


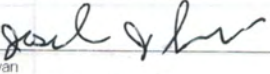


Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record				
	Hours	Min	Hours	Min					
					Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins				
<table border="0" style="width:100%"> <tr> <td style="width:30%"> ENGINE MODEL: TSIO550K ENGINE S/N: 1009113 REG. NO: N928CS WORK ORDER: 15712-11-2013 </td> <td style="width:15%; text-align:center">  </td> <td style="width:35%; text-align:center"> Cirrus Design Factory Service Center Repair Station No. YD5R855Y 4961 Airport Road Duluth, MN 55811 Phone: 218-788-3438 </td> <td style="width:20%; text-align:right"> DATE: 11/19/2013 A/C TSN: 21 ENG TT: 21 HOBBS: 29 </td> </tr> </table>						ENGINE MODEL: TSIO550K ENGINE S/N: 1009113 REG. NO: N928CS WORK ORDER: 15712-11-2013		Cirrus Design Factory Service Center Repair Station No. YD5R855Y 4961 Airport Road Duluth, MN 55811 Phone: 218-788-3438	DATE: 11/19/2013 A/C TSN: 21 ENG TT: 21 HOBBS: 29
ENGINE MODEL: TSIO550K ENGINE S/N: 1009113 REG. NO: N928CS WORK ORDER: 15712-11-2013		Cirrus Design Factory Service Center Repair Station No. YD5R855Y 4961 Airport Road Duluth, MN 55811 Phone: 218-788-3438	DATE: 11/19/2013 A/C TSN: 21 ENG TT: 21 HOBBS: 29						
Engine Entries (8) Performed Continental Maintenance and Overhaul Manual 50 hour inspection IAW Continental Maintenance and Overhaul Manual M-18. Any discrepancies found listed as separate line items. (11) (FLT TIME: 21.0 Hrs.) Changed engine oil and filter, Champion CH48108-1, P/N 50857-001. Serviced engine with 8 quarts of Aeroshell 15W-50 engine oil. Performed particulate inspection on old filter, checked satisfactory. Performed operational and leak checks. Op's and leak checks good. All work was accomplished I.A.W. Cirrus SR22 A.M.M. 12-10. I have reviewed the file on this aircraft and the accompanying discrepancy forms. The aircraft, airframe, aircraft engine, propeller or appliance identified was repaired/inspected in accordance with current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent details of this work order are on file at this Certified Repair Station CRS YD5R855Y.									
DATE: 11/19/2013		SIGNED: 		Work Order: 15712-11-2013					
		Joseph Sullivan Certified Repair Station No. YD5R855Y		Printed by EBis 3 (datcomedia.com)					

Aircraft Engine Test Verification

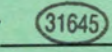
This document verifies that the engine model listed below has satisfactorily completed all testing listed below in accordance with CM standard engine testing specifications as approved by the FAA.

Engine Model TSIO550K1B

Engine Serial Number 1009113

Testing Completed

Standard Acceptance Test:

Date of Completion 9/24/2013 Test Operator  31645



Continental Motors, Inc.

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MAINTENANCE LOG

Date

**Tach or
Hobbs
Time**

Description of work performed.

All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 44.1
S/N: 0636

Date: 12/16/2013
Model: SR22T
Hour Meter: 56.0

Maintenance Performed:

This aircraft has been entered into the Cirrus Progressive 400 hour inspection program as required by 14 CFR part 91.409d.

Wayne N Smith IA# 2289662 Wayne N Smith



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 50.2
S/N: 1009113

Date: 12/19/2013
Model: SR22T
Hour Meter: 62.6

Maintenance Performed:

A Phase **One** Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Two 100.0.** All AD's checked through 13-24

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662 Wayne N Smith

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 94.7
S/N: 1009113

Date: 02/04/2014
Model: SR22T
Hour Meter: 118.6

Maintenance Performed:

A Phase **Two** Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Three at 144.7.** All AD's checked through 14-02

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662

Wayne N Smith



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 146.9
S/N: 1009113

Date: 03/10/2014
Model: SR22T
Hour Meter: 180.0

Maintenance Performed:

A Phase **Three** Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Performed compression check #1 80/72, #2 80/73, #3 80/74, #4 80/70, #5 80/70 and #6 80/71. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Two at 194.7.** All AD's checked through 2014-04

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662

Wayne N Smith

2

SAC

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 198.3
S/N: 1009113

Date: 04/08/2014
Model: SR22T
Hour Meter: 243.2

Maintenance Performed:

A Phase **Two** Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. C/W with SB 2X-71-25 installation of intercooler flange stiffeners IAW SB instructions. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Four at 244.7.** All AD's checked through 14-06

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662 Wayne N Smith



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 244.9
S/N: 1009113

Date: 05/06/2014
Model: SR22T
Hour Meter: 300.5

Maintenance Performed:



A Phase **Four** Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Two at 294.7.** All AD's checked through 2014-08

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662 Wayne N Smith

3

MAINTENANCE LOG

Date	Tach or Hobbs	Description of work performed. All data MUST be endorsed with repair station number or								
		<div data-bbox="368 312 917 472">  ASCENSION </div> <div data-bbox="960 319 1656 478"> <table border="0"> <tr> <td>Aircraft Reg: N928CS</td> <td>Date: 06/02/2014</td> </tr> <tr> <td>MFG: Cirrus</td> <td>Model: SR22T</td> </tr> <tr> <td>Tach Time: 293.1</td> <td>Hour Meter: 360.3</td> </tr> <tr> <td>S/N: 1009113</td> <td></td> </tr> </table> </div> <p>Maintenance Performed:</p> <hr/> <p>A Phase Two Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. The next inspection due is a phase Five at 343.5. All AD's checked through 2014-10</p> <p>I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.</p> <p><i>Wayne N Smith</i> IA# 2289662 <u>Wayne N Smith</u></p>	Aircraft Reg: N928CS	Date: 06/02/2014	MFG: Cirrus	Model: SR22T	Tach Time: 293.1	Hour Meter: 360.3	S/N: 1009113	
Aircraft Reg: N928CS	Date: 06/02/2014									
MFG: Cirrus	Model: SR22T									
Tach Time: 293.1	Hour Meter: 360.3									
S/N: 1009113										
		<div data-bbox="323 1372 872 1532">  ASCENSION </div> <div data-bbox="917 1382 1617 1541"> <table border="0"> <tr> <td>Aircraft Reg: N928CS</td> <td>Date: 06/30/2014</td> </tr> <tr> <td>MFG: Cirrus</td> <td>Model: SR22T</td> </tr> <tr> <td>Tach Time: 344.4</td> <td>Hour Meter: 421.3</td> </tr> <tr> <td>S/N: 1009113</td> <td></td> </tr> </table> </div> <p>Maintenance Performed:</p> <hr/> <p>A Phase Five Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. The next inspection due is a phase Two at 393.1. All AD's checked through 2014-12</p> <p>I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.</p> <p><i>Wayne N Smith</i> IA# 2289662 <u>Wayne N Smith</u></p>	Aircraft Reg: N928CS	Date: 06/30/2014	MFG: Cirrus	Model: SR22T	Tach Time: 344.4	Hour Meter: 421.3	S/N: 1009113	
Aircraft Reg: N928CS	Date: 06/30/2014									
MFG: Cirrus	Model: SR22T									
Tach Time: 344.4	Hour Meter: 421.3									
S/N: 1009113										

