

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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**TOTAL** brought forward from previous page

**AIRFRAME**

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-12-01614



Date: 21 March 2012  
 Hobbs: 1671.4  
 ACTT: 1671.4

Serviced the tires with nitrogen in reference to Cirrus SR22 AMM 12-10.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration for return to service. Pertinent details are on file under the above work order.

Signed: \_\_\_\_\_

**AIRFRAME**

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-12-01669



Date: 21 May 2012

Removed the portable oxygen bottle (p/n 026N0010-1, s/n BH0026903) and sent to Aerospace Turbine Rotables Inc., CRS# NV2R045L, for inspection under work order no. WO23717. Serviced the inspected oxygen bottle and reinstalled in the aircraft.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration. Pertinent details are on file under the above work order.

Signed: \_\_\_\_\_

MAKE: Cirrus Design Corp  
 MODEL: Sr22  
 S/N: 031  
 REG. NO: N225CD  
 WORK ORDER:  
 1443-09-2012



**Classic Aviation, Inc.**  
 501 W 15th St  
 Pella, IA 50219  
 Phone: 641-628-9393

DATE: 9/11/2012  
 A/C TSN: 1800.8  
 HOBBS: 1800.8

**Airframe Entries**

(1) Annual Inspection. Inspected aircraft in accordance with Cirrus A.M.M. checklist chap 5-20 and performed operational inspection IAW chap 5-30. Checked all controls and cables. Cleaned and greased all wheel bearings, checked brakes. Installed new induction air filter p/n BA-24. Serviced and top charged main battery. Visually and pressure checked muffler with no defects noted at this time. Cleaned fuel strainer and reinstalled with new seals. Checked all applicable AD's and updated list in aircraft records.... (5) Tested ELT in accordance with FAR 91.207(d) and found to be operating properly (battery due for replacement March 2017).... (6) Replaced battery #2 batteries with two new batteries P/N- 50979-001, performed operational check and found to be operating properly.... (7) Installed new reefing line cutters using kit P/N- 25347-002 in accordance with SR22 Component Maintenance Manual Chapter 95-01-01. Both new line cutters Lot # 1RRL0612, Manufacture date- 06-2012, due for replacement 06-30-2018 Manufacturer P/N- 26707-001 Model # C1-8 serial numbers- 3395 and 3396. Updated list in front of log book to reflect this change.... (8) Installed new propeller governor rod end P/N- 11314-003, adjusted governor control rod travel as required and checked to ensure both governor and throttle contacted stops as needed.... (9) Filled a small void on forward middle area of the vertical stabilizer with glazing putty and touched it up with cirrus white paint.... (10) Removed, disassembled, cleaned and inspected left main landing gear wheel and tire assembly. Reassembled with new tire P/N- 156E66-4 S/N- 21702337 and new tube P/N- 302-246-401, inflated to proper pressure with nitrogen, reinstalled assembly and saftied.... (11) Removed, disassembled, cleaned and inspected right main landing gear wheel and tire assembly. Reassembled after rotating tire to provide longer tire life and same tube, inflated to proper pressure with nitrogen, reinstalled assembly and saftied.... (12) Resealed both left and right brake calipers with new o-rings P/N- M83461/1-222 and installed new brake temperature labels P/N- 70227-002 as required. Bled both left and right brake systems with new 5606 fluid as required.... (13) Installed new brake linings P/N- 066-10500 on both left and right brake calipers with new rivets P/N- 105-00200. Conditioned linings as required, operational check good.... (14) Safety wired both left aileron hinge bolts with .032 safety wire as required.... (16) Installed new screws as required in left side engine baffles... (17) Adjusted both pilot and co-pilot seats full recline stops to allow for full engagement of the recline lock pin.... (18) Reattached the panel behind the caps handle with some dual lock velcro.... (19) Installed all new spark plugs P/N RHB32E with new P/N- M-674 washers.

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.





