

ALTERATIONS

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

DESCRIPTION OF ALTERATION

NAME OF PART

PART NUMBER

SERIAL NUMBER

INSTALLATION DATE/HOURS

TIME ON PART AT INSTALL

LIFE LIMIT OR T.B.O.

REMOVAL DATE/HOURS

AGENCY CERT. NO.

Life Limited Parts SR22T

| PART NAME | PART NUMBER | | EXPIRES |
|---------------------------------|-------------|----------------------------|---------|
| CAPS Rocket Motor | 29500-004 | S/N 0197 | 09/2023 |
| CAPS Parachute | 29696-003 | S/N B0212 | 10/2023 |
| CAPS Reefing Line Cutters | 26707-002 | S/N 0497 S/N 0504 | 08/2019 |
| ELT Battery Pack | 452-6499 | Date Installed 10-16-13 | 01/2020 |
| EMA Controller, AAIR | 20902-001 | S/N Aug Aug 13-19 | 08/2020 |
| Oxygen Bottle Assembly | 102N0100-1 | MFG Date 07/13 | 07/2028 |
| CO Detector | 24660-003 | S/N 10711 | 10/2020 |
| Pilot Seat Inflator Assembly | 20902-002 | AASE 3062 S/N 10198 | 09/23 |
| Co-Pilot Seat Inflator Assembly | 20902-002 | AASE 3062 S/N 10207 | 09/23 |

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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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: 0636

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 AIRFRAME WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. AIRFRAME RETURNED TO SERVICE.

Wayne N Smith IA# 2289662 Wayne N Smith

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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ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 74.0
S/N: 0636

Date: 01/09/2014
Model: SR22T
Hour Meter: 92.7

Maintenance Performed:

Removed and replaced engine driven fuel pump with new part number 649368-60A7. Serial number removed B13HA145 and installed serial number B13KA168. Performed fuel system setup IWA 73-20 pg 5.

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

Wayne N Smith IA# 2289662

Wayne N Smith



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 94.7
S/N: 0636

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. Inspected landing gear system replaced brake liners with new part number 66-62 and lubricated parking brake cable. 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 AIRFRAME WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. AIRFRAME 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.



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 146.9
S/N: 0636

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. Inspected landing gear system and brake liners and checked ell. 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 194.7.** All AD's checked through 2014-04

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

Wayne N Smith IA# 2289662



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 146.9
S/N: 0636

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

Maintenance Performed:

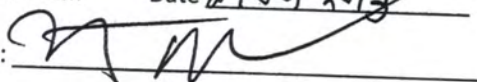
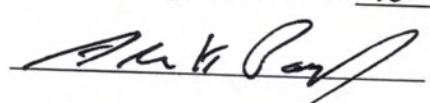
C/W with SB 13247-01-30-003 timer box harness replacement. Timer box serial number installed CAVIM13F0030 replaced harness assembly tan tested IAW 30-07 and checked well..

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

Wayne N Smith IA# 2289662

INSPECTION RECORD

F.A.R. 43.11-91.409

| E NO. D TO SERVICE | DATE | AIRCRAFT TIME IN SERVICE | KIND OF INSPECTION—STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE |
|-----------------------|-----------|-----------------------------|---|
| | 25 OCT 13 | 2.1 | <p>Production Flight Test accomplished in accordance with Cirrus Procedure #90504.</p> <p>Name: Nate Alm Date <u>25 OCT 2013</u></p> <p>Signature: </p> <p>Title: Production Flight Test Pilot</p> |
| | 10-31-13 | 2.6 | <p>I find that the aircraft meets the requirements for the certification requested and have issued an U.S. Standard Airworthiness Certificate dated <u>10 / 31 / 2013</u>.</p> <p>The next inspection is due <u>10 / 31 / 2014</u>.</p> <p></p> <p>Abram K. Pauna DMIR-833745-CE</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

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 198.3
S/N: 0636

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. Inspected landing gear system and brake liners and checked ell. 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 2014-06

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

Wayne N Smith IA# 2289662 *Wayne N Smith*



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 244.9
S/N: 0636

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. Inspected landing gear system and brake liners and checked well. 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 294.7.** All AD's checked through 2014-08

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

Wayne N Smith IA# 2289662 *Wayne N Smith*

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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ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 246.8
S/N: 0636

Date: 05/08/2014
Model: SR22T
Hour Meter: 302.9

Maintenance Performed:

Removed and replaced left and right main tires and tubes with new. Tire part number 156E66-4 serial number right 33327634, serial number left 32817638. Installed new brake liners part number 66-62. Inspected landing gear system packed wheel bearings with new grease. Serviced tires to 62 psi and installed two new inner wheel seal with new part number 154-12000.

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

Wayne N Smith IA# 2289662 Wayne N. Smith



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 293.1
S/N: 0636

Date: 06/02/2014
Model: SR22T
Hour Meter: 360.3

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. Inspected landing gear system and replaced brake liners with new part number 66-62 and checked well. Replaced left and right main tire and tubes with new, tire part number 156E66-4, left serial number installed 33367588 and right serial number installed 32697653. Inspected nose wheel for reported shimmy during taxi and landing adjusted steering tension and serviced tires to correct pressure all wheel bearing were packed with new grease. 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. Installed new no stet placard right wing aft of wing walk, part number 12433-001. C/W with SB2X-33-06 strobe light gasket and checked well gasket part number 38-0271817-000. Adjusted cabin door locks to be flush in the unlock position. Ground ran engine for leaks and complied with operational /functional check. **The next inspection due is a phase Five at 343.1.** All AD's checked through 2014-10.

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

Wayne N Smith IA# 2289662 Wayne N. Smith

MAINTENANCE LOG

Date



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 344.4
S/N: 0636

Date: 06/30/2014
Model: SR22T
Hour Meter: 421.3

Maintenance Performed:

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. Inspected landing gear system and checked well. Serviced tires to correct pressure all wheel bearing were packed with new grease. 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.

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

Wayne N Smith IA# 2289662 Wayne N Smith



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 390.1
S/N: 0636

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. Inspected landing gear system and checked well. Serviced tires to correct pressure all wheel bearing were packed with new grease. 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 AIRFRAME WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. AIRFRAME RETURNED TO SERVICE.

Wayne N Smith IA# 2289662 Wayne N Smith

MAINTENANCE LOG



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 436.5
S/N: 0636

Date: 08/25/2014
Model: SR22T
Hour Meter: 533.0

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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. Inspected landing gear system and checked well. Serviced tires to correct pressure checked well. 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. Installed new interior door panel due to warping on top and aft edges with new part number 20349-008. 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 AIRFRAME WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. AIRFRAME RETURNED TO SERVICE.

Wayne N Smith IA# 2289662



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 440.0
S/N: 0636

Date: 09/16/2014
Model: SR22T
Hour Meter: 538.3

Maintenance Performed:

C/W SB2X-23-03R1 Optional Modifications to Dissipate P-Static IAW SB instructions. Replaced number 5 CHT probe with new part number 24584-001 tested and checked well. Replaced right wing tip with new part number 21910-010-05 also replaced right wing outboard porous panel with new part number 19700-006. All work performed IAW 30-10 page 2 Cirrus Maintenance Manual. Aircraft test flew well and returned to service.

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

Wayne N Smith IA# 2289662

MAINTENANCE LOG



Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 529.8
S/N: 0636

Date: 11/21/2014
Model: SR22T
Hour Meter: 646.8

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. Inspected landing gear system and checked well. Removed left and right tires and rotated on rim , reinstalled and serviced tires to correct pressure checked well. 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 timing to be 24 degrees. 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. 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 579.8.** All AD's checked through 2014-22.

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

Wayne N Smith IA# 2289662

MAINTENANCE LOG

Date



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 576.5
S/N: 0636

Date: 12/19/2014
Model: SR22T
Hour Meter: 700.9

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. Inspected landing gear system and serviced tires to correct pressure checked well. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number CH48108-1. Removed starter serial number 4C3-301332 and replaced with new starter part number 657596 serial number 4C3111424 tested and checked well. Removed fuel gascolator and cleaned fuel screen reassembled with new o-rings installed. Checked ignition timing and found timing 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 626.5.** All AD's checked through 2014-24.

