ADCC40E53000261
 Country code: United States of America (396)
 Beacon Serial Number: 14663
 Cospas Sarsat Certificate: 152
 121.5MHz radio-locating transmitter: Yes

GENERAL ELT PARAMETERS

Frequency of 406MHz channel, kHz	406038.44
Power level in 406MHz channel, dBm	26.8

ADDITIONAL ELT PARAMETERS

Total transmission time, ms	443.1
Unmodulated carrier time, ms	443.1
Phase(+), degrees	75
Phase(-), degrees	45

VISUAL ELT PARAMETERS

406 MHz Led	Yes
State of Marking	Good

Date of next testing: 3/31/2022

Batteries replacement date: 12/31/2021

Tests are carried out by certified company

The Ohio State University Airport,
 2160 West Case Rd Columbus, Ohio 43235
 Tel/Fax: 614-292-5033

NOTES

Radioengineer:  IRBRO28F
 (Signature, Position, Name)
 3/2/2021



Date: 10/

Aircraft

Tach Time

Aircraft

1.

2.

3.

The aircraft
 in accordance
 with the
 requirements of
 this agency

Signature

INSPECTION RECORD
F.A.R. 43.11-91.409

wo: WO_1985

Airframe · page 1 of 1



Flightlogix · 4510 Airport Road · Cincinnati, OH 45226 · 513-321-1200

N238MP

Flight: 492.6

Cirrus SR22T, S/N: 1168

ACTT: 492.6

Hobbs: 597.7

November 17, 2023

1. Due to #4 CHT probe Red'X on MFD found heat damage to #4 CHT probe and airframe connector P155. Installed new probe and repaired damaged connector IAW Cirrus SR22T WM 20-10-00 and AMM 77-20. Ops check good.
2. Due to heat damage found on #2 CHT probe replaced probe IAW Cirrus SR22T AMM 77-20. Ops check good.
3. Due to heat damage on #6 CHT probe wiring harness SECH2328-22 repaired wiring IAW Cirrus SR22T WM 20-10-00. Ops check good.
4. Pilot reported annunciation message "using ADC2". Swapped #1 P/N 24651-001 & S/N 20620909 and #2 P/N 24651-001 and S/N 20620955 GDC 74A air data computers locations for troubleshooting purposes IAW Cirrus Perspective Line Maintenance Manual 190-00920-00 Rev J 4.1.2 & 5.4.5.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Flightlogix under work order: WO_1985.

Dave Stewart A&P IA 3501524