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			
	ENGINE MODEL: TSIO550K ENGINE S/N: 1009113 REG. NO: N928CS WORK ORDER: 15712-11-2013		CIRRUS	Repair St 4961 Airp Duluth, M				
	Engine En	tries						
	 (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. 							
	rias repairedin	specied in a	this aircraft and the accompanying discrepancy forms. The aircraft, airframe, aircraft engine, propeller or appliance identified accordance with current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent e on file at this Certified Repair Station CRS YD5R855Y.					
	DATE: 11/19/2013		SIG	NED: S	Work Order: 15712-11-2013			
1				ph Sullivan fied Repair S	Station No. YD5R855Y Printed by EBis 3 (datcomedia.com)			
3			1 1					
				-				

Aircraft Engine Test Verincation

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

TSIOSSOKIB

Engine Serial Number 1009113

Testing Completed

Standard Acceptance Test:

Date of Completion 9/24/2013 Test Operator 31645



Form No 98344

Continental Motors, Inc.

MAINTENANCE LOG Tach or Description of work performed. Date Hobbs All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. Time Aircraft Reg: N928CS Date: 12/16/2013 ASCENSION **MFG: Cirrus** Model: SR22T Tach Time: 44.1 Hour Meter: 56.0 S/N: 0636 **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 Aircraft Reg: N928CS Date: 12/19/2013 ASCENSION **MFG: Cirrus Model: SR22T** Tach Time: 50.2 Hour Meter: 62.6 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. 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

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.



Aircraft Reg: N928CS S/N: 1009113

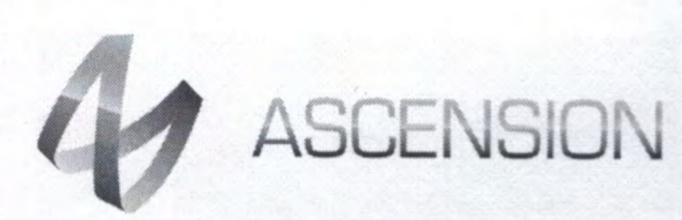
Date: 02/04/2014 Model: SR22T Hour Meter: 118.6

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



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

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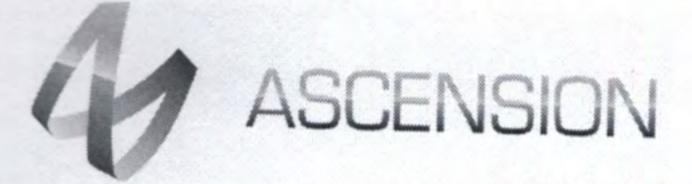


Date

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.



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 _______



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 _______

Date Tach or Hobbs

Description of work performed.

All data MUST be endorsed with repair station number or



Aircraft Reg: N928CS MFG: Cirrus Tach Time: 293.1 S/N: 1009113 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. 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

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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Aircraft Reg: N928CS MFG: Cirrus Tach Time: 344.4 S/N: 1009113

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

Maintenance Performed:

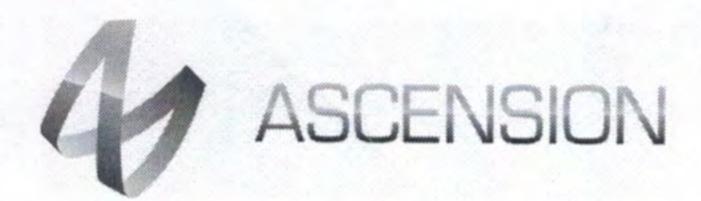
A Phase **Five** Inspection was performed in accordance with 14CFR 91.409 and 14CFR 43 Appendix D and completed using Cirrus progressive inspection check list per Cirrus SR22/22T AMM chapter 5-20. Drained engine oil and serviced with 8qts AeroShell 15W50 also replaced oil filter with new part number 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 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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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

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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 W&

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Aircraft Reg: N928CS **MFG:** Continental Tach Time: 436.5

Date: 08/25/2014 Model: TSIO-550-K1B 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 (



Aircraft Reg: N928CS Date: 11/21/2014 **MFG: Continental** Tach Time: 529.8 S/N: 1009113

Model: TSIO-550-K1B 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. 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

S/N: 1009113



Aircraft Reg: N928CS
MFG: Continental
Tach Time: 576.5

Date: 12/19/2014 Model: TSIO-550-K1B Hour Meter: 700.9 ork.

