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**HARTZELL**

# PROPELLER LOGBOOK

PROPELLER MODEL PHC-J3YF-1RF/F7643DFB

PROPELLER S/N F P3462B

LOGBOOK # \_\_\_\_\_

## PROPELLER MAINTENANCE RECORD

Position \_\_\_\_\_

PITCH RANGE

Propeller Model PHC-JJTF-1R7FF643DFB

High/Feather \_\_\_\_\_

Propeller S/N FP3962B

Start Lock \_\_\_\_\_

Blade Design \_\_\_\_\_

Low \_\_\_\_\_

Blade S/N's

Reverse \_\_\_\_\_

No. 1 K26054

No. 2 K26051

No. 3 K26053

No. 4 \_\_\_\_\_

No. 5 \_\_\_\_\_

No. 6 \_\_\_\_\_

Aircraft Manufacturer Cirrus Design

Aircraft Model SR22

S/N 1583

Registration N610CD

Spinner Assembly Part No. \_\_\_\_\_

**ADVANCED AIRCRAFT CENTER, INC.**

14300 SW 129<sup>TH</sup> STREET  
MIAMI, FLORIDA 33186  
PHONE # 305-259-8291

|           |           |             |                  |           |         |             |
|-----------|-----------|-------------|------------------|-----------|---------|-------------|
| Date:     | 12/1/2009 | Total Time: | 300.0            | Hobbs:    | 300.0   |             |
| Manufact: | Hartzell  | Model:      | PHC-<br>J3YF-1RF | Ser. No.: | FP3962B | Reg: N424LF |

**PROPELLER ENTRY**

1. PERFORM ANNUAL/100HR INSPECTION PER THE CIRRUS SR22 INSPECTION MANUAL

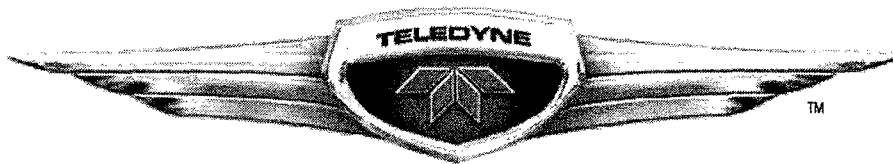
**MAINTENANCE RELEASE**

THE PROPELLER IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY, UNDER FAR 43 APPENDIX "D" ANNUAL/100HR INSPECTION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE UNDER WORK ORDER NO. #KH111709 DATE: 12/1/2009

SIGNATURE OF AUTHORIZED REPRESENTATIVE:

FOR: ADVANCED AIRCRAFT CENTER, INC. PETER J. LO BELLO

# PLATINUM ENGINE LOG BOOK



## CONTINENTAL MOTORS

**USE ONLY FUEL CONFORMING TO ASTM D910  
USE OF AUTOMOTIVE GAS IS NOT APPROVED.**



Teledyne Continental Motors, Inc.  
A Teledyne Technologies Company

Printed: 07/25/2005

This engine model I9550N17, Serial No. 917821 was manufactured on 07/23/2005  
by Teledyne Continental Motors in accordance with approved design data and the applicable requirements  
of Part 21 of the Federal Aviation Regulation. The approved design data for this engine incorporates all  
changes required by applicable Airworthiness Directives and Teledyne Continental Motors Service Bulletins.



TELEDYNE CONTINENTAL MOTORS

A TELEDYNE TECHNOLOGIES COMPANY

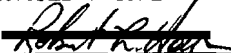
PRODUCTION CERTIFICATE NO. 506

| Date | Total Time |      | Time Since Last Overhaul |      | <b>Engine Service and Maintenance Record</b><br>Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins |
|------|------------|------|--------------------------|------|--|
|      | Hrs.       | Min. | Hrs.                     | Min. |  |

NAPLES AIR CENTER, INC.  
 CRS XO4R655M  
 230 AVIATION DRIVE SOUTH  
 NAPLES, FLORIDA 34104  
 AIRCRAFT: N610CD DATE: 09/14/05 W.O. 9888 HOBBS: 30.3 TTSN: 30.3

**ENGINE LOG**

DRAINED ENGINE OIL AND TOOK OIL SAMPLE. REMOVED AND INSPECTED OIL FILTER. INSTALLED NEW CH48108-1 OIL FILTER AND SERVICED ENGINE WITH 8 QTS. OF PHILLIPS 20W50 MINERAL OIL. ENGINE RUN UP AND LEAK CHECKED GOOD.