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

Wayne N Smith IA# 2289662



ASCENSION

Aircraft Reg: N928CS
MFG: Cirrus
Hobbs Time: 762.7
S/N: 0636

Date: 02/07/2015
Model: SR22T
AFTT: 628.2

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. Accomplished **100 hour** lubes IAW Cirrus SR22T AMM Chapter 12-00. Accomplished the following special inspections and overhaul/replacement requirements. **500 hour/2 year** No.2 alternator external inspection IAW MFR ICA. **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. **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 AIRFRAME WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. AIRCRAFT RETURNED TO SERVICE.

Jeffrey L. Wuertley IA303847962

10

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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Aircraft Reg: N928CS
MFG: Cirrus
Tach Time: 646.9
S/N: 0636

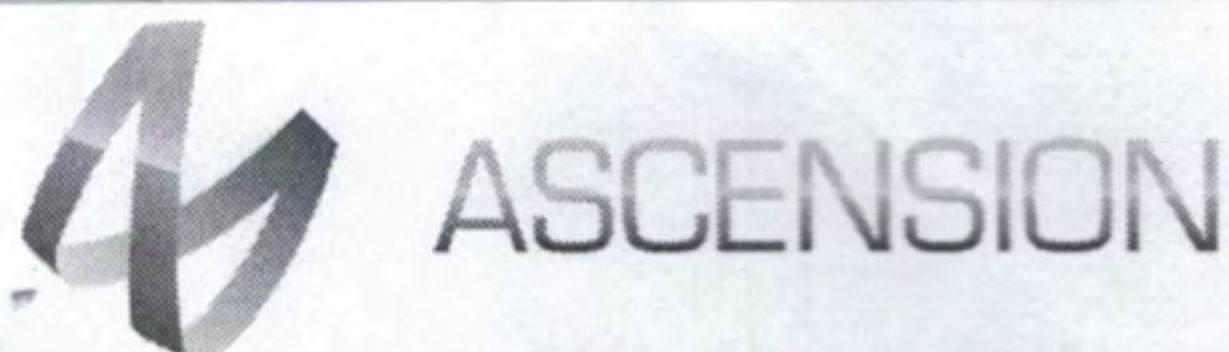
Date: 02/18/2015
Model: SR22T
Hour Meter: ~~92.7~~ ^{14W}
785.8

Maintenance Performed:

Accomplished 2 year/500 hour No.2 battery replacement IAW Cirrus AMM Chapter 24-00. Installed 2 ea No.2 batteries P/N NP7-12.

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

Jeffrey L. Wuertley IA# 303847962 *[Signature]*



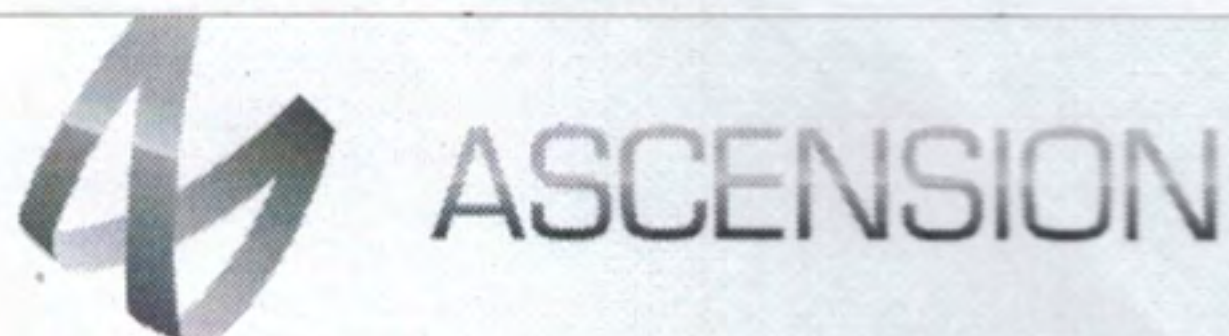
Aircraft Reg: N928CS Date: 03/22/2015
Airframe Total Time 676.4

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. Found the left main tire worn on the outside edge. Removed the tire and reversed on the wheel to even out wear. Found the right main brake pads worn to limits. Replaced the pads with new 066-06200 pads. A.D.'s checked through bi-weekly listing 2015-05. 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 airframe 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



Aircraft Reg: N928CS Date: 04/28/2015
Airframe Total Time 718.8

MFG: Cirrus

Model: SR22T

S/N: 0636

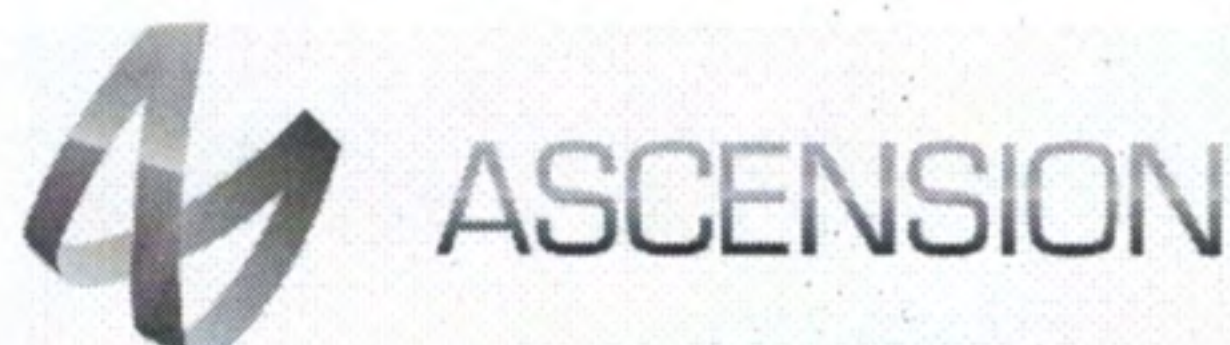
Removed and replaced the left main tire due to uneven wear. Installed a new Goodyear Flight Custom III part number 301-249-006, S/N 41392205. Checked brakes and gear general condition. Found okay. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this airframe 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

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MAINTENANCE LOG

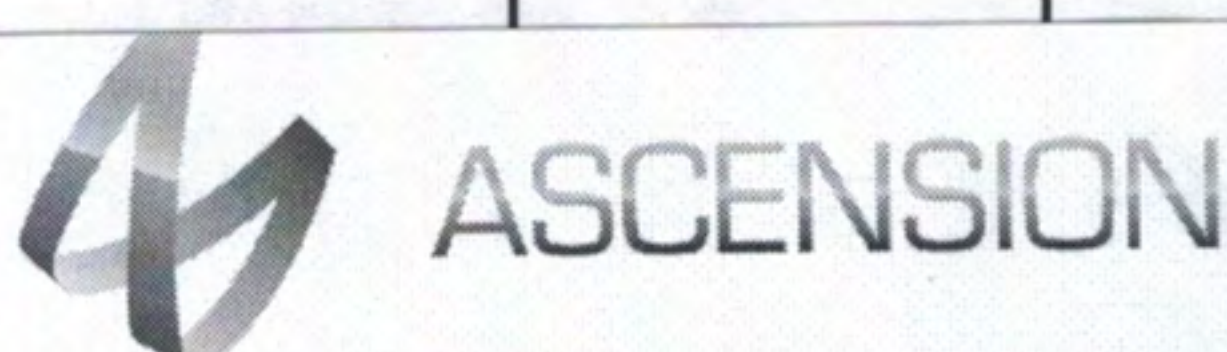
| Date | Tach or Hobbs Time | Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. |
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Aircraft Reg: N928CS **Date:** 08/15/2015 **MFG:** Cirrus **Model:** SR22T
Airframe Total Time 874 **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. A.D.'s checked through bi-weekly listing 2015-16. Next inspection is a Phase 3 due at 924.0 hours. During inspection of the nose steering assembly found surface corrosion causing the steering spindle to bind. Disassembled nose wheel assembly-cleaned corrosion and reinstalled. Reset steering tension per Cirrus AMM instructions. Nose tire was worn to limits. Disassembled wheel assembly and removed the tire replaced with a new BFG FLT Custom III 500 X 5 4 ply tire S/N 50782447. Inflated tire to 45 PSI. Ground check was successful. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this airframe 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



Aircraft Reg: N928CS **Date:** 08/27/2015 **MFG:** Cirrus **Model:** SR22T
Airframe Total Time 889.5 **S/N:** 0636

Found the air conditioning compressor drive has sheared the engine driven shaft. Removed the compressor drive and shaft assembly. Installed a new air conditioning drive assembly 1133180-4 using a new 25102 gasket and reinstalled the original 21119-504 compressor drive belt. Completed an engine and air conditioning function check and found the systems to operate normally. I certify with respect to the work performed this airframe was inspected and 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

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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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ASCENSION

Aircraft Reg: N928CS Date: 09/02/2015
Airframe Total Time 898.0

MFG: Cirrus

Model: SR22T
S/N: 0636

Found the #1 aircraft battery capacity to be below acceptable limits. Removed the battery and replaced it with a new RG24-11M battery, S/N 40728187 after top charge was completed in accordance with the battery manufacturer's recommendation. Ground check was good.