4

MAINTENANCE LOG

Da



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 390.1
S/N: 1009113

Date: 07/29/2014
Model: SR22T
Hour Meter: 476.1

Maintenance Performed:

A Phase Two Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. This phase two inspection concludes the 400 hour phase inspection program. **The next inspection due is a phase One at 440.1.** All AD's checked through 2014-14

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662



ASCENSION

Aircraft Reg: N928CS
MFG: Continental
Tach Time: 482.4
S/N: 1009113

Date: 10/30/2014
Model: TSIO-550-K1B
Hour Meter: 590.7

Maintenance Performed:

A Phase Two Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Removed both magnetos part number 10-500556-101 serial number left D13HA307 right Serial number D13HA310. Installed two repaired magnetos serial number left D12KA252 serial number right D12KA251 timed to 24 degrees ran and tested well. Inspected and tested ignition harness checked well. Replaced two valve cover gasket with new and checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Three at 532.4.** All AD's checked through 2014-21

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662

5

MAINTENANCE LOG

Da



ASCENSION

Aircraft Reg: N928CS Date: 08/25/2014
MFG: Continental Model: TSIO-550-K1B
Tach Time: 436.5 Hour Meter: 533.0
S/N: 1009113

Maintenance Performed:

A Phase **One** inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found it to be 24 degrees. Inspected and tested ignition harness checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. This phase one marks the beginning of the 400 hour progressive inspection program. **The next inspection due is a phase Two at 486.5.** All AD's checked through 2014-16

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662 



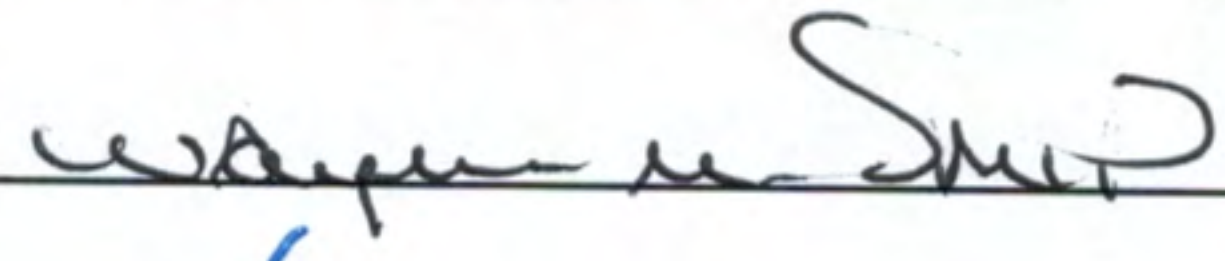
ASCENSION

Aircraft Reg: N928CS Date: 11/21/2014
MFG: Continental Model: TSIO-550-K1B
Tach Time: 529.8 Hour Meter: 646.8
S/N: 1009113

Maintenance Performed:

A Phase **Three** inspection was performed in accordance with 14CFR 91.409 and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition and found at 24 degrees ran and tested well. Inspected and tested ignition harness checked well. Replaced defective engine driven fuel pump with serviceable pump removed from N920CS serial number installed B11FA143 part number 649368-60A7. C/W SBID97-3 fuel system set up and checked well. Replaced three valve cover gasket with new part number 05-11185 and checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Two at 579.8.** All AD's checked through 2014-22

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662 

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GAC

MAINTENANCE LOG



Aircraft Reg: N928CS **Date:** 12/19/2014
MFG: Continental **Model:** TSIO-550-K1B
Tach Time: 576.5 **Hour Meter:** 700.9
S/N: 1009113

Maintenance Performed:

A Phase **Two** inspection was performed in accordance with 14CFR 91.409 and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition and found at 24 degrees ran and tested well. Inspected and tested ignition harness checked well. Replaced one valve cover gasket position 4 intake with new part number 05-11185 and checked well. Performed exhaust system inspection and checked well. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Four at 626.5.** All AD's checked through 2014-24

I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Wayne N Smith IA# 2289662

Wayne N Smith



Aircraft Reg: N928CS **Date:** 02/07/2015
MFG: Continental **Model:** TSIO-550-K1B
Hobbs Time: 762.7 **ETT:** 628.2
Eng S/N: 1009113 **AC S/N:** 0286

Maintenance Performed:

A Phase **Four** Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8 qts AeroShell 15W50 installed new oil filter part number CH48108-1. Accomplished **500 hour/3 year, AD 84-26-02** replacement of the L/H and R/H engine induction filters installed new P/N's P616824. Accomplish **100 hour** lubes IAW Cirrus SR22T AMM Chapter 12-00. **The next inspection due is a phase Two at 676.5** All AD's checked through 2015-02

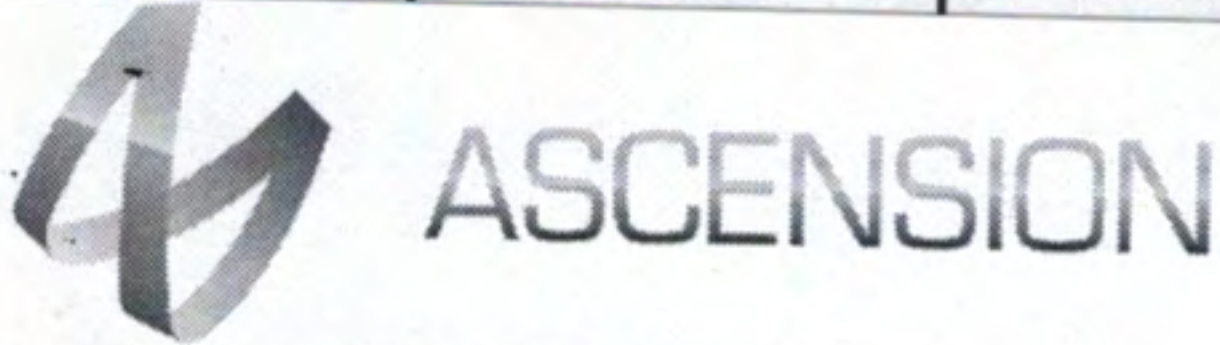
I CERTIFY THAT WITH RESPECT TO THE WORK PERFORMED THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ENGINE RETURNED TO SERVICE.

Jeffrey L. Wuertley IA303847962

Jeffrey L. Wuertley

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS Date: 03/22/2015

Hour Meter: 676.4

TTSN 1280.5

S/N 1005874

MFG: Cirrus

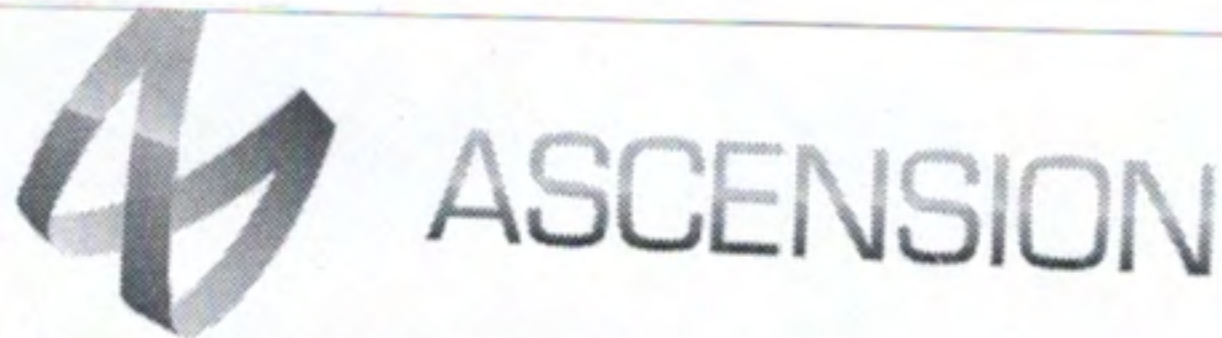
Model: SR22T

S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Replaced all 12 spark plugs with new RHB-32E plugs. Next inspection is a Phase 5 due at 726.4 hours.