DATE: 9/11/2012

SIGNED \_\_\_\_\_

Work Order: 1443-09-2012

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
	<u>AIRFRAME</u> Reg: N225CD Model: SR22 S/N: 0031 W/O: MA-12-00527		Date: 21 September 2012  Removed and replaced the pilot push-to-talk switch with new (p/n 39-101). Operational check was satisfactory.  The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.  Signed: [Redacted] [Redacted]
	<u>AIRFRAME</u> Reg: N225CD Model: SR22 S/N: 0031 W/O: MA-12-00535		Date: 18 October 2012 Hobbs: 1,842.9 ACTT: 1,842.9  Removed the #1 GNS 430W (p/n 011-01060-40, s/n 97103939) and installed a Garmin LOANER GNS 430W (p/n 011-01060-00, s/n 23403024). Configured the loaner unit. Operational check was satisfactory.  The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.  Signed: [Redacted] [Redacted]
	<u>AIRFRAME</u> Reg: N225CD Model: SR22 S/N: 0031 W/O: MA-12-00535		Date: 2 November 2012 Hobbs: 1,867.6 ACTT: 1,867.6  Removed the Garmin LOANER GNS 430W (p/n 011-01060-00, s/n 23403024) and installed the repaired #1 GNS 430W (p/n 011-01060-40, s/n 97103939). The GNS 430W was repaired by Garmin International, CRS# G6XR582Y, under RMA# 48529696. Configured the repaired unit. Operational check was satisfactory.  The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.  Signed: [Redacted] [Redacted]
	<u>AIRFRAME</u> Reg: N225CD Model: SR22 S/N: 0031 W/O: MS-12-01882		Date: 28 November 2012 Hobbs: 1,901.8 ACTT: 1,901.8  Swapped positions of the No. 1 and No. 2 GNS430 GPS/NAV/COM units for troubleshooting. Ground operational check was satisfactory.  The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.  Signed: [Redacted] [Redacted]
SUB-TOTAL this page			
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<b>TOTAL</b> brought forward from previous page			

AIRFRAME

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-12-01882



Date: 30 November 2012  
 Hobbs: 1,901.8  
 ACTT: 1,901.8

- 1) Removed the main aircraft battery (p/n G243). Activated and charged new battery (p/n G243, s/n G02747119) in reference to current Gill Instruction, Activation, Charging, and Continued airworthiness for Dry-Charged Lead-Acid Aircraft Batteries Doc.# 1560. Installed new battery. Operational check was satisfactory.
- 2) Adjusted the cabin heat control cable to gain full travel of heater bypass door and tightened set screws on cockpit heater control knob. Operational check was satisfactory.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed \_\_\_\_\_

AIRFRAME

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-12-01882



Date: 13 December 2012  
 Hobbs: 1,901.8  
 ACTT: 1,901.8

Removed and replaced the LoPresti landing light bulb/starter with a new warranty replacement (p/n LSM-SCD-009-1, s/n 46003). Operational check was satisfactory.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed \_\_\_\_\_

AIRFRAME

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-12-01882



Date: 28 December 2012  
 Hobbs: 1,910.0  
 ACTT: 1,910.0

Removed and replaced the the oil temp sensor with new (p/n 12634-001). Operational check was satisfactory. No leaks noted.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed \_\_\_\_\_

AIRFRAME

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-13-01921



Date: 2 January 2013  
 Hobbs: 1,913.3  
 ACTT: 1,913.3

Removed and replaced the oil temp sensor gasket with new (p/n MS35769-11). Operational check was satisfactory. No leaks noted.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed \_\_\_\_\_

**TOTAL**—Carry forward to next page

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**AIRFRAME**

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-13-01921

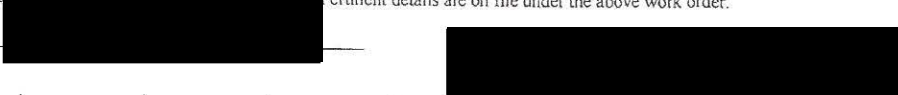


Date: 31 January 2013  
 Hobbs: 1,935.8  
 ACTT: 1,935.8

Repaired the left nose landing gear fork tow pin mount (stripped threads) by installation of a 5/16-24 Heli-Coil. Installed the tow pin.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed: \_\_\_\_\_



**AIRFRAME**

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MA-13-00579



Date: 14 February 2013  
 Hobbs: 1,952.6  
 ACTT: 1,952.6

Removed the Attitude Gyro (model 1100-28L(6F), p/n 504-0111-937, s/n 504011193725097). Installed an overhauled exchange unit (model 1100-28L(6F), p/n 504-0111-937, s/n 504011193725219). Attitude gyro was overhauled by Mid-Continent Instruments, CRS# OL2R061L, under work order no. WRK0208887. Operational check was satisfactory. No defects noted. Work performed in reference to Cirrus SR22 AMM 34-20 (3)(E).