  
 ROBERT L. HOUSE

 NAPLES AIR CENTER, INC.

NAPLES AIR CENTER, INC.  
 CRS XO4R655M  
 230 AVIATION DRIVE SOUTH  
 NAPLES, FLORIDA 34104  
 AIRCRAFT: N610CD DATE: 12/28/05 W.O. 9993 HOBBS: 68.4 TTSN: 68.4

**ENGINE LOG**

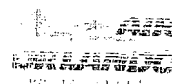
DRAINED ENGINE OIL AND TOOK OIL SAMPLE. REMOVED AND INSPECTED OIL FILTER. INSTALLED NEW CH48108-1 OIL FILTER. INSTALLED NEW OIL QUICK DRAIN VALVE # S6250. SERVICED ENGINE WITH 8 QTS. OF PHILLIPS 20W50 X-COUNTRY OIL. ENGINE RUN UP AND LEAK CHECKED GOOD.

  
 ROBERT L. HOUSE

 NAPLES AIR CENTER, INC.

July 21, 2006. N424LF Hobbs 123.4  
 Bled Brakes, Refilled Hydraulic Reservoir  
 Changed oil, and changed filter. Serviced with 7QTS  
 Aeroshell W 100

  
 H. Lemmers




AOA Maintenance  
 319 N. Crystal Lake Dr.  
 Orlando, FL 32803  
 407-228-4436

Monday, 13 March, 2006

N: 424LF S/N: 1583 TYPE: SR22 Tach: 89.2

Executive Aircraft Maintenance changed the N- Number from N610CD to N424LF airworthiness certificate updated by Ft Lauderdale FSDO.

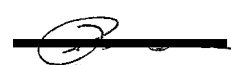
  
 Ricky A. Mark

AOA Maintenance  
 319 N. Crystal Lake Dr.  
 Orlando, FL 32803  
 407-228-4436

Monday, 4 June, 2007

N 424LF S/N: 1583 Type: SR22 Tach: 181.6

Drained oil, inspected oil filter element, installed new oil filter, serviced with 8 qts Aeroshell 100 W.

  
 RICKY A. MARK

AOA Maintenance LLC  
 319 N Crystal Lake Drive  
 Orlando Florida 32803

Wednesday, 3 October, 2007

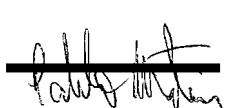


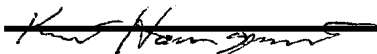

N424LF  
 S/N 1583  
 MODEL: SR20

TACH: 206.8  
 HOBBS:  
 A/C TT:

DRAINED ENGINE OIL. SERVICED ENGINE WITH 8 QTS. OF AEROSHELL W100 OIL. INSPECTED OIL FILTER ELEMENT, INSTALLED A NEW OIL FILTER P/N CH48108-1. SERVICED FUEL INJECTOR NOZZLES. PERFORMED COMPRESSION CHECK #1-66, #2-74, #3-77, #4-68, #5-75, #6-67, AND SERVICED ALL SPARK PLUGS. REPLACED INDUCTION AIR FILTER P/N BA-24 REPLACED 1 WASHER SEAL FOR A FUEL INJECTOR P/N 640612 LUBED ENGINE CONTROLS ALL AD COMPLIED WITH UP TO 2007-16

I CERTIFY THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION ON THIS DATE AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION

  
 PABLO MARTINEZ

| Date            | Total Time |      | Time Since Last Overhaul |      | <b>Engine Service and Maintenance Record</b><br>Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins |
|-----------------|------------|------|--------------------------|------|--|
|                 | Hrs.       | Min. | Hrs.                     | Min. |  |
| Brought Forward | →          |      |                          |      |  |
|                 |            |      |                          |      | August 16, 2008 N424LF Hobbs 282.0   |
|                 |            |      |                          |      | Drained Engine oil. Installed new oil filter element.  |
|                 |            |      |                          |      | Serviced with 8QTS AeroShell W 100.  |
|                 |            |      |                          |      |    |
|                 |            |      |                          |      | Kurt Hornquist   |

**ADVANCED AIRCRAFT CENTER, INC.**

14300 SW 129<sup>TH</sup> STREET  
MIAMI, FLORIDA 33186  
PHONE # 305-259-8291

|           |           |             |           |           |        |
|-----------|-----------|-------------|-----------|-----------|--------|
| Date:     | 11/7/2008 | Total Time: | 284.0     | Hobbs:    | 284.0  |
| Manufact: | TCM       | Model:      | IO550N27B | Ser. No.: | 917821 |
|           |           |             |           | Reg:      | N424LF |