All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
A&P1922489IA
For Ascension Aircraft
Atlanta, Georgia USA



Continental TSIO-550-K1B S/N 1005874

Installed on:

Aircraft Reg: N928CS Date: 03/22/2015

Hour Meter: 676.4

MFG: Cirrus

Model: SR22T

S/N: 0636

Found No.1 top spark plug lead internally shorted. Would not test. Replaced the ignition harness p/n 10-421674-21 with a new harness same part number. Function and ground check was good.

John F. Probst
A&P1922489IA
For Ascension Aircraft
Atlanta, Georgia USA



Southwest Georgia Regional Airport
3905 Newton Road, Suite 111
Albany, GA 31701 229.434.9177

Date: 4/21/15
TSIO550K

N928CS
S/N: 1009113

Hobbs: 866.4

FLY TIME 715.4

Removed cylinder #5 due to low compression, installed TSIO550 cylinder assy P/N: 658178A1 S/N: AC11HA669 using new gaskets, seals and orings. Removed turbo charger and installed new turbo charger P/N: 646677 S/N: H-SAL00155 using new gaskets. All work done as per Cirrus SR22T and Continental Motors TSIO550 maintenance manual. All 8130-3 for installed parts are attached. Ground run engine, no leaks or defects noted. Return to service.

Philip M Connor A&P594203699

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed.
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All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.



Continental TSIO-550-K1B
 Installed on:
 Aircraft Reg: N928CS Date: 04/18/2015
 Hour Meter: 728.7

728.7
 TTSN 1280.5
 MFG: Cirrus S/N 1005874

Model: SR22T
 S/N: 0636

Completed a Phase 5 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis.

Next inspection is a Phase 2 due at 776.4 hours.

All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA



Continental TSIO-550-K1B
 Installed on:
 Aircraft Reg: N928CS Date: 06/22/2015
 Hour Meter: 776.4

776.4
 TTSN 1280.5
 MFG: Cirrus S/N 1005874

Model: SR22T
 S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. This action completes the full cycle of inspections required under the phase inspection program. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Replaced both #2 cylinder valve covers with new G-8627HD valve cover gaskets.

Next inspection is a Phase 1 due at 826.4 hours.

All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. <small>All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.</small>
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Continental TSIO-550-K1B

TTSN 829.5

S/N 1005874

Installed on:

Aircraft Reg: N928CS Date: 07/20/2015

MFG: Cirrus

Model: SR22T

Hour Meter: 829.5

S/N: 0636

Completed a Phase 1 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. A.D.'s checked through bi-weekly listing 2015-14. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Found the turnbuckle adjuster for the air conditioning compressor had failed. Installed a new turnbuckle assembly P/N 1133087-3. Adjusted the compressor belt tension per Cirrus AMM instructions. Ground check was good.

Next inspection is a Phase 2 due at 876.4 hours.

All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
John F. Probst

A&P1922489IA

For Ascension Aircraft

Atlanta, Georgia USA



Continental TSIO-550-K1B

TTSN 874.0

S/N 1005874

Installed on:

Aircraft Reg: N928CS Date: 08/15/2015

MFG: Cirrus

Model: SR22T

Hour Meter: 874.0

S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. A cylinder differential compression check was completed with the following results: #1 74/80, #2 64/80, #3 65/80, #4 55/80, #5 64/80 and #6 53/80. Differential tester calibration test result was 50 psi.

Next inspection is a Phase 3 due at 924.0 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43

Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
John F. Probst

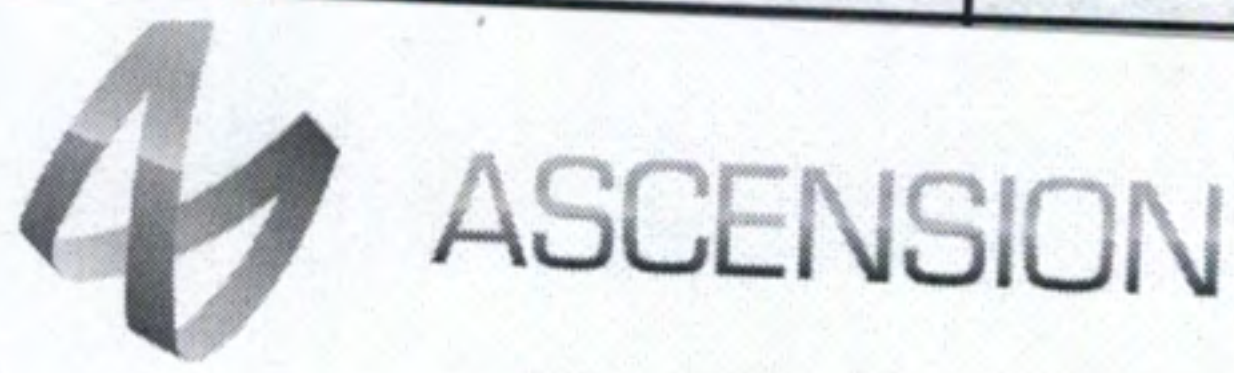
A&P1922489IA

For Ascension Aircraft

Atlanta, Georgia USA

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS Date: 08/25/2015

Hour Meter: 887.7

TTSN ~~829.5~~ 887.7

S/N 1005874

MFG: Cirrus

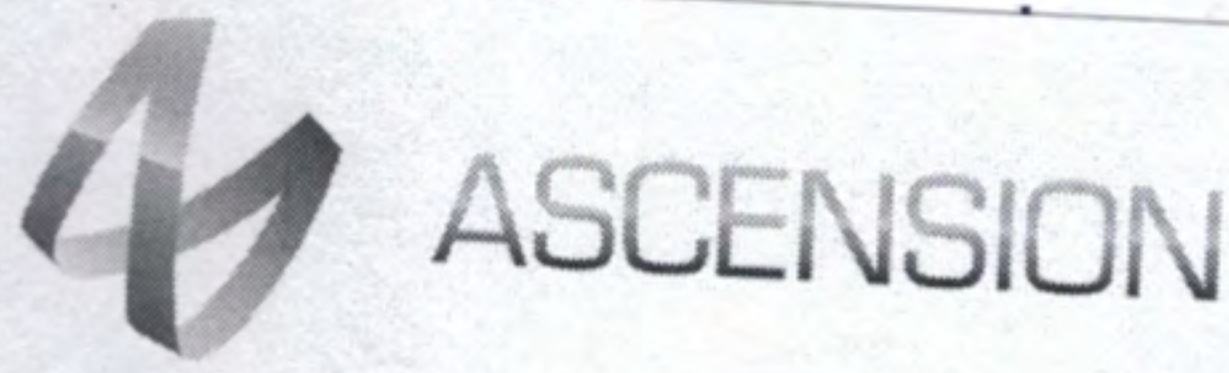
Model: SR22T

S/N: 0636

Differential compression check on #2 cylinder revealed the cylinder to be below acceptable limits. Boroscoped the cylinder head and found the exhaust valve partially burnt. Removed the cylinder P/N 658178A1, S/N AC13HB590 and installed a repaired cylinder received from Continental Motors P/N 657178A1, S/N AC11HA669. Ground runs for leak and function checks were good. Flight test was good.