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed: \_\_\_\_\_



**AIRFRAME**

Reg: N225CD  
 Model: SR22  
 S/N: 0031  
 W/O: MS-13-02006

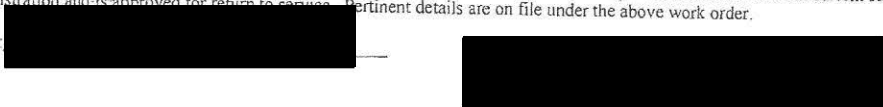


Date: 12 April 2013  
 Hobbs: 1,991.8  
 ACTT: 1,991.8

- 1) Removed and replaced both landing light shock mounts with new (p/n 14502-003).
- 2) Removed and replaced the landing light wiring harness with new (p/n LSM 500-36-21).
- 3) Removed the LoPresti landing light bulb/starter (p/n LSM-SCD-009-1, s/n 46003) and installed a new landing light (p/n LSM-SCD-009-1, s/n 48755). Operational check was satisfactory.



The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed: \_\_\_\_\_




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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
				<p>ENGINE MODEL: IO-550N7B ENGINE S/N: 685766 REG. NO: N225CD WORK ORDER: 1443-09-2012</p> <p style="text-align: center;"><b>Classic Aviation, Inc.</b> 501 W 15th St Pella, IA 50219 Phone: 641-628-9393</p> <p style="text-align: right;">DATE: 9/11/2012 A/C TSN: 1800.8 ENG TT: 1800.8 HOBBS: 1800.8</p> <p><b>Engine Entries</b></p> <p>(2) Annual Inspection. Performed compression check in accordance with TCM SB 03-3 #1 67/80, #2 71/80, #3 74/80, #4 61/80, #5 66/80, #6 68/80. Checked magneto to engine timing. Inspected intake and exhaust systems. Cleaned fuel injectors and reinstalled with new seals. Adjusted fuel injection system in accordance with TCM SID 97-3E. Checked all applicable AD's and updated list in aircraft records. AD 2012-03-06 C not applicable per AVStar Fuel Systems, Inc. fuel servo diaphragm not installed. AD 2012-10-13 is not applicable per engine does not have a turbo installed.... (4) Changed oil and filter with new CH48108-1 filter and 7 qts Aeroshell 15/50 oil. Took oil sample. Cut open old filter to check for contaminants, none found. Ran engine to check for leaks, no leaks noted at this time.... (15) Replaced and resealed oil cooler baffle seal between oil cooler and engine case.</p> <p>I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> <p>DATE: 9/11/2012 <span style="float: right;">Work Order: 1443-09-2012</span>  <span style="float: right;">Printed by EBis 3 (datcomedia.com)</span></p>
				<p><u>ENGINE</u> Reg: N225CD Model: IO-550-N S/N: 685766 W/O: MS-12-01839</p> <p style="text-align: center;"> Midwest Aviation Center</p> <p style="text-align: right;">Date: 8 October 2012 Hobbs: 1,839.0 ACTT: 1,839.0 ETT: 1,839.0</p> <p>Drained the oil. Removed and replaced the oil filter with new (p/n CH48108-1). Inspected the used filter and did not find any metal contaminants. Sent in an oil sample for analysis. Serviced the engine with 7 qts of Aeroshell 15W-50 oil. Performed engine ground run, no leaks or defects noted.</p> <p>The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.</p> <p>Signed: _____</p>
				<p><u>ENGINE</u> Reg: N225CD Model: IO-550-N S/N: 685766 W/O: MS-12-01864</p> <p style="text-align: center;"> Midwest Aviation Center</p> <p style="text-align: right;">Date: 2 November 2012 Hobbs: 1,867.6 ACTT: 1,867.6 ETT: 1,867.6</p> <p>1) Drained the oil. Removed and replaced the oil filter with new (p/n CH48108-1). Inspected the used filter and did not find any metal contaminants. Sent in an oil sample for analysis. Serviced the engine with 7 qts of Aeroshell 15W-50 oil. Performed engine ground run, no leaks or defects noted.</p> <p>2) Removed the top spark plugs. Performed a borescope inspection of all cylinders. All cylinders appear normal. Reinstalled the spark plugs.</p> <p>The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.</p> <p>Signed: _____</p>
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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