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



Aircraft Reg: N928CS MFG: Continental Hobbs Time: 762.7 Eng S/N: 1009113

Date: 02/07/2015 Model: TSIO-550-K1B ETT: 628.2 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

Maintenance Log - 7

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

-Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS Hour Meter: 676.4

Date: 03/22/2015

TTSN 1280.

S/N 1005874

MFG: Cirrus

Model: SR22T

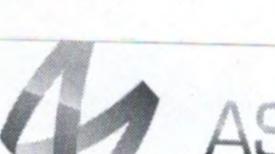
S/N: 0636

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 14GFR 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

S/N 1005874

Installed on:

Aircraft Reg: N928CS Hour Meter: 676.4

Date: 03/22/2015

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.

ohn 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

Hobbs: 866.4

S/N: 1009113

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

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MAINTENANCE LOG Tach or Description of work performed. Date Hobbs All data MUST be endorsed with repair station number or **Time** signature and certificate number of the person performing the work. ASCENSION Continental TSIO-550-K1B Installed on: S/N 1005874 Aircraft Reg: N928CS Date: 04/18/2015 Hour Meter: 728.7 MFG: Cirrus Model: SR22T 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 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. A&P.1922489IA For Ascension Aircraft Atlanta, Georgia USA ASCENSION Continental TSIO-550-K1B Installed on: S/N 1005874 Aircraft Reg: N928CS Date: 06/22/2015 Hour Meter: 776.4 MFG: Cirrus Completed a Phase 2 inspection in accordance with the Ascension Aircraft Inspection Guide referencing the Cirrus AMM Model: SR22T 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 A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA

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.



Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS

Hour Meter: 829.5

TTSN 829.5

S/N 1005874

MFG: Cirrus

Model: SR22T

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.

100 A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA



ASCENSION

Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS

Date: 08/15/2015

Date: 07/20/2015

TTSN 874.0

S/N 1005874

Hour Meter: 874.0

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. 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

For Ascension Aircraft Atlanta, Georgia USA

A&P1922489IA

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MAINTENANCE LOG Tach or Description of work performed. Date Hobbs All data MUST be endorsed with repair station number or Time signature and certificate number of the person performing the work. ASCENSION Continental TSIO-550-K1B TTSN 829.5 Installed on: S/N 1005874 Aircraft Reg: N928CS Date: 08/25/2015 MFG: Cirrus Hour Meter: 887.7 Model: SR22T 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 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 887.7 Installed on: S/N 1005874 Aircraft Reg: N928CS Date: 08/25/2015 Hour Meter: 887.7 MFG: Cirrus Model: SR22T 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. A&P1922489IA For Ascension Aircraft Atlanta Georgia USA SCENSION Continental TSIO-550-K1B TTSN 925.2 Installed on: S/N 1005874 Aircraft Reg: N928CS Date: 09/18/2015 MFG: Cirrus Hour Meter: 925.2 Model: SR22T 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 A&P1922489IA For Ascension Aircraft 12 GAC Atlanta, Georgia USA

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.

N928CS, CIRRUS, SR22, S/N 0636, 1156.6 HOBBS, 10-6-2015

Right magneto inoperative:

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



ASCENSION

Continental TSIO-550-K1B

TTSN 980.5

S/N 1009113

Installed on:

Aircraft Reg: N928CS

Hour Meter: 980.5

Date: 10/21/2015

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. 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, No 6 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 A&P1922489IA

For Ascension Aircraft Atlanta, Georgia USA

Continental TSIO-550-K1B

TTSN 1000.3

S/N 1009113

Installed on:

Aircraft Reg: N928CS

Hour Meter: 1000.3

Date: 11/20/2015

MFG: Cirrus

Model: SR22T

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 A&P1922489

For Ascension Aircraft Atlanta, Georgia USA

Maintenance Log - 12

MAINTENANCE LOG Tach or Description of work performed. Date Hobbs All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. Time ASCENSION 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 A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA ASCENSION 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, No 6 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. Probati A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA

MAINTENANCE LOG Tach or Description of work performed. Hobbs Date All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. **Time** ASCENSION Continental TSIO-550-K1B TTSN 1116.0 S/N 1009113 Installed on: Aircraft Reg: N928CS Date: 02/16/2016 MFG: Cirrus Model: SR22T Hour Meter: 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. 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 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 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 Tach or Description of work performed. Hobbs Date All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. Time 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: 9636 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 Longsworth A&P 3606173 For Ascension Aircraft Atlanta, GA ASCENSION 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 A&P1922489IA ASCENSION Continental TSIO-550-K1B TTSN 1259.6 S/N 1009113 Installed on: Model: SR22T MFG: Cirrus Aircraft Reg: N928CS Date: 06/02/2016 S/N: 0636 Hour Meter: 1259.6 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. A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA

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

Continental TSIO-550-K1B

TTSN 1308.5

S/N 1009113

Installed on:

Aircraft Reg: N928CS

Date: 07/10/2016

MFG: Cirrus

Model: SR22T

S/N: 0636

TTSN 1308.5 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 assemblydisassembled 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.

A&P1922489IA

For Ascension Aircraft Atlanta, Georgia USA



ASCENSION

Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS

Date: 08/23/2016

TTSN 1353.1

S/N 1009113

Model: SR22T

MFG: Cirrus S/N: 0636

Hour Meter: 1353.1 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.

we ohn F. Probst A&P1922489IA For Ascension Aircraft

Atlanta; Georgia USA

State State of	

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

Continental TSIO-550-K1B

TTSN 1397.4

S/N 1009113

Installed on:

Aircraft Reg: N928CS

Hour Meter: 1397.4

Date: 09/29/2016

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. 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.

A&P1922489IA

For Ascension Aircraft Atlanta, Georgia USA



ASCENSION

Continental TSIO-550-K1B

TTSN 1446.2

S/N 1009113

Installed on:

Hour Meter: 1446.2

Aircraft Reg: N928CS

Date: 11/08/2016

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 151/80, No 255/80, No 365/80, No 458/80, 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.

NEW SHAPTER INSHALLED.

A&P1922489IA

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:

Work Order: 21465

J.R. Smith

Certified Repair Station No. HO1R-199K

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Maintenance Log - 17

MAINTENANCE LOG Tach or Description of work performed. **Date** Hobbs All data MUST be endorsed with repair station number or signature and certificate number of the person performing the work. Time 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 ASCENSION 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&P1922489IA 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 nezzles-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

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.



SCENSION

Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS

Date: 02/14/2017

TTSN 1524.2

MFG: Cirrus

S/N 1009113

Model: SR22T

Hour Meter: 1524.2 S/N: 0636 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

Pmil John F. Probst A&P1922489

For Ascension Aircraft

Atlanta, GA



ASCENSION

Continental TSIO-550-K1B

TTSN 1542.0

S/N 1009113

Installed on:

Aircraft Reg: N928CS Hour Meter: 1542.0

Date: 02/28/2017

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 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.

John F. Probst A&P1922489IA

For Ascension Aircraft Atlanta, Georgia USA



ASCENSION

Continental TSIO-550-K1B

Installed on:

TTSN 1585.8

S/N 1005874

Aircraft Reg: N928CS Hour Meter: 1585.8

Date: 04/10/2017

MFG: Cirrus Model: SR22T

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. 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.

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 - 19

MAINTENANCE LOG Description of work performed. Tach or All data MUST be endorsed with repair station number or Hobbs Date signature and certificate number of the person performing the work. **Time** ASCENSION S/N 1009113 Continental TSIO-550-K1B Installed on: Model: SR22T MFG: Cirrus Aircraft Reg: N928CS S/N: 0636 Hour Meter: 1542.0 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. 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. A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA ASCENSION S/N 1009113 TTSN 1668.9 Continental TSIO-550-K1B Installed on: Model: SR22T MFG: Cirrus Date: 06/23/2017 Aircraft Reg: N928CS S/N: 0636 TTSN 1668.9 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 Tach or Description of work performed. Hobbs All data MUST be endorsed with repair station number or Date signature and certificate number of the person performing the work. Time ASCENSION 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. John F. Probst A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA SCENSION 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 a 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. A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA

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.

Continental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS

Date: 09/20/2017

MFG: Cirrus

TTSN 1768.1

S/N 1009113

Model: SR22T

S/N: 0636

Hour Meter: 1768.1 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 form 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. Kevin Miller

A&P 3795037 For Ascension Aircraft

Atlanta, GA

ASCENSION

Centinental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS

Date: 10/23/2017

TTSN 1820.6

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 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 regrtify 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.