All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
John F. Probst
A&P1922489IA
For Ascension Aircraft
Atlanta, Georgia USA



Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS Date: 08/25/2015

Hour Meter: 887.7

TTSN 887.7

S/N 1005874

MFG: Cirrus

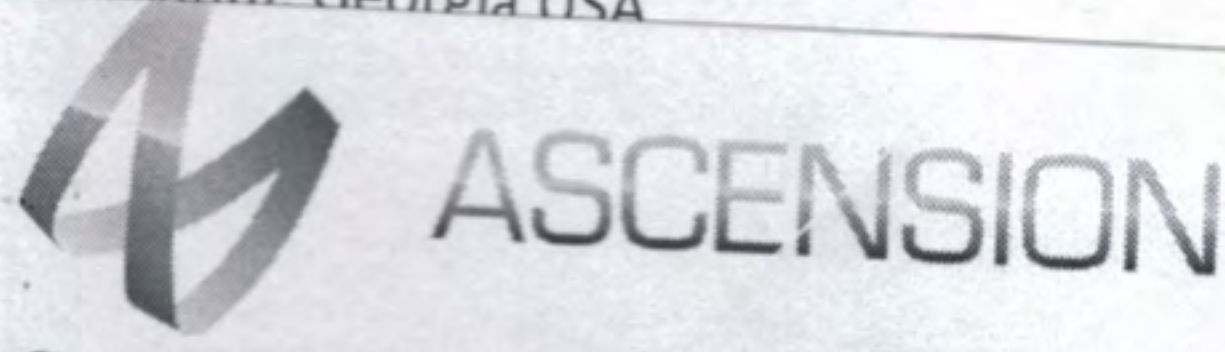
Model: SR22T

S/N: 0636

Removed the engine starter S/N 4C3-111424 due to dragging, weak and sluggish start. Installed a new starter P/N 657596 S/N 4C3-171510 in accordance with Continental Engine maintenance manual instructions. Ground check was good.

All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
John F. Probst
A&P1922489IA
For Ascension Aircraft
Atlanta, Georgia USA



Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS Date: 09/18/2015

Hour Meter: 925.2

TTSN 925.2

S/N 1005874

MFG: Cirrus

Model: SR22T

S/N: 0636

Completed a Phase 3 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Next inspection is a Phase 2 due at 974.0 hours.

All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
John F. Probst
A&P1922489IA
For Ascension Aircraft
Atlanta, Georgia USA

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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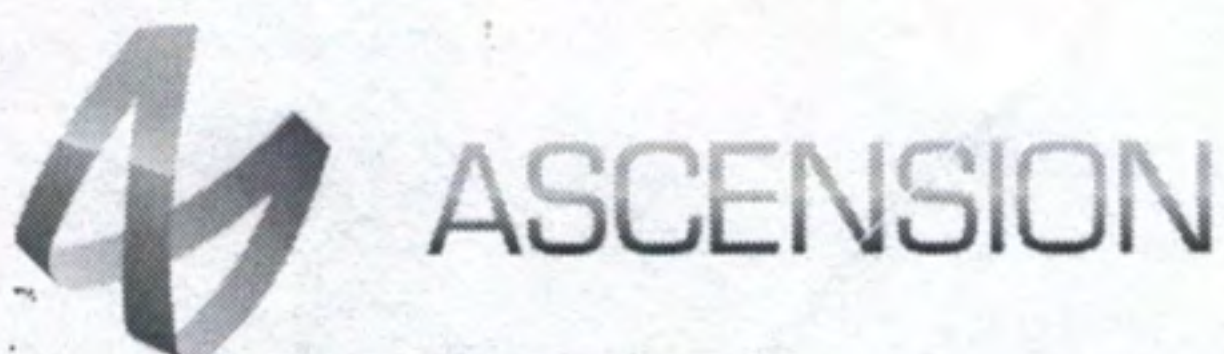
N928CS, CIRRUS, SR22, S/N 0636, 1156.6 HOBBS, 10-6-2015

Right magneto inoperative:

960.9 Flight Hobbs

Removed right magneto and found distributor gear teeth stripped out. Also magneto would need contact points and distributor block. Fresh repaired magnetos were provided from Quality Aircraft Accessories Inc CRS QY1R334Y which meet the 500 hr inspection requirement and applicable service bulletins. Magnetos installed were Model S6RSC-25P, p/n 10-500556-101, s/n D11LA037 left position and s/n D11KA250 right position. See form 8130-3 for details of work performed on magnetos. Timed to engine per MSB94-8D. Ground run and check found to be satisfactory.

Leslie E. Ojala A/P 3525902 *Leslie E. Ojala*



Continental TSIO-550-K1B

TTSN 980.5

S/N 1009113

Installed on:

Aircraft Reg: N928CS Date: 10/21/2015

MFG: Cirrus

Model: SR22T

Hour Meter: 980.5

S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression tester calibration was 46 pounds. No 1 60/80, No 2 62/80, No 3 56/80, No 4 56/80, No 5 66/80, No6 60/80. C/W CSB15-2 Oil Cooler Fitting Replacement. Removed cross fitting and installed a new 658607 fitting. Ground run for leak and function checks was good. Next inspection is a Phase 4 due at 1024 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
John F. Probst
A&P1922489IA
For Ascension Aircraft
Atlanta, Georgia USA

Continental TSIO-550-K1B

TTSN 1000.3

S/N 1009113

Installed on:

Aircraft Reg: N928CS Date: 11/20/2015

MFG: Cirrus

Model: SR22T

Hour Meter: 1000.3

S/N: 0636

Right magneto failed-would not time correctly. Removed the magneto P/N 10-500556-101 S/N D11KA250 and installed repaired magneto with current 500 hour inspection (completed by Quality Aircraft Accessories under WO008968 8130-3 dated 10/26/2015) P/N 10-500556-101, S/N D12KA251. Installed and adjusted per the Cirrus AMM. Ground check was good. I certify with respect to the work performed this engine is found to be in airworthy condition and is approved for return to service.