**ENGINE**

Reg: N225CD  
 Model: IO-550-N  
 S/N: 685766  
 W/O: MS-12-01882



Date: 30 November 2012  
 Hobbs: 1,901.8  
 ACTT: 1,901.8  
 ETT: 1,901.8

Drained the oil. Removed and replaced the oil filter with new (p/n CH48108-1). Inspected the used filter and did not find any metal contaminants. Sent in an oil sample for analysis. Serviced the engine with 7 qts of Aeroshell 15W-50 oil. Performed engine ground run, no leaks or defects noted.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed \_\_\_\_\_

**ENGINE LOG BOOK**

27JAN2013 N225CD

CONTINENTAL IO-550-N(7) SN:685766

HOBBS: 1935.8

ACTT: 1935.8

ETT: 1935.8

- 1) Drained 6 qts, removed cut open & inspected filter – no contaminants found. Installed Tempest AA48109 (Lot#:K987654321) and safetied. Serviced with 7 qts AeroShell 15W50 (Lot#:10420300 c521) and one pint Camguard Oil Additive.
- 2) Removed top Spark Plugs for borescope inspection of Valves, all cylinders appear normal – checked gap and reinstalled Spark Plugs.
- 3) Took oil sample and sent to AOA for analysis.
- 4) Engine ground run, no leaks or defects noted.

With respect to the work performed, N225CD is approved for return to service.

Gerald J. Rettinger \_\_\_\_\_

**ENGINE LOG BOOK**

14MAR2013 N225CD

CONTINENTAL IO-550-N(7) SN:685766

HOBBS: 1966.8

ACTT: 1966.8

ETT: 1966.8

- 1) Drained 2.5 qts, removed cut open & inspected filter – no contaminants found. Installed Tempest AA48109 (Lot#:K987654321) and safetied. Serviced with 7 qts AeroShell 15W50 (Lot#:10420300 c521).
- 2) Took 2 oil samples (AOA & Blackstone Laboratories)
- 3) Engine ground run, no leaks or defects noted.

With respect to the work performed, N225CD is approved for return to service.

Gerald J. Rettinger \_\_\_\_\_

**ENGINE LOG BOOK**

16APR2013 N225CD

CONTINENTAL IO-550-N(7) SN:685766

HOBBS: 1992.6

ACTT: 1962.6

ETT: 1962.6

- 1) Drained 1 qt, took oil sample, drained remaining 4 qts, removed cut open & inspected filter – no contaminants found. Installed Tempest AA48109 (Lot#:K987654321) and safetied. Serviced with 7 qts AeroShell 15W50 (Lot#:10420300 c521).
- 2) Removed 12 Champion RHB32E Spark Plugs, installed 12 new Tempest URHB32S Fine Wire Spark Plugs
- 3) Engine ground run, no leaks or defects noted.

With respect to the work performed, N225CD is approved for return to service.

Gerald J. Rettinger \_\_\_\_\_

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTALS brought forward from previous page				

**ENGINE**

Reg: N225CD  
 Model: IO-550-N  
 S/N: 685766  
 W/O: MS-13-01965



Date: 14 February 2013  
 Hobbs: 1,952.6  
 ACTT: 1,952.6  
 ETT: 1,952.6

Removed and replaced the Starter with an overhauled exchange unit (p/n 646275-1, s/n H-M081566). The starter was overhauled by Hartzell Engine Technologies, CRS# 1HZR769B, under work order no. M007390. Operational check was satisfactory. Work performed in reference to Cirrus SR22 AMM 80-10(2)(A) and IO-550 Maintenance and Overhaul Manual Chapter 17-7.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed: \_\_\_\_\_

**ENGINE**

Reg: N225CD  
 Model: IO-550-N  
 S/N: 685766  
 W/O: MS-13-02006



Date: 9 April 2013  
 Hobbs: 1,991.8  
 ACTT: 1,991.8  
 ETT: 1,991.8

Removed and inspected the #6 lower spark plug, no defects noted. Removed corrosion from the #6 lower ignition lead spring. Reinstalled the spark plug. Performed engine ground run, no defects noted.