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



ASCENSION

Aircraft Reg: N928CS Date: 09/18/2015
Airframe Total Time 925.2

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. No discrepancies are noted at this time. A.D.'s checked through bi-weekly listing 2015-18. 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 airframe 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



ASCENSION

Aircraft Reg: N928CS Date: 09/18/2015
Airframe Total Time 925.2

MFG: Cirrus

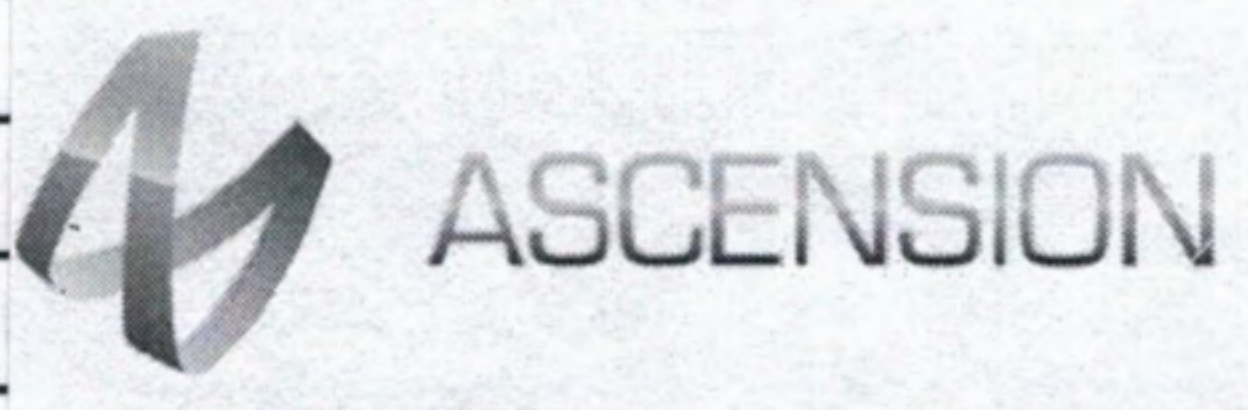
Model: SR22T
S/N: 0636

Removed the failed compressor drive and shaft assembly. Found the shaft sheared at the engine engagement gear. Installed a new air conditioning drive assembly 1133180-4 using a new 654102 gasket. Completed an engine and air conditioning function check and found the systems to operate normally. I certify with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.

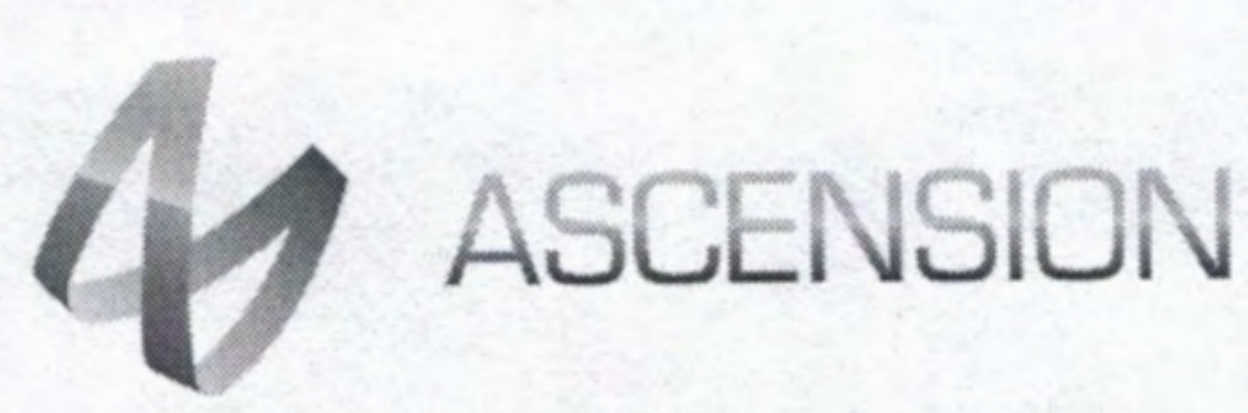
John F. Probst
John F. Probst
A&P1922489
For Ascension Aircraft
Atlanta, Georgia USA

MAINTENANCE LOG

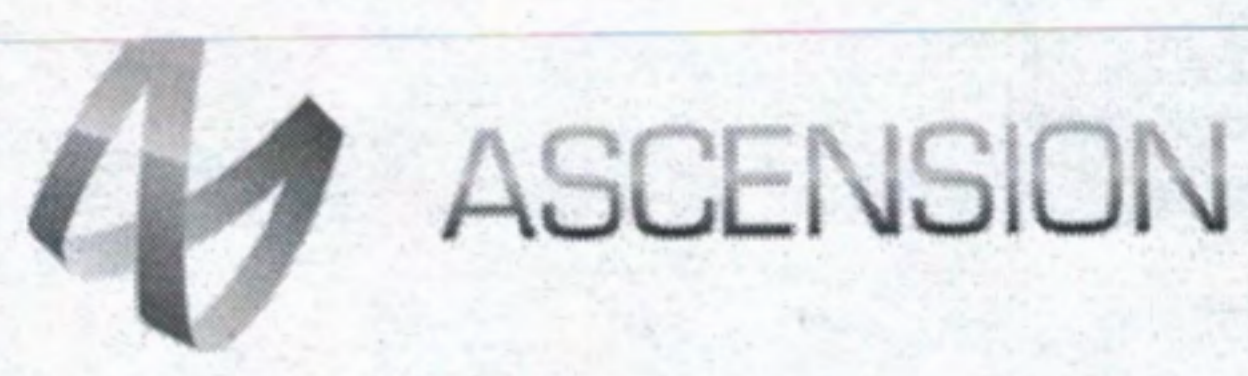
| Date | Tach or Hobbs Time | Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. |
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Aircraft Reg: N928CS Date: 10/10/2015 MFG: Cirrus Model: SR22T
Airframe Total Time 958.7 S/N: 0636
 Removed the failed compressor drive and shaft assembly. Found the shaft sheared at the engine engagement gear.
 Installed a new air conditioning drive assembly 1133180-4 using a new 654102 gasket.
 Completed an engine and air conditioning function check and found the systems to operate normally. I certify with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.
 John F. Probst
 A&P1922489
 For Ascension Aircraft
 Atlanta, Georgia USA



Aircraft Reg: N928CS Date: 10/21/2015 MFG: Cirrus Model: SR22T
Airframe Total Time 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. C/W ELT inspection per 14 CFR 91.407. C/W S/B 2X-71-27R1 Alternator air box bracket inspection. Found to be free of oil cooler chaffing. C/W S/B 2X-28-12R1 Electric Fuel pump leak check/insp found to be operating normally. Ground function checks were good. A.D.'s checked through bi-weekly listing 2015-21. 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 airframe 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



Aircraft Reg: N928CS Date: 11/20/2015 MFG: Cirrus Model: SR22T
Airframe Total Time 1000.3 S/N: 0636
 Removed the failed compressor drive and shaft assembly. Found the shaft sheared at the engine engagement gear. Installed a new air conditioning drive assembly 1133180-4 using a new 654102 gasket.
 Completed an engine and air conditioning function check and found the systems to operate normally. I certify with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.
 John F. Probst
 A&P1922489
 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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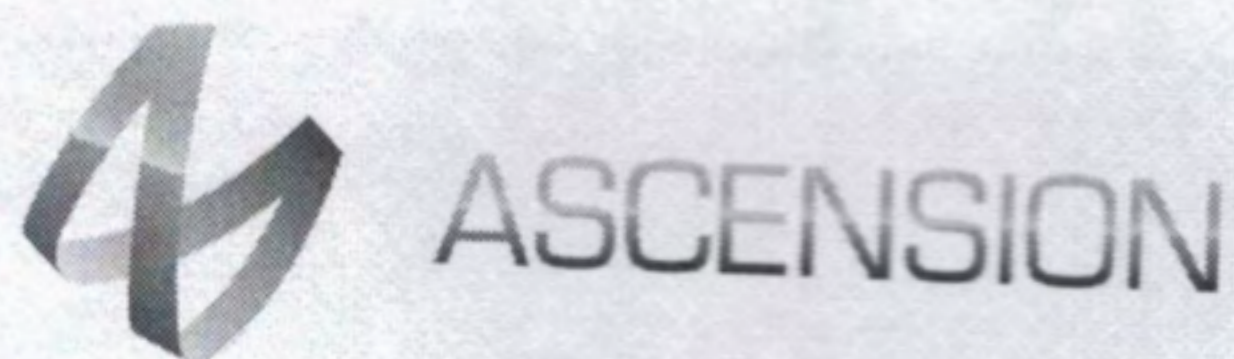
Aircraft Reg: N928CS **Date:** 12/01/2015
Airframe Total Time: 1024.7