John F. Probst
John F. Probst
A&P1922489
For Ascension Aircraft
Atlanta, Georgia USA

MAINTENANCE LOG

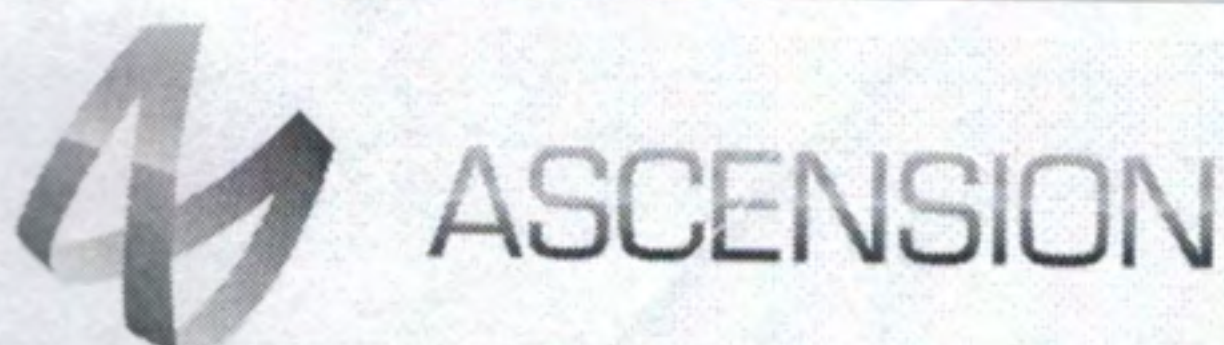
Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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Continental TSIO-550-K1B TTSN 1024.7 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 12/01/2015 MFG: Cirrus Model: SR22T
 Hour Meter: 1024.7 S/N: 0636

Completed a Phase 4 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Ground run for leak and function checks was good. Next inspection is a Phase 2 due at 1073.3 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA



Continental TSIO-550-K1B TTSN 1070.1 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 01/07/2016 MFG: Cirrus Model: SR22T
 Hour Meter: 1070.1 S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 46 pounds. No 1 74/80, No 2 76/80, No 3 62/80, No 4 62/80, No 5 66/80, No6 12/80. Removed the #6 cylinder P/N 658178, S/N AC13HA726 and replaced with a CMS repaired cylinder P/N 658178, S/N AC14EB594. See 8130-3 CS-6647. **Removed the fuel injectors-cleaned, inspected and reinstalled using new "O" rings and seals. Next due at 1370.1 or 01/07/2017.** Removed the ignition harness P/N 10-421674-21 and replaced it with a new harness same part number. Ground run for leak and function checks was good. Next inspection is a Phase 4 due at 1120.1 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA

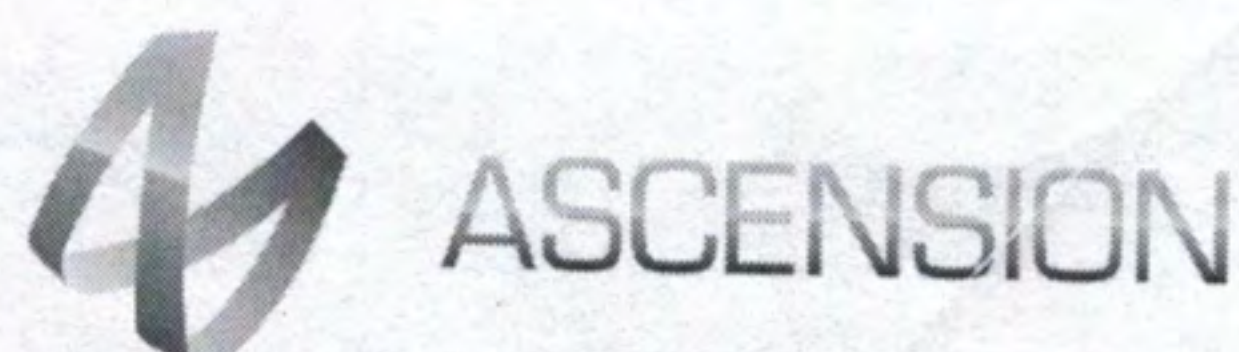
MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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Continental TSIO-550-K1B TTSN 1198.3 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 01/07/2016 MFG: Cirrus Model: SR22T
 Hour Meter: 1198.3 S/N: 8636

The right T.I.T. probe failed in flight. Gained access to the probe and replaced it with a new probe P/N 29211-001. During the ground check the engine was running rough. Investigation revealed the left magneto points were burnt. The magneto was removed and replaced with a repaired magneto with current 500 hour inspection completed by Quality Aircraft Accessories. See 8139-3 dated 02/24/2016 for additional details. Removed magneto 10-500556-101, S/N D11LA037 and installed 10-500556-101, S/N D14IA092. Work accomplished IAW the Continental Motors instructions. Ground run was good. I certify that with regard to the work accomplished that this engine is approved for return to service.

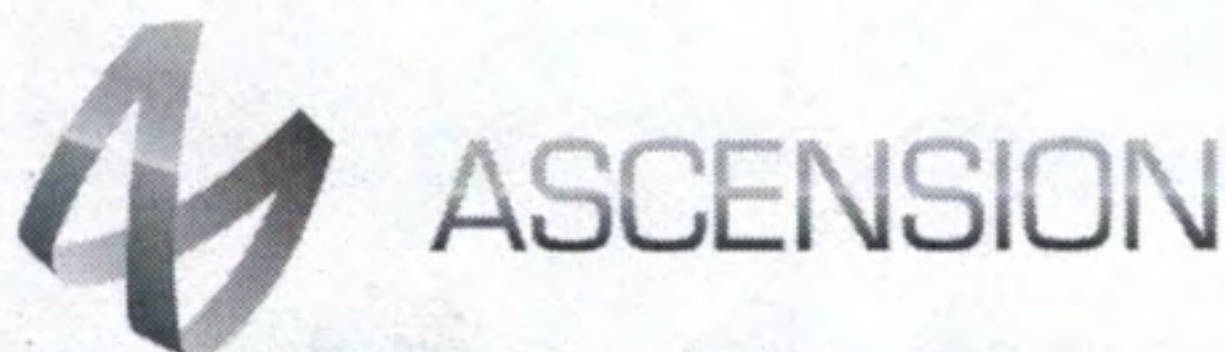
Brannon Longworth *B. Longworth*
 A&P 3606173
 For Ascension Aircraft
 Atlanta, GA



Continental TSIO-550-K1B TTSN 1215.3 S/N 1005874
 Installed on:
 Aircraft Reg: N928CS Date: 05/04/2016 MFG: Cirrus Model: SR22T S/N: 0636
 Hour Meter: 1215.3

Completed a Phase 1 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 Revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Next inspection is a Phase 2 due at 1265.3 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA



Continental TSIO-550-K1B TTSN 1259.6 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 06/02/2016 MFG: Cirrus Model: SR22T
 Hour Meter: 1259.6 S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 47 pounds. No 1 60/80, No 2 68/80, No 3 60/80, No 4 10/80, No 5 68/80, No 6 65/80. The No 4 cylinder was removed and replaced with a cylinder repaired by Continental Motors under Tracking Number CS6754.1. See 8130-3 dated 01/20/2016. Part number 658178 S/N AC13HA738 off and installed S/N AC13DA255. Replaced all 12 spark plugs with new RHB32E spark plugs. Ground run for leak and function checks was good. The next inspection due at 1309.6 hours is a phase 3 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA

15

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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Continental TSIO-550-K1B TTSN 1308.5 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 07/10/2016 MFG: Cirrus Model: SR22T
 TTSN 1308.5 S/N: 0636