**ENGINE ENTRY**

1. PERFORM ANNUAL/100HR INSPECTION PER THE CIRRUS SR22 INSPECTION MANUAL
2. PERFORM COMPRESSION CHECK: #1 64/80, #2 65/80, #3 72/80, #4 69/80, #5 72/80, #6 63/80
3. CLEAN, GAP AND PAINT ALL SPARK PLUGS
4. SECURE ALL SPARK PLUG WIRES AWAY FROM FUEL INJECTION LINES
5. CLEAN ALL FUEL INJECTION NOZZLES

**MAINTENANCE RELEASE**

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SIGNATURE OF AUTHORIZED REPRESENTATIVE:

FOR: ADVANCED AIRCRAFT CENTER, INC. PETER J. LO BELLO 

**ADVANCED AIRCRAFT CENTER, INC.**

14300 SW 129<sup>TH</sup> STREET  
MIAMI, FLORIDA 33186  
PHONE # 305-259-8291

|           |           |             |           |           |        |
|-----------|-----------|-------------|-----------|-----------|--------|
| Date:     | 12/1/2009 | Total Time: | 300.0     | Hobbs:    | 300.0  |
| Manufact: | TCM       | Model:      | IO550N27B | Ser. No.: | 917821 |
|           |           |             |           | Reg:      | N424LF |

**ENGINE ENTRY**

1. PERFORM ANNUAL/100HR INSPECTION PER THE CIRRUS SR22 INSPECTION MANUAL
2. PERFORM COMPRESSION CHECK: #1 62/80, #2 63/80, #3 68/80, #4 69/80, #5 73/80, #6 67/80
3. CLEAN AND GAP ALL SPARK PLUGS
4. CLEAN ALL FUEL INJECTION NOZZLES

**MAINTENANCE RELEASE**

THE ENGINE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY, UNDER FAR 43 APPENDIX "D" ANNUAL/100HR INSPECTION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE UNDER WORK ORDER NO. #KH111709 DATE: 12/1/2009

SIGNATURE OF AUTHORIZED REPRESENTATIVE:

FOR: ADVANCED AIRCRAFT CENTER, INC. PETER J. LO BELLO 



Eng SV 917821 Prop SV FP3962B  
SR 22-1505 KM 1000  
N/610CD  
7.8 hrs Comp 23 8-2305

# AIRCRAFT LOG

## AF5-1



## AIRCRAFT DESCRIPTION

MANUFACTURER Cirrus Design Corp MODEL SR22 DATE OF MFG. August 2005  
SERIAL NUMBER SR221583 REGISTRATION NUMBER N610CD

PILOT OWNER \_\_\_\_\_  
PILOT ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
PILOT OR \_\_\_\_\_  
PILOT ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
PILOT OWNER \_\_\_\_\_  
PILOT ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
PILOT OR \_\_\_\_\_  
PILOT ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Inspection Status

[Check one]

☐ F.A.R. 91.409 ANNUAL/100 HOUR

☐ F.A.R. 91.409 PROGRESSIVE

☐ F.A.R. 135.419 A.T.C.O.

☐ OTHER

DATE ENTERED \_\_\_\_\_

MAINTENANCE RESPONSIBILITY

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

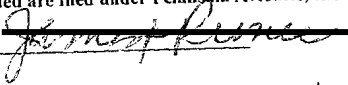
# INSTALLED EQUIPMENT

| ITEM      | MANUFACTURER                | MODEL        | SERIAL NO. |
|-----------|-----------------------------|--------------|------------|
| ENGINE    | Teledyne Continental Motors | IO-550W      | R 917821   |
| ENGINE    |                             |              | L          |
| PROPELLER | Hartzell Propellers Inc.    | PHC-J3YF-1RF | FP3962B    |
| PROPELLER |                             |              |            |
| ENGINE    |                             |              |            |
| ENGINE    |                             |              |            |
| PROPELLER |                             |              |            |
| PROPELLER |                             |              |            |
| ENGINE    |                             |              |            |
| ENGINE    |                             |              |            |
| PROPELLER |                             |              |            |
| PROPELLER |                             |              |            |
| ENGINE    |                             |              |            |
| ENGINE    |                             |              |            |
| PROPELLER |                             |              |            |
| PROPELLER |                             |              |            |
| ENGINE    |                             |              |            |
| ENGINE    |                             |              |            |
| PROPELLER |                             |              |            |
| PROPELLER |                             |              |            |
|           |                             |              |            |
|           |                             |              |            |

## LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

| NAME OF PART                   | PART NUMBER                       | SERIAL NUMBER      | INSTALLATION DATE/HOURS             | TIME ON PART AT INSTALL. | LIFE LIMIT OR T.B.O. | REMOVAL DATE/HOURS | AGENCY CERT. NO. |
|--------------------------------|-----------------------------------|--------------------|-------------------------------------|--------------------------|----------------------|--------------------|------------------|
|                                |                                   |                    |                                     |                          |                      |                    |                  |
|                                |                                   |                    |                                     |                          |                      |                    |                  |
|                                |                                   |                    |                                     |                          |                      |                    |                  |
| <b>Life Limited Parts SR22</b> |                                   |                    |                                     |                          |                      |                    |                  |
|                                | <b>PART NAME</b>                  | <b>PART NUMBER</b> |                                     |                          |                      | <b>EXPIRES</b>     |                  |
|                                | CAPS Rocket Motor                 | 15047-001          | S/N <u>2125</u>                     |                          |                      | <u>6/15</u>        |                  |
|                                | CAPS Parachute                    | 20331-001          | S/N <u>01887</u>                    |                          |                      | <u>7/15</u>        |                  |
|                                | CAPS Reefing Line Cutters         | 5212               | LOT <u>T05655</u><br><u>002-026</u> |                          |                      | <u>3/11</u>        |                  |
|                                | ELT Batteries                     | MN1300             | Date Installed<br><u>08/05</u>      |                          |                      | <u>03/10</u>       |                  |
|                                | EMA Controller, AAIR              | 20902-001          | S/N <u>2850005-8</u>                |                          |                      | <u>2850012</u>     |                  |
|                                | Pilot Seat Inflator Assy, AAIR    | 20902-002          | S/N <u>AAS1145</u><br><u>510399</u> |                          |                      | <u>07/01/12</u>    |                  |
|                                | Co-Pilot Seat Inflator Assy, AAIR | 20902-002          | S/N <u>AAS1145</u><br><u>510403</u> |                          |                      | <u>07/01/12</u>    |                  |
|                                |                                   |                    |                                     |                          |                      |                    |                  |
|                                |                                   |                    |                                     |                          |                      |                    |                  |
|                                |                                   |                    |                                     |                          |                      |                    |                  |
|                                |                                   |                    |                                     |                          |                      |                    |                  |

## RADIO & ELECTRONIC CHECKS

| E | TOTAL<br>TIME | EQUIPMENT<br>CHECKED | TYPE OF<br>CHECK   | ERROR OR<br>RESULTS | NEXT CHECK<br>DUE | CHECKED BY:<br>SIGNATURE — CERT. NO. |
|---|---------------|----------------------|--|---------------------|-------------------|--------------------------------------|
|   |               |                      | Peninsula Avionics, Inc<br>14229 SW 127 <sup>th</sup> St<br>Miami, FL 33186<br>FAA CRS # QPIR337K<br>EASA # 145.6099   |                     |                   |                                      |
|   |               |                      | Date: <u>11/20/2009</u>  |                     |                   |                                      |
|   |               |                      | Registration: <u>N424LF</u> A/C Make: <u>Cirrus</u> Model: <u>SR-22</u> S/N: <u>1583</u>   |                     |                   |                                      |
|   |               |                      | <p>The Pitot/Static system, altimeters, and encoder tests as required by FAR Part 91.411 in accordance with FAR 43 Appendix E have been performed. The Pitot/Static system(s) have been leak checked as per Paragraph (a). The pilots Altimeter/ADC Model <u>N/A</u> S/N <u>203170S</u> has been tested to <u>20,000</u> feet as per Paragraph (b) and/or (c) as applicable. The Co-Pilots Altimeter/ADC Model <u>N/A</u> S/N <u>N/A</u> has been tested to <u>N/A</u> feet as per Paragraph (b) and/or (c) as applicable. The Standby Altimeter S/N <u>447485</u> has been tested to <u>20,000</u> feet as per Paragraph (b). Encoder #1 S/N <u>97353</u> and Encoder #2 S/N <u>N/A</u> have been checked as per Paragraph (c).</p> |                     |                   |                                      |
|   |               |                      | ATC Transponder test and inspections have been performed as required by FAR 91.413 in accordance with FAR 43, Appendix F.  |                     |                   |                                      |
|   |               |                      | #1 Transponder Model: <u>GTX-327</u> S/N: <u>83720746</u> Power: <u>200</u> Watts  |                     |                   |                                      |
|   |               |                      | #2 Transponder Model: <u>N/A</u> S/N: <u>N/A</u> Power: <u>N/A</u> Watts   |                     |                   |                                      |
|   |               |                      | Details of work performed are filed under Peninsula Avionics, Inc. W/O: <u>30375</u>   |                     |                   |                                      |
|   |               |                      | Authorized Signature: <u></u>  |                     |                   |                                      |