MFG: Cirrus

Model: SR22T
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. Found left main tire worn to limits. Removed the tire and wheel assembly. Disassembled and cleaned the wheel bearings. Inspected the wheel bearings and wheel assembly. Repacked the wheel bearings and assembled the tire using a new Goodyear Flight Custom III, p/n 301-249-006, s/n 52492131. Found the right brake pads worn to limits. Removed the old pads and installed new RA066-06200 pads. Installed a new brake shim p/n 068-01100. Reassembled per Cirrus AMM. Ground function checks were good. A.D.'s checked through bi-weekly listing 2015-23. 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 airframe 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



Aircraft Reg: N928CS **Date:** 01/07/2016
Airframe Total Time: 1070.1

MFG: Cirrus

Model: SR22T
S/N: 0636

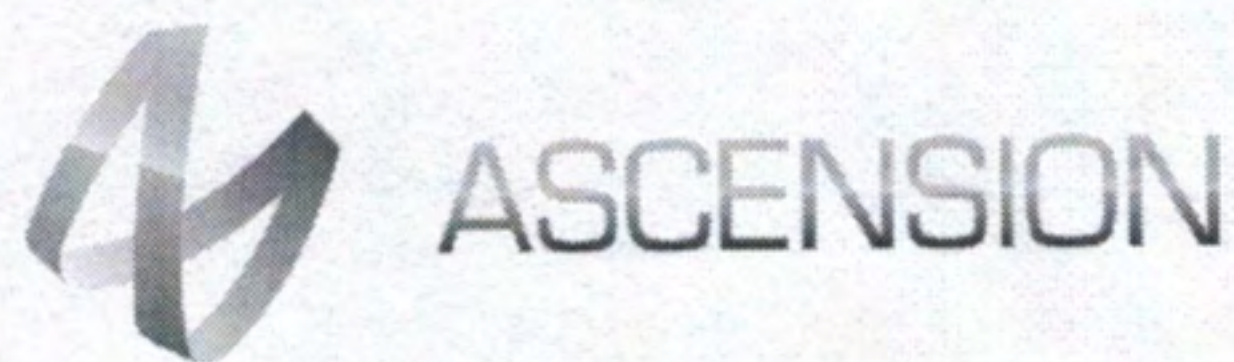
Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Chapter 5 Sect 05-20 revised 10/09/2015. Replaced the turbo inlet air filters with new 27166-001 filters. Stop drilled a small crack on the right intercooler mount baffle. Found the alternator drive belt tension low. Adjusted belt tension per the Cirrus AMM. Completed **visual inspection of the #1 and #2 alternators-next due at 1570.1 or 01/06/2018. Completed engine weldment and lower attach fittings inspection and torque check-no defects noted at this time. Next due at 1570.1.** Replaced a worn scat hose between the right intercooler and the heat exchanger. Lubed the mixture control. Ground function checks were good. A.D.'s checked through bi-weekly listing 2015-26. 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 airframe 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

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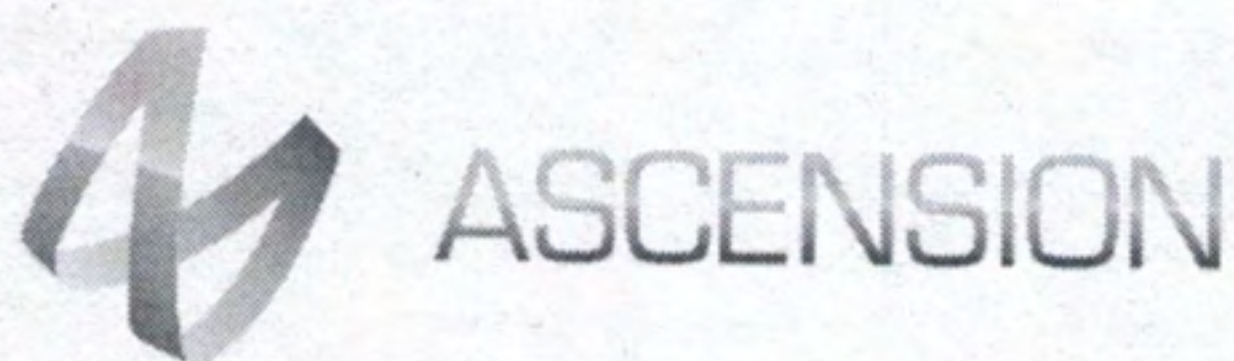
| Date | Tach or Hobbs Time | Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. |
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Aircraft Reg: N928CS Date: 01/19/2016 MFG: Cirrus Model: SR22T
 Airframe Total Time 1090.5 S/N: 0636

Jacked the aircraft and removed the engine cowling as necessary to gain access to the nose gear shock strut. Purged the air and fluid from the shock strut then serviced the strut per the Cirrus AMM with hydraulic fluid and nitrogen. Removed the aircraft from jacks. I certify that with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.

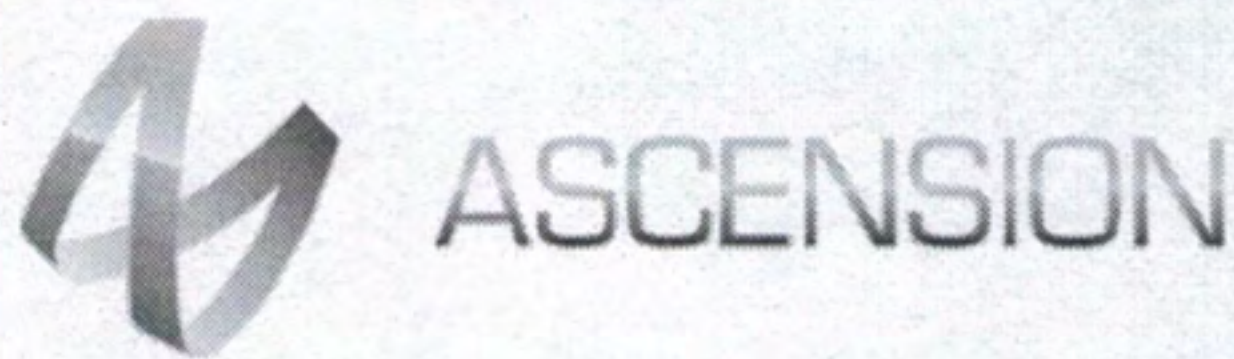
Brannon Longworth *[Signature]*
 A&P 3606173
 For Ascension Aircraft
 Atlanta, Georgia USA



Aircraft Reg: N928CS Date: 02/16/2016 MFG: Cirrus Model: SR22T
 Airframe Total Time 1116.0 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. Found left main tire worn to limits. Removed the tire and wheel assembly. Disassembled and cleaned the wheel bearings. Inspected the wheel bearings and wheel assembly. Repacked the wheel bearings and assembled the tire using a new Goodyear Flight Custom III, p/n 156E66-4, s/n 60192140. Reassembled per Cirrus AMM. Ground function checks were good. A.D.'s checked through bi-weekly listing 2016-03. Next inspection is a Phase 2 due at 1166.0 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 airframe 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



Aircraft Reg: N928CS Date: 03/16/2016 MFG: Cirrus Model: SR22T
 Airframe Total Time 1148.4 S/N: 0636