The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed: \_\_\_\_\_

**ENGINE LOG BOOK**

30MAY2013 N225CD  
 CONTINENTAL IO-550-N(7) SN:685766

HOBBS: 2024.1  
 ACTT: 2024.1  
 ETT: 2024.1

- 1) Drained 1 qt, took oil sample, drained remaining 3.5 qts, removed cut open & inspected filter – no contaminants found. Installed Tempest AA48109 (Lot#:K987654321) and safetied. Serviced with 7 qts AeroShell 15W50 (Lot#:10420300 c521).
- 2) Removed 6 top Plugs – borescoped Intake & Exhaust Valves – reinstalled 6 top Plugs
- 3) Engine ground run, no leaks or defects noted.

With respect to the work performed, N225CD is approved for return to service.

Gerald J. Rettinger \_\_\_\_\_

**ENGINE LOG BOOK**




21JUL2013 N225CD  
 CONTINENTAL IO-550-N(7) SN:685766

HOBBS: 2067.4  
 ACTT: 2067.4  
 ETT: 2067.4


- 1) Drained 1 qt, took oil sample, drained remaining 4 qts, removed cut open & inspected filter – no contaminants found. Installed Tempest AA48109 (Lot#:K987654321) and safetied. Serviced with 7 qts AeroShell 15W50 (Lot#:10420300 c521).
- 2) Engine ground run, no leaks or defects noted.


With respect to the work performed, N225CD is approved for return to service.

Gerald J. Rettinger \_\_\_\_\_

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
<i>Cirrus SR22</i>			
Date 07/20/2011	Reg. No. N225CD		
Hobbs 1,507.1	Serial No. 031		
<p>Performed autopilot wiring changes in accordance with S-TEC Drawing No. 1094 and Sandel Drawing No. 90106-10. Changed strapping on S-TEC 55X Autopilot and performed compass swing in accordance with Sandel SN3308 Electronic Horizontal Situation Indicator Installation Manual Document No. 90106-IM. Inspected Bungee Rudder Aileron Interconnect, corrected left and right Aileron attaching hardware, and adjusted Aileron Trim Tab in accordance with Cirrus Maintenance Manual. Performed Autopilot System Flight Test Heading / NAV / Approach / Altitude Hold, no defects noted at this time.</p>			
<p>With respect to the work performed, this aircraft is approved for return to service. Pertinent details are on file at this Repair Station under Work Order No. 11203A.</p>			
<u>AIRFRAME</u>			
Reg: N225CD Model: SR22 S/N: 0031 W/O: MA-13-00561			Date: 8 January 2013 Hobbs: 1,928.2 ACTT: 1,928.2
<p>Removed the #2 Garmin GNS 430W (p/n 011-01060-40, s/n 97103939) and installed a Garmin LOANER GNS 430W (p/n 011-01060-00, s/n 23402228). Configured the loaner GNS 430W. Operational check was satisfactory.</p>			
<p>The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.</p>			
Signed: _____			
<u>AIRFRAME</u>			
Reg: N225CD Model: SR22 S/N: 0031 W/O: MA-13-00561			Date: 28 January 2013 Hobbs: 1,935.8 ACTT: 1,935.8
<p>Removed the Garmin LOANER GNS 430W (p/n 011-01060-00, s/n 23402228) and installed the repaired #2 GNS 430W (p/n 011-01060-40, s/n 97103939). The GNS 430W was repaired by Garmin International, CRS# G6XR582Y, under RMA# 51197948. Configured the repaired unit. Operational check was satisfactory.</p>			
<p>The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.</p>			
Signed: _____			



DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	<u>AIRFRAME</u> N225CD Cirrus SR-22 s.n. 031 W/O:MA-13-00631		 Date:07.18.2013 ACTT:2058.1
			Avidyne EX5000 MFD, part number: 700-00004-006, serial number: 1638.  Gained access to and inspected the connector for the MFD; satisfactory. Verified the power and ground connections; satisfactory.  Removed defective Avidyne MFD, part number 700-0004-006, serial number 1638. Installed a repaired Avidyne MFD, part number 700-00004-006, serial number: 2055. Configured the replacement MFD accordingly and performed an operational test; satisfactory. No defects noted.  Work performed with reference to Avidyne EX5000 Series MFD Installation Manual 600-00073 Rev 24.  With respect to work performed, this aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.  Signed: _____