A&P1922489IA

For Ascension Aircraft Atlanta, Georgia USA



ASCENSION

Gontinental TSIO-550-K1B

Installed on:

Aircraft Reg: N928CS Hour Meter: 1863.5

Date: 11/18/2017

MFG: Cirrus

TTSN 1863.5

S/N 1009113

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 14GFR43 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.

1 vous John F. Probst A&P1922489IA

For Ascension Aircraft Atlanta, Georgia USA

Maintenance Log - 22

MAINTENANCE LOG Description of work performed. Tach or All data MUST be endorsed with repair station number or Hobbs Date signature and certificate number of the person performing the work. Time ASCENSION S/N 1009113 TTSN 1917.5 Continental TSIO-550-K1B Installed on: Model: SR22T MFG: Cirrus Date: 02/08/2018 Aircraft Reg: N928CS S/N: 0636 Hour Meter: 1917.5 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 50/80, No 2 10/80, No 3 60/80, No 4 60/80, No 5 10/80, No 6 60/80. Removed #2 and #5 cylinder due to low compression and evidence of exhaust valve leakage. Installed repaired cylinders from CMI on 8130-3 work order CS-7716.1. All cylinders were part number 658178 serial numbers as follows: #2 cylinder removed AC13HB598/installed AC13HB735, #5 cylinder removed AC116A669/installed AC13HB277. Work was accomplished with reference to CMM TSIO550 maintenance/overhaul manual using torque values from table B-4. C/W SB16-8 turbo transition inspection-no defects noted at this time. Fround run for leak and function checks was good. The next inspection due at 1963.5 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. John F. Probst V Wally A&P1922489IA For Ascension Aircraft Atlanta, Georgia USA Copyright © 2012 GAC Maintenance Log - 23

PROAERO MOITAIVA

2965 Airport Road,

Kamloops B.C. V2B 7W8 Canada

LOGBOOK INSERT

Engine Make: Continental

Engine Model: TSIO-550-K (1)

Engine Serial Number: 1034229

T.T.S.N.: 31.2

Work Order #: E260

T.S.O.: 31.2

Description of work:

This engine was repaired & test run in accordance with work order: E260

This engine was test run in accordance with the Pro Aero Aviation Ltd. Maintenance Equivalent Standard: #001.

C.S.B. 668, M.S.B. 94-8D and M.S.B. 96-10B performed in accordance with our Conformity Report dated Nov. 9, 2018 in the RECORD OF ENGINE A/D, S/B, S/I AND MODS section of logbook.

It is the owner's responsibility to monitor ADs, SBs and SIs to ensure they are complied with.

Starter adapter repaired in accordance with CAM PDA01-11 Issue 2.

This engine was disassembled, inspected, new parts installed & test run in accordance with the Continental Overhaul Manual M-18 Change 0, Maintenance Manual M-0 Change 6, torqued in accordance with Pro Aero Aviation Ltd.

MES#002 Rev. 3 and is conditional to the outstanding maintenance listed under the installer responsibilities being carried out satisfactorily.

Cylinders were repaired. Magnetos were 500-hour inspected. All other accessories were time-continued.

Install turbochargers, wastegate, controllers, exhaust system and induction system. Prior to flight: fuel pressures, fuel flow, manifold pressure, oil pressure, idle mixture, idle RPM, maximum RPM and alternator belt alignment need to be

checked in accordance with airframe and engine manufacturer's technical data.

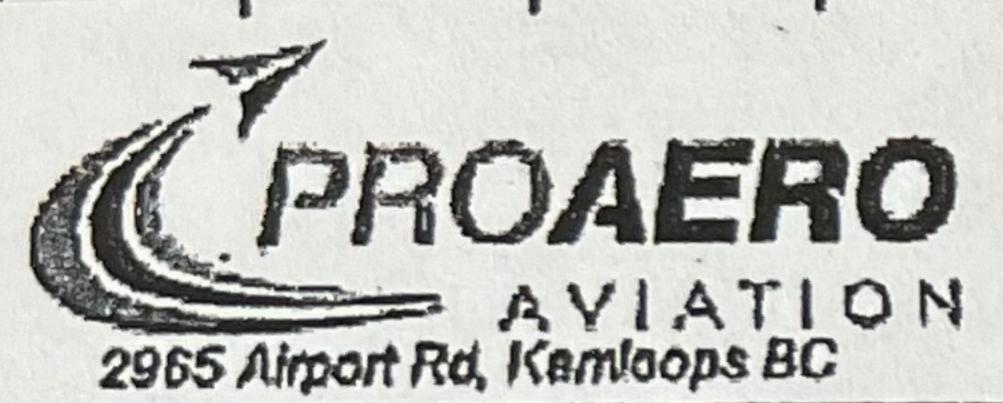
Prior to flight: fuel pressures, fuel flow, manifold pressure, oil pressure, idle mixture, idle REM, maximum RPM and alternator belt alignment need to be checked in accordance with airframe and engine marrial adturer's technical data.