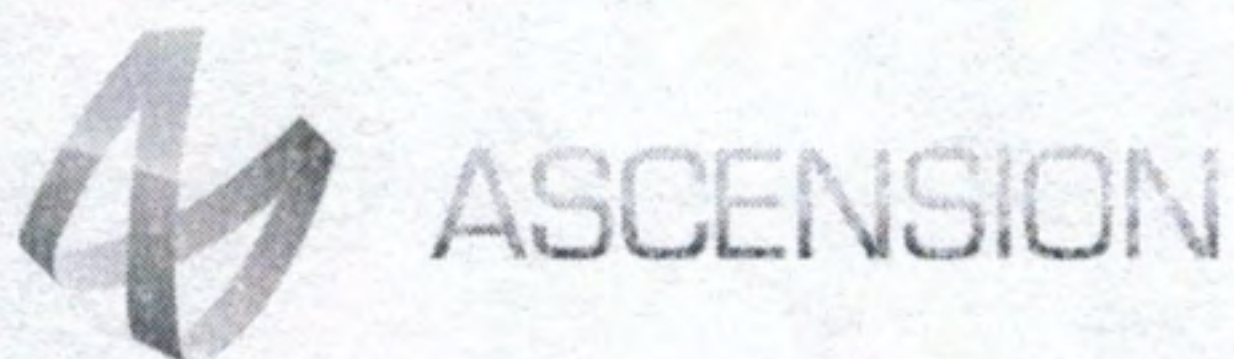
Removed the #2 battery assembly and replaced the batteries with new 50979-001. Reinstalled the assembly in the original position. Ground check was good. I certify with respect to the work performed that this aircraft was inspected and found to be in airworthy condition and is approved for return to service.

[Signature]
 Brannon Longworth
 A&P 3606173
 For Ascension Aircraft Atlanta,
 Georgia USA

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| For Ascension Aircraft | | |
| Atlanta, Georgia USA | | |

MAINTENANCE LOG

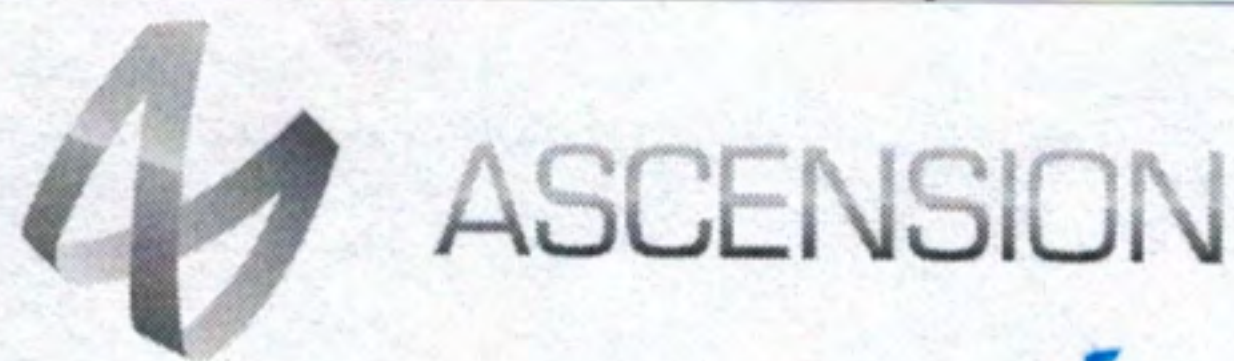
| Date | Tach or Hobbs Time | Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. |
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Aircraft Reg: N928CS Date: 04/05/2016 MFG: Cirrus Model: SR22T
Airframe Total Time 1168.1 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. Found the left brake linings worn to limits. R&R brake linings with new 066-06200 linings. Found the nose wheel cover attach brackets cracked. R&R the brackets with new 11799-004 brackets using the original bolts and secured with safety wire. Ground function checks were good. A.D.'s checked through bi-weekly listing 2016-07. This inspection completes the Cirrus Progressive inspection phase program cycle. The next inspection due at 1216 hours is a phase 1 inspection which begins a new program cycle. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this airframe 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



Aircraft Reg: N928CS Date: 05/04/2016 MFG: Cirrus Model: SR22T
Hour Meter: 1215.3 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 revised 10/09/2015. Ground run for leak and function checks was successful. A.D.'s checked through bi-weekly listing 2016-09. 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 airframe 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



Aircraft Reg: N928CS Date: 06/02/2016 MFG: Cirrus Model: SR22T
Airframe Total Time 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. Found the right brake linings worn to limits and the temp stickers black. Removed the brake caliper-disassembled-cleaned and inspected. Installed new caliper "O" rings and reassembled. Bled the brake system. Installed 066-06200 brake pads. Found the right nose tow lug stripped. Removed the lug and installed a new tow lug. Ground function checks were good. A.D.'s checked through bi-weekly listing 2016-11. 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 airframe 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

19

GAC

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 Date: 06/24/2016 MFG: Cirrus Model: SR22T
Airframe Total Time 1300.5 S/N: 0636

Removed the failed compressor drive and shaft assembly. Found the shaft sheared at the engine engagement gear. Installed a new air conditioning drive assembly 1133180-4 using a new 654102 gasket. Completed an engine and air conditioning function check and found the systems to operate normally. I certify with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.

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



ASCENSION

Aircraft Reg: N928CS Date: 07/10/2016 MFG: Cirrus Model: SR22T
Total Flight Time 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. Found the nose steering tension low-adjusted to 25 PSI. Removed the wheel fairings to inspect the brakes and tires assemblies-found serviceable at this time. The next inspection due at 1358.5 flight hours is a Phase 3 inspection. A.D.'s checked thru bi-weekly listing 2006-13. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this airframe 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

Aircraft Reg: N928CS Date: 08/11/2016 MFG: Cirrus Model: SR22T
Airframe Total Time 1336.5 S/N: 0636

Pilot reported that the nose wheel shimmies on landing. Checked the nose axle torque and found that to be within specs. Removed the nose wheel assembly then disassembled and removed the tire. Cleaned and inspected the wheel assembly. Removed the bearing races and installed new 08231-20629 races in the wheel assembly. Installed new bearing cup assemblies P/N 08231-20629 after packing them with SHC100 bearing grease. Installed a new tube P/N GL5067B and tire P/N 301-016-006 S/N 50662290. Torqued the wheel half bolts to torque specified on the wheel. Balanced the wheel/tire assembly to within acceptable specifications then installed the assembly on the aircraft. I certify with regard to the work accomplished that this aircraft has been inspected and found to be airworthy.

John F. Probst
 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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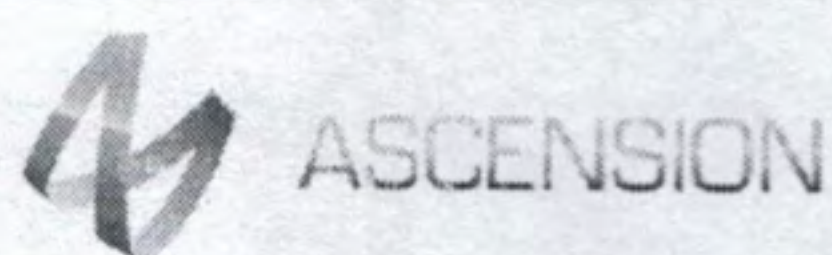
Aircraft Reg: N928CS Date: 08/23/2016
Airframe Total Time 1353.1

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. Found the engine drain manifold attach point broken. Removed the drain manifold 26939-004 and installed a new manifold of the same part number. Found the left main tire worn to limits. Removed the wheel and tire assembly, disassembled then cleaned and inspected the wheel. Installed a new tire P/N 301-249-006 S/N 60252096. Inflated the tire to 64 psi. Reinstalled on the aircraft. Ground function checks were good. A.D.'s checked through bi-weekly listing 2016-17. The next inspection due at 1403.1 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 airframe 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



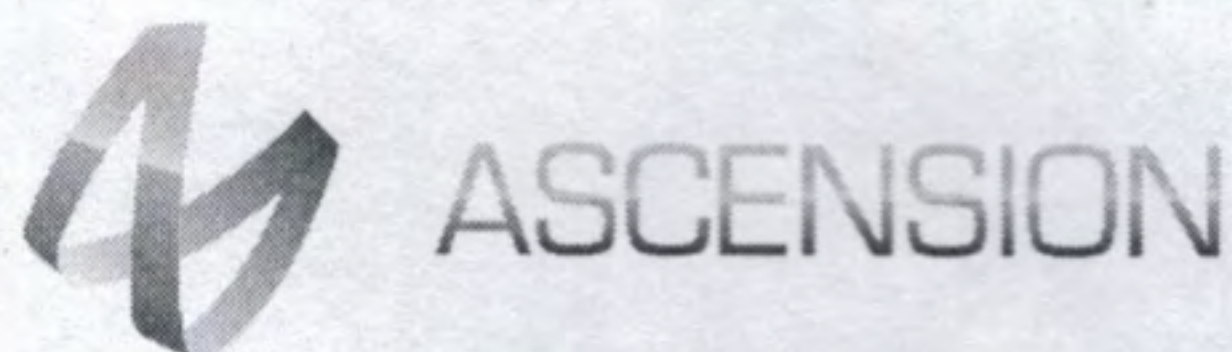
Aircraft Reg: N928CS Date: 08/31/2016
Airframe Total Time 1363.0

MFG: Cirrus

Model: SR22T
S/N: 0636

Pilot reported that the air conditioning system was not sufficiently cooling. Discovered that the temperature control valve actuator was not working and the valve was open to hot air. Verified that the actuator itself was at fault. Removed the actuator assembly P/N 22122-003 Rev E and installed a new actuator assembly P/N 22122-005. Ground check was good. Work was accomplished IAW Cirrus AMM procedures and general maintenance practices. I certify with regard to the work accomplished that this aircraft has been inspected and found to be airworthy.