# INSPECTION RECORD

## F.A.R. 43.11-91.409

| TE | AIRCRAFT TIME<br>IN SERVICE | KIND OF INSPECTION - STATUS & DISCREPANCY LIST<br>SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE | DATE |
|----|-----------------------------|---|------|
|----|-----------------------------|---|------|

**ADVANCED AIRCRAFT CENTER, INC.**  
14300 SW 129<sup>TH</sup> STREET  
MIAMI, FLORIDA 33186  
PHONE # 305-259-8291

|           |           |             |       |           |       |      |        |
|-----------|-----------|-------------|-------|-----------|-------|------|--------|
| Date:     | 11/7/2008 | Total Time: | 284.0 | Hobbs:    | 284.0 | Reg: | N424LF |
| Manufact: | Cirrus    | Model:      | SR22  | Ser. No.: | 1583  |      |        |

31. INSTALL NEW ELT REMOTE BATTERY P/N# 50479-001
32. INSTALL 6EA NEW CHERRY MAX RIVETS AT LEFT AND RIGHT ELEVATORS
33. SECURE HEATER KNOB
34. INSTALL NEW TKS FILTER P/N# 15165-009
35. APPLY TKS PANEL EDGE SEALANT
36. CLEAN GASCULATOR BOWL AND SCREEN
37. WASH AND DETAIL AIRCRAFT

### MAINTENANCE RELEASE

THE AIRFRAME IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY, UNDER FAR 43 APPENDIX "D" ANNUAL/100HR INSPECTION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE UNDER WORK ORDER NO. #KH91508  
DATE: 11/7/2008

SIGNATURE OF AUTHORIZED REPRESENTATIVE:   
FOR: ADVANCED AIRCRAFT CENTER, INC. PETER J. LO BELLO 

## INSPECTION RECORD F.A.R. 43.11-91.409

AIRCRAFT TIME  
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST  
SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

### ADVANCED AIRCRAFT CENTER, INC.

14300 SW 129<sup>TH</sup> STREET  
MIAMI, FLORIDA 33186  
PHONE # 305-259-8291

|           |           |             |       |           |       |             |
|-----------|-----------|-------------|-------|-----------|-------|-------------|
| Date:     | 12/1/2009 | Total Time: | 300.0 | Hobbs:    | 300.0 |             |
| Manufact: | Cirrus    | Model:      | SR22  | Ser. No.: | 1583  | Reg: N424LF |

### AIRFRAME ENTRY

1. PERFORM ANNUAL/100HR INSPECTION PER THE CIRRUS SR22 INSPECTION MANUAL
2. COMPLIED WITH 91.411/91.413 PITOT-STATIC/TRANSPONDER CERTIFICATION BY PENINSULA AVIONICS CORP. EXPIRES 11/2011
3. PERFORM ELT INSPECTION PER 91.207, BATTERIES EXPIRES 11/2010
4. SEALED BOTTOM BRAKE RESERVOIR FITTING AND REINSTALLED; FILLED RESERVOIR
5. THREAD REPAIR (HELICOIL) ON NOSE WHEEL FORK; INSTALLED NEW RIGHT TOWBAR PIN P/N 11869-001
6. DRAINED RIGHT FUEL TANK, REPLACED FIVE SCREWS (SEALED WITH PRC ADHESIVE), REFILLED RIGHT FUEL TANK; LEAK CHECK: OK
7. REMOVED LEFT AND RIGHT HEAT SHIELDS, CLEANED, AND SECURED WITH PRC ADHESIVE; SEALED HEAT SHIELDS WITH APPROVED SEALANT
8. INSTALLED NEW #1 BATTERY GILL P/N G-243 AND SERVICED WITH ACID
9. INSTALLED GOODYEAR FLIGHT CUSTOM III MAIN GEAR TIRES 6.00X6X6, AND NOSE GEAR TIRE 5.00X5X6
10. INSTALLED NEW LEFT TIRE TUBE P/N 302246401
11. REMOVED FRONT FAIRING CAP OF LEFT WING ROOT FAIRING AND APPLIED APPROVED ADHESIVE; REINSTALLED CAP AND SEALED WITH APPROVED SEALANT
12. INSTALLED NEW LEFT AND RIGHT AILERON GAP SEALS P/N 14390-002
13. PERFORMED CORROSION "X" TREATMENT ON ALL FLIGHT CONTROLS
14. ENLARGED RIVET HOLES AND INSTALLED NEW RIVETS (SEALED WITH PRC ADHESIVE) TO RIGHT ELEVATOR
15. SECURED RIGHT FUEL SENDING UNIT CENTER SCREW, CLEANED FUEL STAIN DUE TO LEAK; LEAK CHECK: OK
16. INSTALLED NEW NYLON WASHERS P/N ANS151543L TO ELEVATOR TIPS
17. SECURED ALL GPS ANTENNAS TO GLARESHIELD, SECURED CABLES TO INNER GLARESHIELD