Date: December 4, 2018

Signature of authorized person Scott Worsworthy - SCA PALAB# 11

A.M.O. No.: 15-82

Form# 14b-05



Conformity Report

13_10_RPT_CONFORMITY_REV2 15 SEP 2016

TS10-550-K

S/N: 1034229

W/O: E260

entr

DATE: Nov. 9, 2018

A.D., S.B. ETC.	DESCRIPTION OF A.D., S.B., M.S.B. ETC.	FOUND	N/A
			X5
The second secon	(M.S.EL 93-12) CYLINDER VALVE RETAINS VOIKEY	网络是一张物	And the second s
	Superseded by A.D. 99-19-01 (M.S.B. 99-3C, C.S.B. 99-6B) CRANKSHAFT INSPECTION FROM S/N AXX98XXN-LXX98XXN (M.S.B. 99-3C, C.S.B. 99-6B) CRANKSHAFT INSPECTION FROM S/N AXX98XXN-LXX98XXN	*********	X4
LD. 99-19-01	(W.S.H. 88-0C, C.S.B. 88-0B) Crountinitinit lient Follows 11.	运送的现在分	Section 1 To the Contract of t
	Superieded by A.D. 2000-23-21 (M.S.B. 00-5D) CRANKSHAFT MATERIAL INSPECTION FROM S/N AXX98XXN-NOOCZXXX	" 44 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	X4
11 10 10 10 10 10 10 10 10 10 10 10 10 1	(M.S.B. 00-8D) CHANKSHAFT MATERIAL INSPECTION 620 & 650 SERIES WITH CASTING AEC85385 (MSB 04-1 Rev.2) ECI MANDATORY CYLINDER INSPECTION 620 & 650 SERIES WITH CASTING AEC85385		X3
	(MSB 01-1 R6V.2) ECT MAINDATORT CT DROCK 101-11-04 Superredad by A.D. 2009-24-52E & A.D. 2010-11-04	经公司的一场的国际	を 日本
	SUPCREGOED BY A.D. 2009-24-32E & A.D. 2010-11-07 (M.S.E. 10-3, SB 039A) KAES TURBINE WHEEL REPLACEMENT	3	X
	(M.S.E. 10-3, SB 039A) RAES TORBING THE THE PART 657913, 657915 AND 657916		X3
1.D. 2010-11-04	(M.S.E. 09-MA) HTDRAULIC LIFTERD FIRESCO.	作品を一定は対	
I.O. 2011-25-51E	Superceded by A.D. 2012-10-13		X1
4.D. 2012-03-06C	(AFS-SB5 Rev.2) AVSTAR FUEL SERVO CIAPHRAGM (M.S.B. 11-4B) FRACTURED SHAFT GEAR ON STARYER ADAPTER PIN (R-1612085A17, 18, 19, 20, 22, 1A1	THE CHAPTER WE S	×5
LO, 2012-10-13	(M.S.B. 11-4B) FRACTURED SHAP ISECULAR WITH FOLCYLINDER PIN AEC831897 SIN 1 THROUGH 81178	The Control of the Co	X3
Street St	CM 520, 550 & MODIFIED A70 ENGINES WITH COOLER CROSS FITTING (C.S.E. 15-7B) INSPECTION/REPLACEMENT OF OIL COOLER CROSS FITTING		X2
A.D. 2016-21-04	(C.S.E. 15-7B) INSPECTION REPLACEMENT OF CHAPTERS. Domaged exhaust returned to customer.		X8
OF-90-03R2	INSPECTION OF EXHAUST TYPE CABIN HEATERS. Domaged exhaust returned to customer.	-1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	X6
CF-2005-40	INSPECTION OF EXHAUST TYPE CABIN HEATERS. NON-CONFORMANCE OF MAINTENANCE BY B.C. AERO ENGINES FROM FEB. 1, 2002 TO JUL. 18, 2004	And the state of the state of	X6
C.S.B. 01-1	FUEL PUMP INSPECTION & TEST FOR PUMPS WITH 2 BOSSES SERVICED BETWEEN JUL 98 & Dec. 2000 NA by rebuild.		X6
THE P SHALL SHALL BE AND ADDRESS OF THE PARTY OF THE PART	A THE PARTY OF THE	PART OF THE PROPERTY OF	X4
And Advantage of the Control of the	Company of the Compan	ingels and stamp	_
C.S.B. 660	(ASB 074A) HARTZELL TURBUCHAROLITORQUE. Torqued cover scraws in accordance with bulletin. No defects S-20, S-200 & SC HARNESS GOVER TORQUE. Torqued cover scraws in accordance with bulletin. No defects found.	1	PAAL SGA15 15-82
M.S.B. 94-6D	MAGNETO TO ENGINE TIMING. Timed magnetos in occordance with bulletin. No defects found.	Initials and afunque	ECA
		RH	SCA15 15-82
M.S.B. 90-10B	CRANKSHAFT ULTRASONIC INSPECTION. Inspected crankshalt in accordance with bulletin. No defects found.	Paritielle band edelike	PAAL SCA 15-82