[Signature]
 Kevin Miller
 A&P 3795037
 For: Ascension Aircraft
 Atlanta, Georgia USA



Aircraft Reg: N928CS Date: 09/29/2016
Airframe Total Time 1397.4

MFG: Cirrus

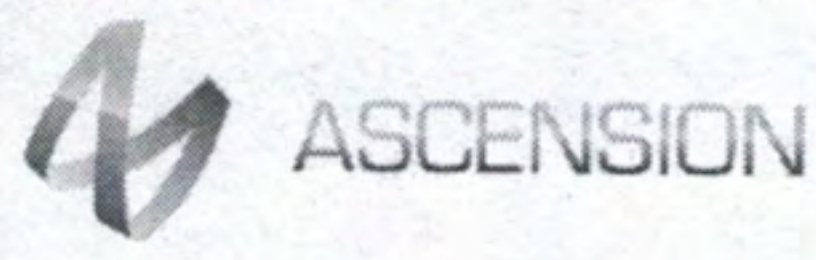
Model: SR22T
S/N: 0636

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. Removed the main tires and wheel assemblies. Disassembled-cleaned and inspected then repacked the wheel bearings using SHC-100. Disassembled the right main wheel assembly and reversed the tire for more even wear. Installed new brake rotors, P/N 164-02504 on both main wheels. Reassembled the wheel assemblies and reinstalled them on the aircraft. Installed new brake shims on both brake assemblies, P/N 068-01100. Reassembled per Cirrus AMM. Ground function checks were good. A.D.'s checked through bi-weekly listing 2016-19. 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 airframe 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

MAINTENANCE LOG

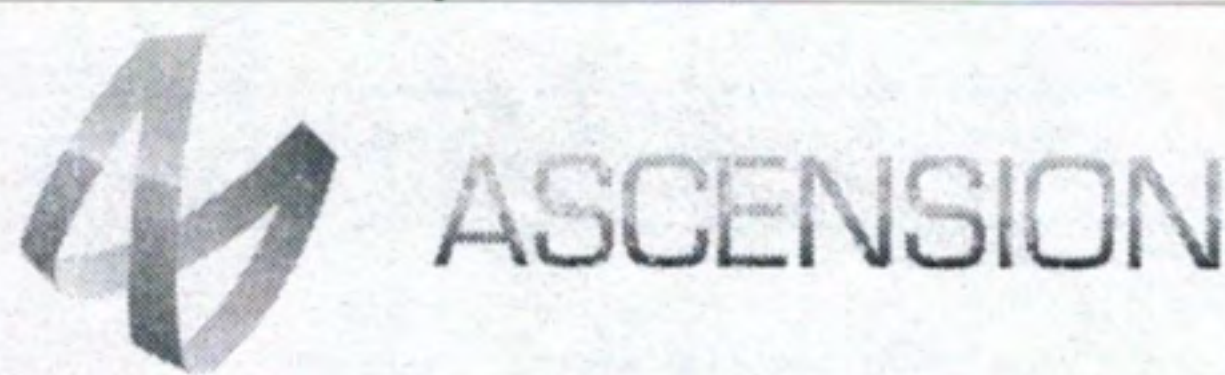
| Date | Tach or Hobbs Time | Description of work performed. |
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| All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. | | |



Aircraft Reg: N928CS Date: 10/19/2016 MFG: Cirrus Model: SR22T
Airframe Total Time 1300.5 1420.1 S/N: 0636

Removed the failed compressor drive and shaft assembly. Found the shaft sheared at the engine engagement gear. Installed a new air conditioning drive assembly 1133180-4 using a new 654102 gasket.
 Completed an engine and air conditioning function check and found the systems to operate normally. I certify with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.

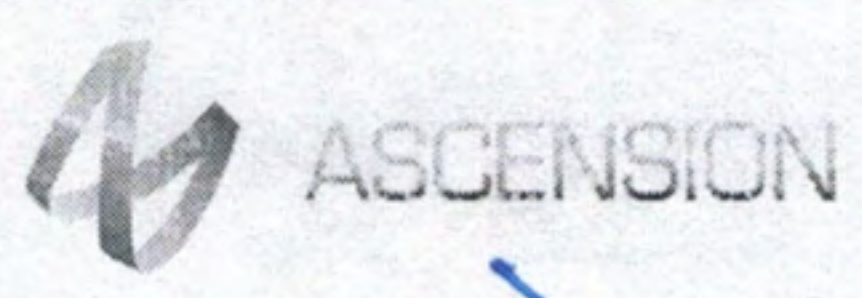
John F. Probst A&P1922489
 For Ascension Aircraft Atlanta, Georgia USA



Aircraft Reg: N928CS Date: 11/8/2016 MFG: Cirrus Model: SR22T
Airframe Total Time 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. Found the right brake caliper was leaking. Removed the caliper assembly. Cleaned, inspected and replaced the "O" ring seals with new MS28775-222 "O" rings. Bled the caliper and line to purge air. Brake tests good. Found the engine air inlet filters to be dirty. Removed the filter assemblies and replaced the filters with new 27166-001 filters. Reassembled and reinstalled on the turbo inlet. **Complied with the 12 month inspection/test of the ELT in accordance with CFR 91.207(d).** Ground function checks were good. A.D.'s checked through bi-weekly listing 2016-22. The next inspection due at 1446.2 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 airframe 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



Aircraft Reg: N925CS Date: 01/05/2017 MFG: Cirrus Model: SR22T
Hour Meter: 1677.0 S/N: 0424

Removed defective electric fuel boost pump 11839-002, S/N 6751 and installed a new 11839-002, S/N 7508. Leak and function checks were good. I certify that with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.

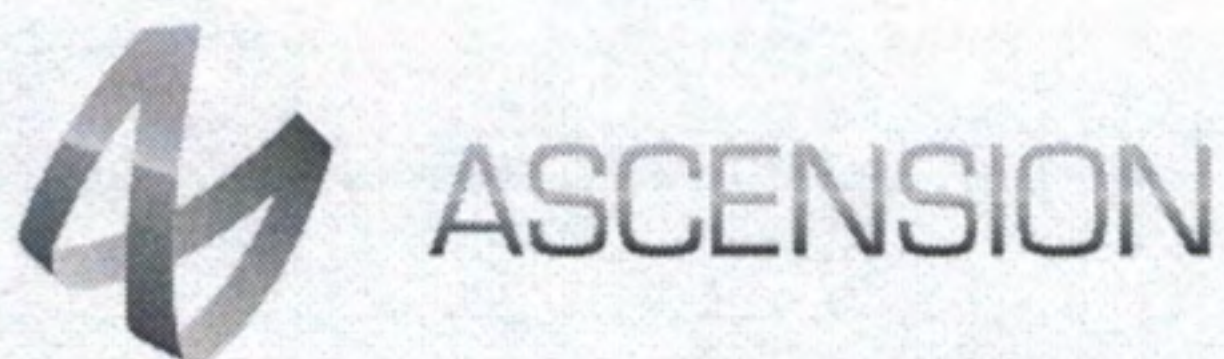
John F. Probst A&P1922489
 For Ascension Aircraft Atlanta, Georgia USA

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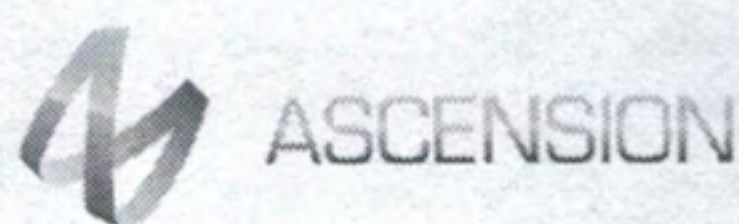
| Date | Tach or Hobbs Time | Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. |
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Aircraft Reg: N928CS Date: 01/20/2017 MFG: Cirrus Model: SR22T
Airframe Total Time 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. Found right main tire worn to limits. Removed the tire and wheel assembly. Disassembled and cleaned the wheel bearings. Inspected the wheel bearings and wheel assembly. Repacked the wheel bearings and assembled the tire using a new Goodyear Flight Custom III, p/n 156E66-4, s/n 62242076. Reassembled per Cirrus AMM. Found the left main brake pads worn to limits. Removed the pads and replaced with new RA066-06200 pads. Ground function checks were good. A.D.'s checked through bi-weekly listing 2017-02. 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 airframe was inspected and found to be in airworthy condition and is approved for return to service.