	<u>AIRFRAME</u> N225CD Cirrus SR-22 s.n. 031 W/O:MA-13-00639		 Date:07.31.2013 ACTT:2074.8
			<ol style="list-style-type: none"> <li>1) Tested and inspected the pilot altimeter and static pressure system from -1,000 feet to 20,000 feet as required by FAR 91.411 and found to comply with FAR 43 Appendix E. MFG: United, PART NUMBER: 5934D-3, SERIAL NUMBER: 418813.</li> <li>2) Tested and inspected the transponder as required by FAR 91.413 and found to comply with FAR 43 Appendix F. MFG: Garmin, MODEL: GTX 330, PART NUMBER: 011-00455-00, SERIAL NUMBER: 84107994.</li> <li>3) Tested the encoder data correspondence from -1,000 feet to 20,000 feet as required by FAR 91.411 and found to comply with FAR 43 Appendix E.</li> <li>4) MFG: ACK, MODEL: A-30, SERIAL NUMBER: 71753. Calibrated the altitude encoder, ACK, A-30, serial number: 71753. Performed accuracy check; satisfactory. No defects noted. Work performed with reference to ACK Technologies A-30 Installation Manual.</li> </ol> <p>The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.</p> Signed: _____


Tested By: _____  Date: 31-JULY-2013	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Reference Altitude</th> <th style="width: 15%;">Altimeter Reads</th> <th style="width: 15%;">Reference Altitude</th> <th style="width: 15%;">Altimeter Reads</th> </tr> </thead> <tbody> <tr><td>-1,000</td><td>-990</td><td>18,000</td><td>18,000</td></tr> <tr><td>0</td><td>15</td><td>20,000</td><td>20,020</td></tr> <tr><td>500</td><td>510</td><td></td><td></td></tr> <tr><td>1,000</td><td>1,020</td><td></td><td></td></tr> <tr><td>1,500</td><td>1,510</td><td></td><td></td></tr> <tr><td>2,000</td><td>2,020</td><td></td><td></td></tr> <tr><td>3,000</td><td>3,025</td><td></td><td></td></tr> <tr><td>4,000</td><td>4,020</td><td></td><td></td></tr> <tr><td>5,000</td><td>5,010</td><td></td><td></td></tr> <tr><td>6,000</td><td>6,010</td><td></td><td></td></tr> <tr><td>8,000</td><td>8,000</td><td></td><td></td></tr> <tr><td>10,000</td><td>10,000</td><td></td><td></td></tr> <tr><td>12,000</td><td>11,980</td><td></td><td></td></tr> <tr><td>14,000</td><td>13,980</td><td></td><td></td></tr> <tr><td>15,000</td><td>14,970</td><td></td><td></td></tr> <tr><td>16,000</td><td>15,990</td><td></td><td></td></tr> </tbody> </table>	Reference Altitude	Altimeter Reads	Reference Altitude	Altimeter Reads	-1,000	-990	18,000	18,000	0	15	20,000	20,020	500	510			1,000	1,020			1,500	1,510			2,000	2,020			3,000	3,025			4,000	4,020			5,000	5,010			6,000	6,010			8,000	8,000			10,000	10,000			12,000	11,980			14,000	13,980			15,000	14,970			16,000	15,990		
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1. Approving National Aviation Authority/Country: FAA/United States		2. <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 9020062	
4. Organization Name and Address: Avidyne Corporation, 710 North Drive Melbourne FL 32934 (Phone: 321-751-8411 Fax:321-751-8435)					5. Work Order/Contract/Invoice Number: 9020062		
6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	Multi-Function Display	700-00004-006	N/A	1	2055	Repaired	
13. Remarks:  1. Repaired and tested in accordance with Repair Manual 600-00130-004rev09 sections 1-11 and Temporary Revision Sheet 605-00130-000rev04 with full details held within Returned Material Authorization 9020062.  2. Certifies that the work specified in block 12/13 was carried out in accordance with EASA Part-145 and in respect to that order the component is considered ready for release to service under EASA.145.6138.							
14. Certifies the items identified above were manufactured in conformity to:  <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.			19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 13  Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.				
15. Authorized Signature:		16. Approval/Authorization No.:		20. Authorized Signature:		21. Approval/Certificate No.:	
17. Name (Typed or Printed):		18. Date (m/d/y):		Maurice Lynn Shomgard Jr.		23. Date (m/d/y): Jan/24/2013	
<b>User/Installer Responsibilities</b>							
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>							