Completed a Phase 3 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Found the #2 cylinder exhaust header pipe had developed 2 holes in the aft section of the pipe. Removed the left side exhaust and turbo assembly-disassembled as required to access the #2 pipe. Inspected the remaining sections and found them to be serviceable. Installed a new #2 exhaust header pipe P/N 658681, S/N I1M19-0002 using a new 636465 turbo inlet exhaust gasket and a new #2 riser pipe P/N 657652. Reassembled the left exhaust pipes and turbo assembly then installed the assembly on the engine. The torque values and installation instructions were utilized from the CMM TSIO550 Installation Ops Manual. Found the #6 EGT probe clamp was defective so the probe assembly was replaced with a new 24585-001 probe assembly. Ground run for leak and function checks was good. The next inspection due at 1358.5 flight hours is a Phase 2 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA



Continental TSIO-550-K1B TTSN 1353.1 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 08/23/2016 MFG: Cirrus Model: SR22T
 Hour Meter: 1353.1 S/N: 0636

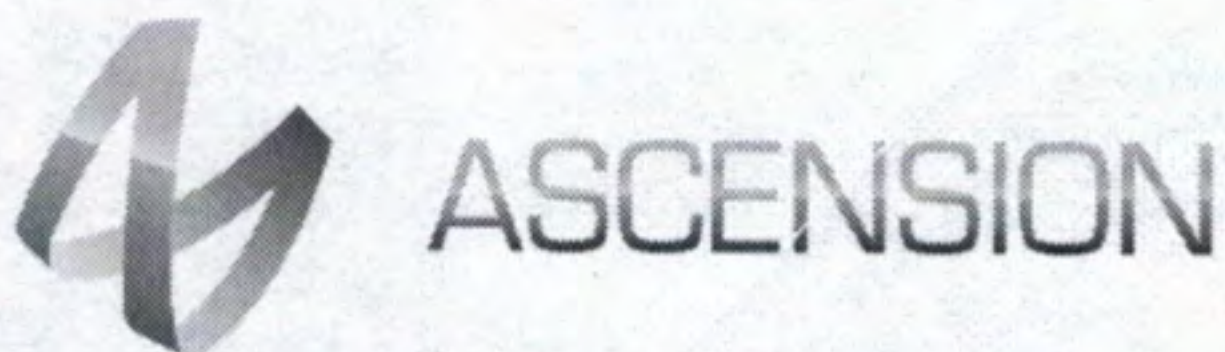
Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 48 pounds. No 1 56/80, No 2 76/80, No 3 58/80, No 4 66/80, No 5 76/80, No 6 53/80. Found the alternator #2 mount at the tensioner bolt fitting cracked. Removed the alternator to gain access to the mount then replaced it with a new mount P/N 646405 same part number as original. Reinstalled the alternator and tensioned the belt to specs. Work was completed IAW the Cirrus AMM instructions. Ground run for leak and function checks was good. The next inspection due at 1403 hours is a phase 4 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed.
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All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.

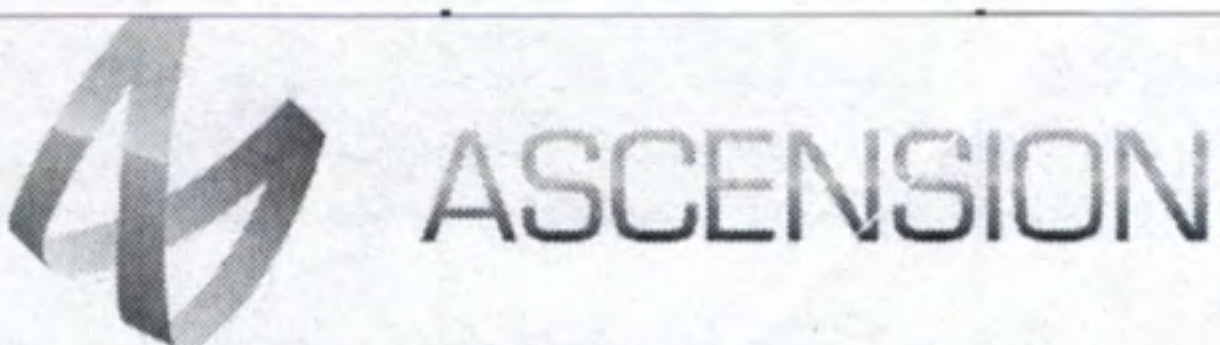


Continental TSIO-550-K1B TTSN 1397.4 S/N 1009113

Installed on:
Aircraft Reg: N928CS **Date: 09/29/2016** **MFG: Cirrus** **Model: SR22T**
Hour Meter: 1397.4 **S/N: 0636**

Completed a Phase 4 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Ground run for leak and function checks was good. Next inspection is a Phase 2 due at 1447.4 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA



Continental TSIO-550-K1B TTSN 1446.2 S/N 1009113

Installed on:
Aircraft Reg: N928CS **Date: 11/08/2016** **MFG: Cirrus** **Model: SR22T**
Hour Meter: 1446.2 **S/N: 0636**

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 49 pounds. No 1 51/80, No 2 55/80, No 3 65/80, No 4 58/80, No 5 70/80, No 6 74/80. Found the starter oil seal was allowing oil to enter the starter. Removed the starter P/N 657596, S/N 4C3-171510 and installed starter 657596, S/N 4C3-321631. Ground run for leak and function checks was good. The next inspection due at 1496.2 hours is a phase 5 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P1922489IA

NEW STARTER INSTALLED.

ENGINE MODEL:
 TSIO-550-K
 ENGINE S/N: 1009113
 REG. NO: N928CS
 WORK ORDER: 21465



Aerodyne Corporation

Repair Station No. HO1R-199K
 5198 West Military Highway
 Chesapeake, VA 23321 USA
 Phone: (757) 488-2898

DATE: 12/6/2016
 A/C TSN:
 ENG TT:
 HOBBS: 1468.4

Engine Entries

(1) Performed pre-maintenance ground run of engine and confirmed customer report of failed right magneto. Removed engine cowling. Removed right magneto p/n: 10-500556-101, s/n: D12KA251. Installed customer supplied magneto p/n: 10-500556-101, s/n: D161A019 with new gasket. Timed magneto to engine 24 degrees BTDC. Checked timing on left magneto and found to be 27 degrees BTDC. Adjusted left magneto timing to 24 degrees BTDC. Performed engine ground run. Left and right magneto checks satisfactory. Installed engine cowling.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 12/6/2016

SIGNED:

J.R. Smith

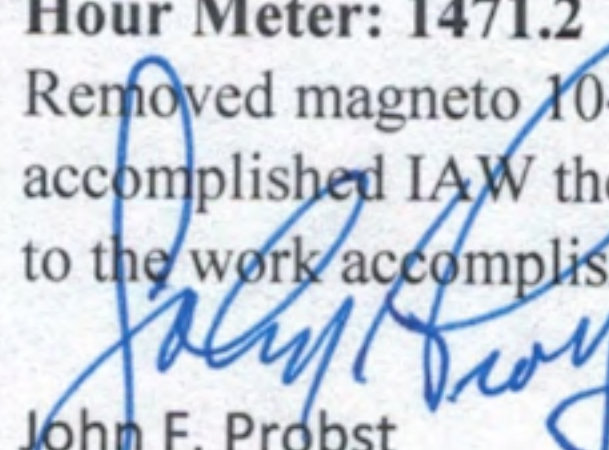
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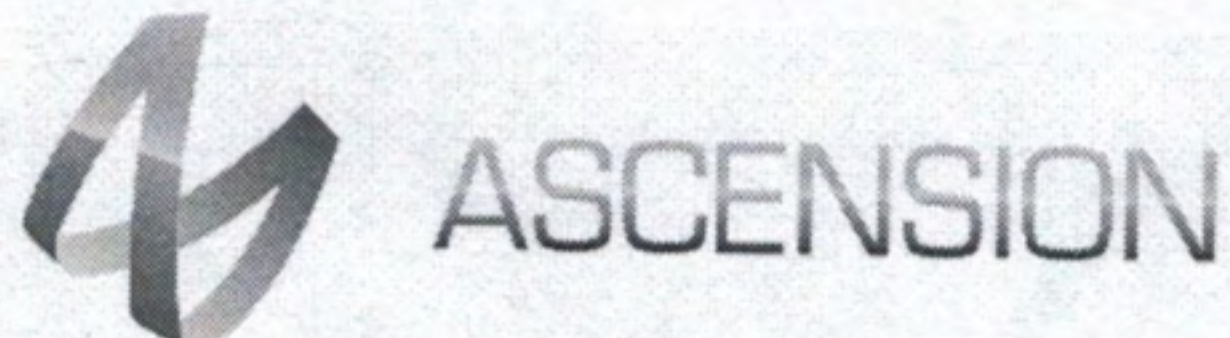
J.R. Smith
 Certified Repair Station No. HO1R-199K

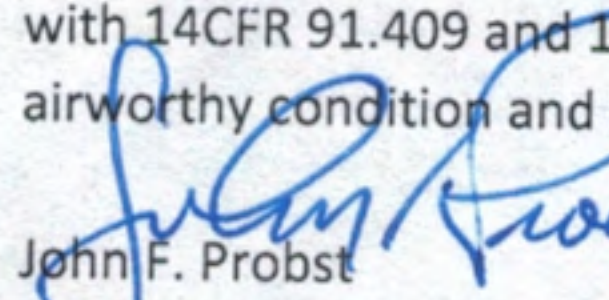
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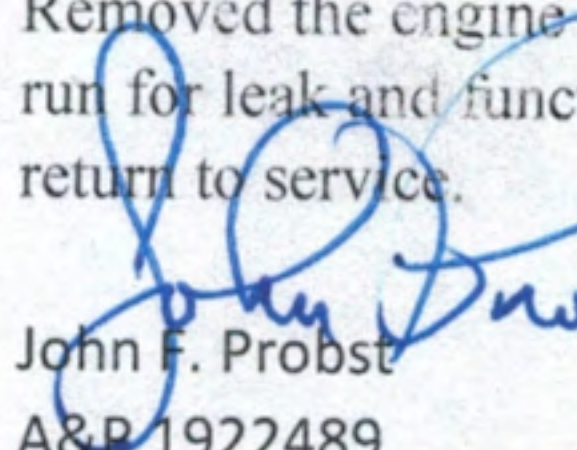
MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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Continental TSIO-550-K1B TTSN 1471.2 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 12/15/2016 MFG: Cirrus Model: SR22T
 Hour Meter: 1471.2 S/N: 0636
 Removed magneto 10-500556-101, S/N D141A092 and installed a new magneto, 10-500556-101, S/N D16A016. Work accomplished IAW the Continental Motors and Cirrus SR22T AMM instructions. Ground run was good. I certify that with regard to the work accomplished that this engine is approved for return to service.

 John F. Probst
 A&P 1922489
 For Ascension Aircraft
 Atlanta, GA



Continental TSIO-550-K1B TTSN 1493.5 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 01/20/2017 MFG: Cirrus Model: SR22T
 Hour Meter: 1493.5 S/N: 0636
 Completed a Phase 5 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. **Removed the fuel injectors-cleaned-inspected-installed new "O" rings and seals then reinstalled. Next injector cleaning is due at 1793.5 or 01/19/2018.** Ground run for leak and function checks was good. Next inspection is a Phase 2 due at 1543.5 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

 John F. Probst
 A&P 1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA

Continental TSIO-550-K1B TTSN 1493.5 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 01/30/2017 MFG: Cirrus Model: SR22T
 Hour Meter: 1493.5 S/N: 0636
 Removed the engine fuel nozzles-cleaned inspected installed new "O" rings and reinstalled using new seal and gaskets. Ground run for leak and function checks was good. I certify that with regard to the work accomplished that this engine is approved for return to service.

 John F. Probst
 A&P 1922489
 For Ascension Aircraft
 Atlanta, GA

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
		<p> ASCENSION</p> <p>Continental TSIO-550-K1B TTSN 1524.2 S/N 1009113 Installed on: Aircraft Reg: N928CS Date: 02/14/2017 MFG: Cirrus Model: SR22T Hour Meter: 1524.2 S/N: 0636</p> <p>Removed the oil pressure sensor installation system and installed a new system Cirrus P/N 70551-001 in accordance with Cirrus SB2X79-04. Ground run for leak and function checks was good. I certify that with regard to the work accomplished that this engine is approved for return to service.</p> <p><i>John F. Probst</i> John F. Probst A&P1922489 For Ascension Aircraft Atlanta, GA</p>
		<p> ASCENSION</p> <p>Continental TSIO-550-K1B TTSN 1542.0 S/N 1009113 Installed on: Aircraft Reg: N928CS Date: 02/28/2017 MFG: Cirrus Model: SR22T Hour Meter: 1542.0 S/N: 0636</p> <p>Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 48 pounds. No 1 48/80, No 2 56/80, No 3 58/80, No 4 58/80, No 5 62/80, No 6 74/80. Ground run for leak and function checks was good. The next inspection due at 1592.0 hours is a phase 1 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.</p> <p><i>John F. Probst</i> John F. Probst A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA</p>
		<p> ASCENSION</p> <p>Continental TSIO-550-K1B TTSN 1585.8 S/N 1005874 Installed on: Aircraft Reg: N928CS Date: 04/10/2017 MFG: Cirrus Model: SR22T S/N: 0636 Hour Meter: 1585.8</p> <p>Completed a Phase 1 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 Revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Next inspection is a Phase 2 due at 1635.8 hours.</p> <p>All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.</p> <p><i>John F. Probst</i> John F. Probst A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA</p>

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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ASCENSION

Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS

Date: 5/18/2017

Hour Meter: 1542.0

1632.3

TTSN 1542.0

2P
1632.3

S/N 1009113

MFG: Cirrus

Model: SR22T

S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 49 pounds. No 1 20/80, No 2 60/80, No 3 30/80, No 4 70/80, No 5 62/80, No 6 76/80. Removed the #1 and #3 cylinder due to low compression. Cylinder P/N's 658178, #1 removed S/N AC13HA73 and #3 S/N AC12BB277, installed Continental Motors repaired cylinders AC13HC903 and AC14GB761 using the gasket kit supplied with the cylinders and referencing the Continental Maintenance Overhaul Manual instructions and torque values. Ground run for leak and function checks was good. The next inspection due at 1682.3 hours is a phase 3 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst

A&P1922489IA

For Ascension Aircraft

Atlanta, Georgia USA



ASCENSION

Continental TSIO-550-K1B

TTSN 1668.9

S/N 1009113

Installed on:

Aircraft Reg: N928CS

Date: 06/23/2017

MFG: Cirrus

Model: SR22T

TTSN 1668.9

S/N: 0636

Completed a Phase 3 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Engine air inlet filters were replaced with new 27166-001 filters. Ground run for leak and function checks was good. The next inspection due at 1718.9 flight hours is a Phase 2 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst

A&P1922489IA

For Ascension Aircraft

Atlanta, Georgia USA

MAINTENANCE LOG

Date	Tach or Hobbs Time	Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.
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Continental TSIO-550-K1B TTSN 1718.0 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 08/09/2017 MFG: Cirrus Model: S2T
 Hour Meter: 1718.0 S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 48 pounds. No 1 56/80, No 2 53/80, No 3 75/80, No 4 78/80, No 5 51/80, No 6 66/80. **C/W SB16-8 turbo transition inspection-no defects noted at this time.** Ground run for leak and function checks was good. The next inspection due at 1718.0 hours is a phase 4 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

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Continental TSIO-550-K1B TTSN 1763.7 S/N 1009113
 Installed on:
 Aircraft Reg: N928CS Date: 09/12/2017 MFG: Cirrus Model: SR22T
 Hour Meter: 1763.7 S/N: 0636

Completed a Phase 4 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 dated December 15, 2014. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Found the left magneto gasket was leaking. Removed the magneto cleaned the mating surface and installed a new magneto gasket. Installed the magneto timing it to 24 BTC per Cirrus AMM. Ground run for leak and function checks was good. Next inspection is a Phase 2 due at 1813.7 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

John F. Probst
 John F. Probst
 A&P19224891A
 For Ascension Aircraft
 Atlanta, Georgia USA

MAINTENANCE LOG

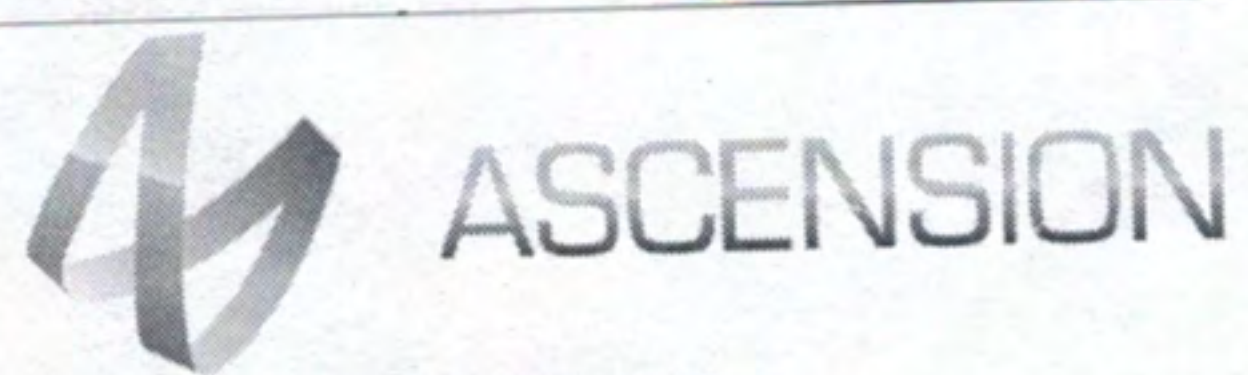
Date	Tach or Hobbs Time	Description of work performed.
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All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work.

Continental TSIO-550-K1B	TTSN 1768.1	S/N 1009113
Installed on:		
Aircraft Reg: N928CS	Date: 09/20/2017	MFG: Cirrus
Hour Meter: 1768.1		Model: SR22T
		S/N: 0636

An oil-leak was observed at the air conditioning accessory case mounting pad housing. Removed the air conditioning compressor and compressor drive assembly to gain access to the mounting pad. Removed the pad from the case-installed a new CMI 25102 shaft seal. Cleaned the components then installed them using new gaskets. Reassembled the air conditioning compressor and drive. Ground run for leak and function checks was good. I certify that in regard to the work performed this aircraft was inspected and found to be approved for return to service.

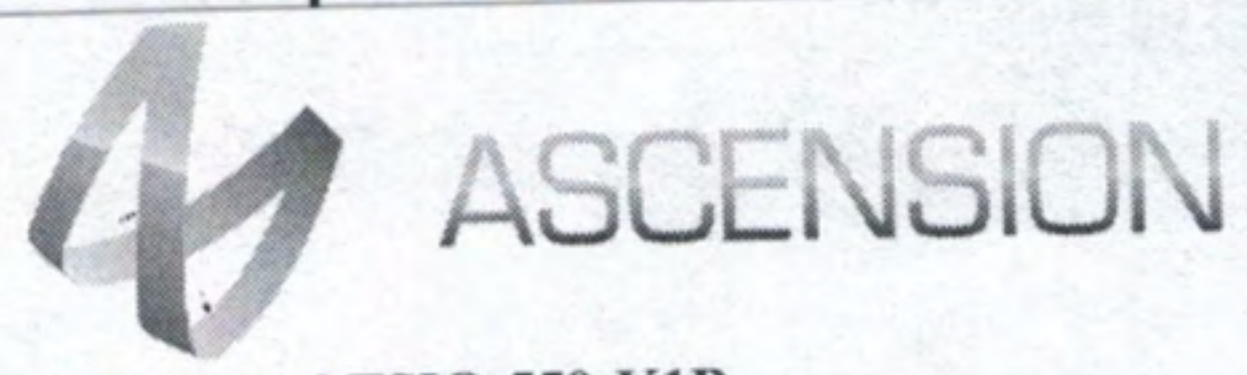
[Signature]
 Kevin Miller
 A&P 3795037
 For Ascension Aircraft
 Atlanta, GA



Continental TSIO-550-K1B	TTSN 1820.6	S/N 1009113
Installed on:		
Aircraft Reg: N928CS	Date: 10/23/2017	MFG: Cirrus
Hour Meter: 1820.6		Model: SR22T
		S/N: 0636

Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Differential compression check was completed with the following results: Compression test calibration was 48 pounds. No 1 60/80, No 2 54/80, No 3 60/80, No 4 60/80, No 5 48/80, No 6 64/80. **C/W SB16-8 turbo transition inspection-no defects noted at this time. C/W 300 hour/annual fuel nozzle inspection** by removing-cleaning-inspecting-installing new "O" rings and seals then reinstalling in the engine. Ground run for leak and function checks was good. The next inspection due at 1863.7 hours is a phase 5 inspection. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

[Signature]
 John F. Probst
 A&P1922489IA
 For Ascension Aircraft
 Atlanta, Georgia USA



Continental TSIO-550-K1B	TTSN 1863.5	S/N 1009113
Installed on:		
Aircraft Reg: N928CS	Date: 11/18/2017	MFG: Cirrus
Hour Meter: 1863.5		Model: SR22T
		S/N: 0636

Completed a Phase 5 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Drained the engine oil and removed the oil filter. Inspected the filter for contaminants-checked good. Installed a new AA48108-2 filter and added 8 quarts of Aeroshell 15W50. Took an oil sample and sent to Blackstone Labs for analysis. Ground run for leak and function checks was good. Next inspection is a Phase 2 due at 1913.5 hours. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this engine was inspected and found to be in airworthy condition and is approved for return to service.

[Signature]
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