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



Aircraft Reg: N928CS Date: 01/31/2017 MFG: Cirrus Model: SR22T
Airframe Total Time 1500.4 S/N: 0636

Removed the right tire and wheel assembly. Disassembled and found the tube had a small tear. Replaced the tube with a new Goodyear G15/6.00. Inspected the wheel bearings and wheel assembly. Reassembled the tire and wheel assembly per Cirrus AMM. I certify that with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.

Kevin Miller
 Kevin Miller
 A&P3795037
 For Ascension Aircraft
 Atlanta, Georgia USA



Aircraft Reg: N928CS Date: 02/13/2017 MFG: Cirrus Model: SR22T
Airframe Total Time 1524.2 S/N: 0636

Found the right front engine baffle cracked along the upper edge. Removed the baffle and replaced it with a new 15487-008 baffle. Found the alternator gasket was leaking. Removed the alternator-cleaned the seat then reinstalled the alternator with a new 653981 gasket. Torqued attachment nuts to CMI specs. Ground check for leak and function found to be good. I certify that with respect to the work performed this airframe was inspected and found to be in airworthy condition and is approved for return to service.

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

MAINTENANCE LOG

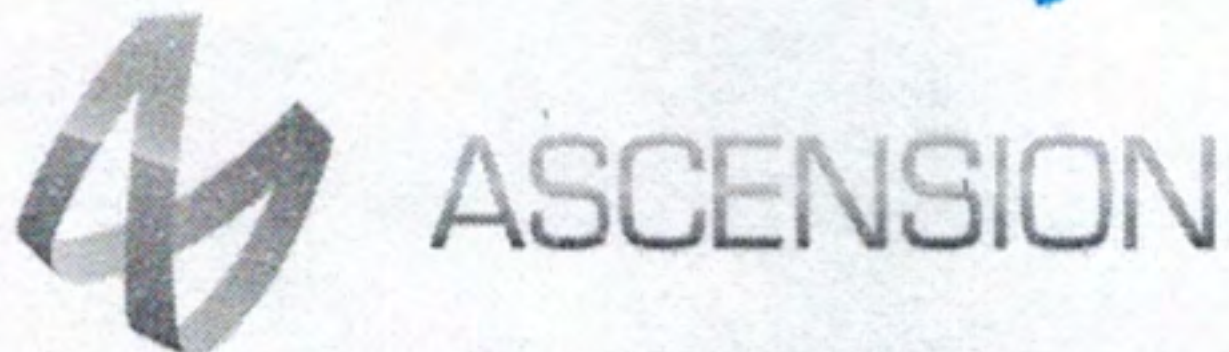
| Date | Tach or Hobbs Time | Description of work performed. All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. |
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Aircraft Reg: N928CS Date: 06/23/2017 MFG: Cirrus Model: SR22T
 Total Flight Time 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. The airconditioning system failed to cool. Found the compressor was leaking oil from the shaft seal and the condenser was very dirty. Evacuated the coolant from the system. Removed the condenser unit and cleaned the coils. Removed the condenser fan assembly and cleaned. Reinstalled the condenser and condenser fan assembly using a new receiver dryer P/N 21209-103 with new AS568A-011 seals. Installed a serviceable compressor unit using a new 17561-010 and 17561-008 "O" ring seal. Vacuumed the system and added PAG oil as prescribed in the Cirrus AMM. Charged the system with 1.5 pounds of R134A. Leak checked the system. Found to be good. No leaks detected. Replaced the engine air inlet filters with new 27166-001 filters. The next inspection due at 1718.9 flight hours is a Phase 2 inspection. A.D.'s checked thru bi-weekly listing 2017-12. All work was completed in accordance with 14CFR 91.409 and 14CFR43 Appendix D. I certify that with respect to the work performed this airframe 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



Aircraft Reg: N928CS Date: 08/09/2017 MFG: Cirrus Model: SR22T
 Airframe Total Time 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 May 25, 2017. Found the alternate air door attach bracket cracked. R&R alternate air door assembly with a new 28895-003 assembly. C/W SB2X-32-22 nose landing gear strut by inspection of the strut at the fillet welds. No defects noted at this time. #2 cylinder EGT sensor failed. R&R sensor with a new 24585-001 sensor. Ground function checks were good. A.D.'s checked through bi-weekly listing 2017-16. 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 airframe 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

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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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Aircraft Reg: N928CS Date: 09/12/2017 MFG: Cirrus Model: SR22T
Airframe Total Time 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. Ground function checks were good. A.D.'s checked through bi-weekly listing 2017-18. 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 airframe was inspected and found to be in airworthy condition and is approved for return to service.

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



Aircraft Reg: N928CS Date: 10/23/2017 MFG: Cirrus Model: SR22T
Airframe Total Time 1820.6 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 May 25, 2017. **C/W SB2X-32-22 nose landing gear strut by inspection of the strut at the fillet welds.** No defects noted at this time. C/W ELT inspection per 14 CFR 91.407. Ground function checks were good. A.D.'s checked through bi-weekly listing 2017-21. 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 airframe was inspected and found to be in airworthy condition and is approved for return to service.

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



Aircraft Reg: N928CS Date: 11/18/2017 MFG: Cirrus Model: SR22T
Airframe Total Time 1863.5 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. Ground function checks were good. A.D.'s checked through bi-weekly listing 2017-23. 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 airframe 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 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



2601 Cessna Lane NW Kennesaw, GA 30144 DK7R795J
LOG ID# 22945 04-June-2021 WO# 21237-0
N928CS S/N 0636 CIRRUS SR22T
HOBBS 2412.2 TACH 1993.4

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*** AIRFRAME LOG ENTRY ***

**** ITEM # 21237-1 IFR CERT ****

DISCREPANCY: IFR CERT

ACTION: CERTIFIED GARMIN AIRDATA COMPUTER P/N 011-00882-10 S/N 20616070 AND UNITED STANDBY ALTIMETER MODEL 5934AD-3 TO AN ALTITUDE OF 20,000 FEET IN ACCORDANCE WITH 14CFR PART 43 APPENDIX E TO COMPLY WITH 14CFR 91.411. CERTIFIED GARMIN GTX33ES MODE S TRANSPONDER P/N 011-00779-30 IN ACCORDANCE WITH 14CFR PART 43 APPENDIX F TO COMPLY WITH 14CFR 91.413. NO DEFECTS NOTED.

**** ITEM # 21237-2 SOFTWARE UPDATE ****

DISCREPANCY: SOFTWARE UPDATE

ACTION: COMPLIED WITH CIRRUS SERVICE BULLETIN SB2X-42-19 TO UPGRADE GARMIN PERSPECTIVE SYSTEM SOFTWARE. ALL OPERATIONS ARE SATISFACTORY AT THIS TIME.

MAINTENANCE RELEASE.

THIS AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATION OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED TO RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WO# 21237, DATED 06/04/2021.