The A.D.s & S.B.s in the 'FOUND COMPLIED' or 'IVA' columns above were found previously complied with or not applicable. The A.D.s & S.B.s complied with during this overhaul or repair were complied with LfCVy. Up a maintenance described above and the Form One Release Certificate.

(1) N/A by engine P/N
(2) N/A by engine S/N
(3) N/A by component P/N
(4) N/A by component S/N
(5) N/A by date

(B) Other as recorded

(7) Not received

SIGNATURE:

STAMP:

PAAL BCA 11 15-82



2601 Cessna Lane NW Kennesaw, GA 30144 DK7R795J LOG ID# 23325 24-September-2021 WO# 21177-0 N928CS S/N 0636 CIRRUS SR22T HOBBS 2412.2 TACH 1993.4 TTENG 31.2 TTSMOH 31.2

*** ENGINE LOG ENTRY ***

INSTALLED ENGINE TSIO-550-K SN 1034229 IAW CIRRUS SR22T MM 71-00. OPERATIONAL CHECKS OK. SERVICED ENGINE WITH AEROSHELL 50/100 MINERAL OIL. RAN ENGINE AND INSPECTED FOR LEAKS, NONE NOTED. INSTALLED TURBOCHARGERS AND EXHAUST SYSTEM IAW TSI0550K MM M-18. ADJUSTED FUEL SYSTEM IAW CMI MM M-0. RAN ENGINE AND INSPECTED FOR LEAKS, NONE NOTED. PERFORMED POST MAINTENANCE OPERATIONAL RUN, ALL CHECKS NORMAL. REINSTALLED L/H TURBO PN 466304-0003 OVERHAULED BY MAIN TURBO SYSTEMS WO #61133 IAW CIRRUS SR22T MM 81-20. INSTALLED NEW RT REAR BAFFLE P/N 15469-010 IAW CIRRUS 71-00. INSTALLED R/H INSTALLED NEW WASTEGATE ASSEMBLY P/N 657121-4 IAW CIRRUS SR22T MM 78-20. INSTALLED NEW SPINNER BAFFLE P/N 15480-003 IAW CIRRUS 71-00. REPLACED R/H FRONT BAFFLE P/N 15487-007 IAW CIRRUS AMM 71-00. INSTALLED ELECTRO AIR IGNITION/STARTER SWITCH PANEL P/N EA-15000 S/N 21-209 IAW SA04280CH AND INSTALLATION MANUAL IM EA-15000 REVISION 1 DATED 02/04/202. OPERATIONAL AND FUNCTIONAL CHECKS OK. NO REPLACED L/H INTERCOOLER IAW CIRRUS SR22T 71-60. GROUND CHECK GOOD. INSTALLED NEW AFT LH FILTER BOX 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

Signed DK7R795J FOR DLK AVIATION