# INSPECTION RECORD

## F.A.R. 43.11-91.409

| ATE | AIRCRAFT TIME<br>IN SERVICE | KIND OF INSPECTION - STATUS & DISCREPANCY LIST                                  | DATE |
|-----|-----------------------------|---|------|
|     |                             | SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE |      |

### ADVANCED AIRCRAFT CENTER, INC.

14300 SW 129<sup>TH</sup> STREET

MIAMI, FLORIDA 33186

PHONE # 305-259-8291

|           |           |             |       |           |       |             |
|-----------|-----------|-------------|-------|-----------|-------|-------------|
| Date:     | 12/1/2009 | Total Time: | 300.0 | Hobbs:    | 300.0 |             |
| Manufact: | Cirrus    | Model:      | SR22  | Ser. No.: | 1583  | Reg: N424LF |

18. ADJUSTED NOSE STEERING DEFLECTION TO PROPER TENSION

19. INSTALLED NEW CO-PILOT PUSH-TO-TALK BUTTON P/N 39-101

### MAINTENANCE RELEASE

THE AIRFRAME IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY, UNDER FAR 43 APPENDIX "D" ANNUAL 100HR INSPECTION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE UNDER WORK ORDER NO. #KH111709 DATE: 12/1/2009

SIGNATURE OF AUTHORIZED REPRESENTATIVE:

FOR: ADVANCED AIRCRAFT CENTER, INC. PETER J. LO BELLO

# FAA Airworthiness Directive Compliance Record

14300 Sw 129 St Miami, FL 33186  
305 2598291

Report Produced By: Advanced Aircraft  
Center

Content Revision: 11/18/2009

File ID: NN424LF

Aircraft Registration: **N424LF**

| FAA AD Number<br>Effective Date     | Description   | Complied<br>Date<br>Time | Amendment Number<br>Method of Compliance/Applicability | Once<br>or<br>Recur | Next Due<br>Date<br>Time | 1. Facility<br>2. Cert. Type<br>3. Cert. Num.<br>4. Author. By                        |
|-------------------------------------|---|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer<br>Cirrus Design Corp. | Category<br>Airframe  | Model<br>SR22            | Part #:<br>Serial #:                                   |                     |                          |   |
| 2001-25-03<br>12/17/2001            | To detect and replace<br>understrength rivets in the elevator<br>and rudder, which could result in<br>failure,contd.        |                          | DNA by A/C S/N   | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2002-05-05<br>3/19/2002             | Superseded by 2002-24-08  |                          | Superseded by 2002-24-08                               | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2002-21-02<br>11/8/2002             | To prevent loss of the self- locking<br>retaining nut on the roll and yaw<br>trim cartridges during flight,<br>which,contd. |                          | DNA by A/C S/N   | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2002-24-08<br>1/24/2003             | To prevent failure of the Cirrus<br>Airplane Parachute System (CAPS)<br>activation system in an<br>emergency,contd.         |                          | DNA by A/C S/N   | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2005-17-19 C<br>10/13/2005          | Superseded by 2006-19-10  |                          | Superseded by 2006-19-10                               | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2006-07-06<br>5/11/2006             | To detect, correct, & prevent<br>damage to the fuel line and wire<br>bundles, which could result in fuel<br>leaks           |                          | PCW 10-05-2006   | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |

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Page 1 of 8



# FAA Airworthiness Directive Compliance Record

14300 Sw 129 St Miami, FL. 33186  
305 2598291

Report Produced By: Advanced Aircraft  
Center

Content Revision: 11/18/2009

File ID: NN424LF

Aircraft Registration: N424LF

| FAA AD Number<br>Effective Date            | Description   | Complied<br>Date<br>Time | Amendment Number<br>Method of Compliance/Applicability | Once<br>or<br>Recur | Next Due<br>Date<br>Time | 1. Facility<br>2. Cert. Type<br>3. Cert. Num.<br>4. Author. By                        |
|--|---|--------------------------|--|---------------------|--------------------------|---|
| <b>Manufacturer</b><br>Cirrus Design Corp. | <b>Category</b><br>Airframe   | <b>Model</b><br>SR22     | <b>Part #:</b><br><b>Serial #:</b>                     |                     |                          |   |
| 2006-19-10<br>10/24/2006                   | To prevent the crew seats from folding forward during emergency landing with dynamic loads with consequent,contd.   |                          | PCW 10-05-2006   | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                       | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2006-21-03<br>11/17/2006                   | To detect, correct, & prevent overheating damage to the brake caliper piston O-ring seals, which could,contd.       |                          | PCW 10-05-2006   | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                       | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2007-14-03<br>8/16/2007                    | To correct pick-up collar support fasteners of the CAPS, which could result in the premature separataion ,contd.    |                          | PCW 03-20-2007   | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                       | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2007-24-13<br>12/4/2007                    | To prevent moisture from accumulating along the wing shear web where it may freeze in certain conditions            |                          | DNA by A/C S/N   | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                       | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2008-03-16<br>3/11/2008                    | To prevent the possibility of jamming of the rudder-aileron interconnect system, which may result in loss of,contd. |                          | PCW 11-07-2008   | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                       | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2008-14-13<br>8/14/2008                    | To prevent in-flight failure of the cabin door, which could result in door separation from the airplane             |                          | PCW 11-07-2008   | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                       | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |

# FAA Airworthiness Directive Compliance Record

14300 Sw 129 St Miami, FL. 33186  
305 2598291

Report Produced By: Advanced Aircraft  
Center

Content Revision: 11/18/2009

File ID: NN424LF

Aircraft Registration: N424LF

| FAA AD Number<br>Effective Date      | Description  | Complied<br>Date<br>Time | Amendment Number<br>Method of Compliance/Applicability | Once<br>or<br>Recur | Next Due<br>Date<br>Time | 1. Facility<br>2. Cert. Type<br>3. Cert. Num.<br>4. Author. By                        |
|--------------------------------------|--|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer<br>Teledyne Continental | Category<br>Engine   | Model<br>IO-550-N        | Part #:<br>Serial #:                                   |                     |                          |   |
| 00-00-01<br>1/22/2001                | Important for Cessna Oil Filter<br>Adapter Assemblies listed in AD<br>96-12-22   |                          | DNA by aircraft type                                   | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP   |                          |  | ©ATP                | Signature: [Signature]   |   |
| 86-13-04 R3<br>2/24/1988             | TO PREVENT POSSIBLE<br>CYLINDER HEAD TO BARREL<br>SEPARATION, ENGINE FAILURE<br>AND/OR ENGINE COMPARTMENT<br>FIRE                |                          | DNA by Engine S/N                                      | Recur               |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP   |                          |  | ©ATP                | Signature: [Signature]   |   |
| 88-03-06<br>4/15/1988                | TO PREVENT POSSIBLE LOSS<br>OF ENGINE OIL AND<br>SUBSEQUENT ENGINE FAILURE   |                          | DNA by Engine S/N                                      | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP   |                          |  | ©ATP                | Signature: [Signature]   |   |
| 91-19-03<br>9/29/1991                | TO PREVENT OPERATION WITH<br>COLLAPSED OIL FILTER<br>ELEMENTS, WHICH CAN RESULT<br>IN LOSS OF OIL PRESSURE,<br>CONTD.            |                          | DNA by Engine S/N                                      | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP   |                          |  | ©ATP                | Signature: [Signature]   |   |
| 93-10-02<br>8/12/1993                | TO PREVENT AN ENGINE<br>FAILURE DUE TO A MISSING<br>CYLINDER VALVE RETAINER KEY  |                          | DNA by Engine S/N                                      | Once                |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP   |                          |  | ©ATP                | Signature: [Signature]   |   |
| 96-12-22<br>7/31/1996                | TO PREVENT LOSS OF ENGINE<br>OIL CAUSED BY LOOSE OR<br>SEPARATED OIL FILTER<br>ADAPTERS, WHICH COULD<br>RESULT IN ENGINE, CONTD. |                          | DNA by Engine S/N                                      | Recur               |                          | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP   |                          |  | ©ATP                | Signature: [Signature]   |   |