Matt Bryant

Signed DK7R795J FOR DLK AVIATION

DATE OF



2601 Cessna Lane NW Kennesaw, GA 30144 DK7R795J
LOG ID# 23324 24-September-2021 WO# 21177-0
N928CS S/N 0636 CIRRUS SR22T
AC TT 1993.4 HOBBS 2412.2 TACH 1993.4

*** AIRFRAME LOG ENTRY ***

PERFORMED ANNUAL INSPECTION OF THIS AIRCRAFT IN ACCORDANCE WITH CIRRUS AIRCRAFT SR22T AMM 05-20 INSPECTION CHECKLIST. PERFORMED RESEARCH OF THE AIRCRAFT LOGBOOKS FOR APPLICABLE AIRWORTHINESS DIRECTIVES THROUGH ATP REVISION: 10/13/2021. AD2020-16-11 N/A BY CYLINDER P/N 658859 INSTALLED. PERFORMED RESEARCH OF THE AIRCRAFT RECORDS FOR ANY MANDATORY SERVICE BULLETINS THAT ARE DUE. SB2X-32-22R4 NLG STRUT INSPECTION NO LONGER APPLICABLE. COMPLIED WITH SB2X-32-25 BY INSTALLING NEW NLG OLEO STRUT PRODUCTION NUMBER: 0621-41. COMPLIED WITH SB2X-34-29R1 PITOT/TKS ROUTING BY INSPECTION, NO DEFECTS NOTED. COMPLIED WITH SB2X-52-08R2 CATCHER/DIVERter BY INSTALLING KIT NUMBER 70544-001. SB2X-71-25 INTERCOOLER FLANGE STIFFERS PREVIOUSLY COMPLIED WITH. COMPLIED WITH SB2X-71-27R1 ALT AIR BOX BRACKET BY INSPECTION, NO DEFECTS NOTED. COMPLIED WITH SBX-53-10 CABIN DOOR SEAL. COMPLETED SB 2X-95-24R2 CAPS ROCKET SHELF GROUND WIRE BY INSTALLATION OF KIT PN 70572-001. INSTALLED NEW NLG THRUST WASHER IAW CIRRUS SR22T MM 32-20. INSTALLED NEW NLG THRUST WASHER IAW CIRRUS SR22T MM 32-20. INSTALLED NEW NLG FORK BUSHINGS IAW CIRRUS SR22T MM 32-20. INSTALLED NEW NLG FAIRING BRACKETS IAW CIRRUS SR22T MM 32-20. SERVICED TIRES. LUBRICATED AIRCRAFT. SERVICED BATTERY. INSPECTED ELT IN ACCORDANCE WITH FAR 91.207D (D1) (D2) (D3) (D4). INSPECTED BRAKES FOR SIGNS OF OVERHEATING AND DAMAGE. CHECKED BRAKE DISC AND LININGS THICKNESS. COMPLETED PULL TEST ON NOSE GEAR PIVOT AS REQUIRED BY CIRRUS DESIGN MAINTENANCE MANUAL SECTION 32-20. INSTALLED NEW #2 BATTERIES P/N 50979-001 IAW CIRRUS AMM 24-30, NEXT REPLACEMENT DUE OCTOBER 2023 (2 YEARS). COMPLETED 10-YEAR/1000 HOUR ELECTRICAL SHIELDING AND BONDING INSPECTION CIRRUS AMM 51-80. INSPECTED AND SERVICED PITCH AND ROLL SERVO IAW CIRRUS AMM 22-12. INSPECTED AN SERVICED YAW SERVO IAW CIRRUS AMM 22-10. INSTALLED NEW CO GUARDIAN DETECTOR, PN: 24660-002 SN: 111574, IAW CIRRUS SR22T MM 31-20. INSTALLED R/H TURBO P/N 646677 SN H-QIL00006 OVERHAULED BY MAIN TURBO SYSTEMS WO #61132 IAW CIRRUS SR22T MM 81-20. INSTALLED NEW CAPS EXIT PLACARDS IAW CIRRUS SR22 MM 11-20. REAPPLIED TKS EROSION STRIPS ON WINGS, HORIZONTAL STABILIZERS, AND VERTICAL STABILIZER IAW CIRRUS 30-10. RESEALED ANTENNAS IAW CIRRUS SR22 MM 23-20. RESEALED ANTENNAS IAW CIRRUS SR22 MM 23-20. INSTALLED NEW RESCUE PLACARDS IAW CIRRUS SR22 MM 11-20. REPLACED MISSING TKS DRAIN PLACARD ON R/H WING IAW CIRRUS AMM 11-20. INSTALLED NEW "NO FUEL" PLACARDS IAW CIRRUS SR22 MM 11-20. REBONDED MLG GROMMETS IAW CIRRUS AMM 32-20. UNTWISTED PILOTS SEATBELT BOTH SHOULDER AND LAP BELT ON RT SIDE IAW CIRRUS AMM 25-10. PERFORMED 2-YEAR SERVO CLUTCH TEST IAW CIRRUS SR22T MM 22-10. INSTALLED NEW EMA CONTROLLER P/N 20902-001 S/N: A18JUN21-42 IAW CIRRUS SR22T MM 25-60, NEXT REPLACEMENT DUE OCTOBER 2028. CLEANED AND REPAINTED GLARESHIELD IAW CIRRUS AMM 25-10. INSTALLED NEW RH AFT CONSOLE PANEL IAW CIRRUS SR22T MM



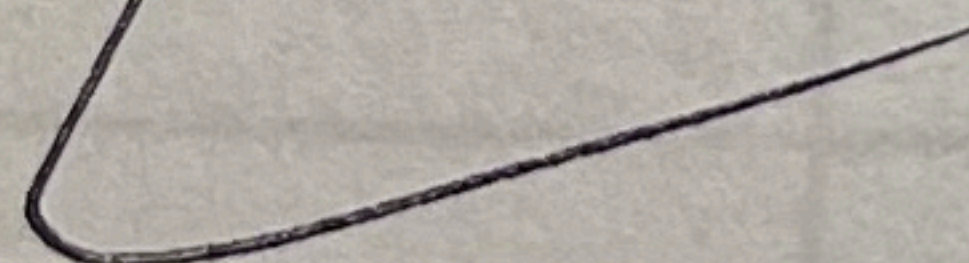
2601 Cessna Lane NW Kennesaw, GA 30144 DK7R795J
LOG ID# 23324 24-September-2021 WO# 21177-0
N928CS S/N 0636 CIRRUS SR22T
AC TT 1993.4 HOBBS 2412.2 TACH 1993.4

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25-10. REBONDED GLARESHIELD ATTACHMENT TO BOLSTER PANEL IAW CIRRUS AMM 25-10. INSTALLED NEW NLG BULB SEAL IAW CIRRUS SR22 MM 32-20. INSTALLED NEW TKS FILTER P/N S/N: A18JUN21-42 IAW CIRRUS SR22T AMM 30-06. REPLACED CAPS LINE CUTTERS PN 25347-003 SN 5380/5532 - REPLACEMENT DUE JUNE 2026. INSTALLED NEW HAND-HELD FIRE EXTINGUISHER IAW CIRRUS SR22 MM 26-20. REMOVED OXYGEN BOTTLE FOR HYDROSTATIC TEST. REINSTALLED OXYGEN BOTTLE AFTER HYDROSTATIC TEST IAW CIRRUS SR22 35-00. UPGRADED WHEELS AND BRAKES I/A/W SB2X-32-21 BY INSTALLING KIT P/N 70510-001. INSTALLED NEW NOSE WHEEL P/N RA-002. WEIGHT AND BALANCE CHANGE: -4.8 LBS AT 141.7 INCHES. WEIGHT AND BALANCE UPDATED AND PROVIDED TO OWNER. INSTALLED NEW #2 ALTERNATOR PN 657199 SN H-T072873 IAW CIRRUS SR22T MM 24-30. REMOVED AND REPLACED RH STATIC WICK IAW 23-20. SERVICED AIR CONDITIONING IAW CIRRUS SR22T MM 12-10. RECONDITIONED BOTH BOLSTER PANELS IAW CIRRUS SR22T MM 25-10. INSTALLED NEW GPS/XM ANTENNA IAW CIRRUS SR22T MM 23-20. INSTALLED AEROTECT PAINT PROTECTION KIT P/N FAK-009/G3 IAW CIRRUS AMM 11-20. REMOVED AND REINSTALLED WHEEL PANTS FOR REPAIR AND PAINT. WHEEL PANTS REPAIRED AND PAINTED BY RMZ AVIATION FAA CRS #2RZR007C. REPLACED L/H AND R/H ENGINE COWL DECALS IAW CIRRUS AMM 11-20. I CERTIFY THAT THIS AIRCRAFT AND/OR ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION.

MAINTENANCE RELEASE.

THIS AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATION OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED TO RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WO#21177 DATED SEPT 24 2021.

Signed  DK7R795J FOR DLK AVIATION