# FAA Airworthiness Directive Compliance Record

14300 Sw 129 St Miami, FL. 33186  
305 2598291

Report Produced By: Advanced Aircraft  
Center

Content Revision: 11/18/2009

File ID: NN424LF

Aircraft Registration: N424LF

| FAA AD Number<br>Effective Date      | Description   | Complied<br>Date<br>Time | Amendment Number<br>Method of Compliance/Applicability | Once<br>or<br>Recur | Next Due<br>Date<br>Time | 1. Facility<br>2. Cert. Type<br>3. Cert. Num.<br>4. Author. By                        |
|--------------------------------------|---|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer<br>Teledyne Continental | Category<br>Engine  | Model<br>IO-550-N        | Part #:<br>Serial #:                                   |                     |                          |   |
| 99-09-17 L<br>4/22/1999              | Superseded by 99-19-01  |                          | Superseded by 99-19-01                                 | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 99-19-01<br>9/30/1999                | To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.      |                          | DNA by Engine S/N                                      | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2000-08-51 E<br>4/28/2000            | Superseded by 2000-23-21  |                          | Superseded by 2000-23-21                               | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2000-23-21<br>12/12/2000             | To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.                  |                          | DNA by Engine S/N                                      | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2004-08-10<br>5/5/2004               | To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.              |                          | DNA by Engine cylinder P/N                             | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |
| 2007-16-10<br>8/23/2007              | To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the,contd. |                          | DNA by Engine type                                     | Once                |                          | 1. Advanced Aircraft Center<br>2. [Redacted]<br>3. [Redacted]<br>4. Peter J. Lo Bello |
| ©ATP                                 | ©ATP  |                          |  | ©ATP                | Signature: [Signature]   |   |

# FAA Airworthiness Directive Compliance Record

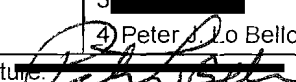
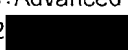

14300 Sw 129 St Miami, FL 33186  
305 2598291

Report Produced By: Advanced Aircraft  
Center

Content Revision: 11/18/2009

File ID: NN424LF

Aircraft Registration: N424LF

| FAA AD Number<br>Effective Date   | Description  | Complied<br>Date<br>Time | Amendment Number<br>Method of Compliance/Applicability | Once<br>or<br>Recur                       | Next Due<br>Date<br>Time   | 1. Facility<br>2. Cert. Type<br>3. Cert. Num.<br>4. Author. By  |
|---|--|--------------------------|--|---|--|---|
| <b>Manufacturer</b><br>Teledyne Continental<br><br><b>2009-16-03</b><br><b>9/9/2009</b><br><br>©ATP | <b>Category</b><br>Engine<br><br>To prevent the separation of the<br>cylinder head, which could result in<br>immediate loss of engine power,<br>possible, contd.<br><br>©ATP | <b>Model</b><br>IO-550-N | DNA by Engine cylinder P/N                             | Recur<br><br><br><br><br><br><br><br>©ATP | Part #:<br>Serial #:<br><br>Signature:  | 1. Advanced Aircraft Center<br>2. <br>3. <br>4. Peter J. Lo Bello |

# FAA Airworthiness Directive Compliance Record

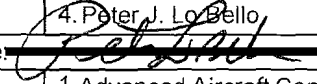
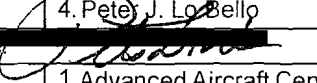
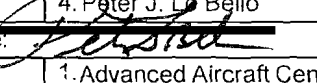
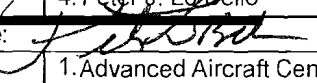
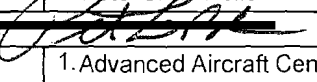
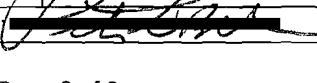
14300 Sw 129 St Miami, FL. 33186  
305 2598291

Report Produced By: Advanced Aircraft  
Center

Content Revision: 11/18/2009

File ID: NN424LF

Aircraft Registration: **N424LF**

| FAA AD Number<br>Effective Date           | Description                  | Complied<br>Date<br>Time   | Amendment Number<br>Method of Compliance/Applicability | Once<br>or<br>Recur | Next Due<br>Date<br>Time   | 1. Facility<br>2. Cert. Type<br>3. Cert. Num.<br>4. Author. By                        |
|---|------------------------------|----------------------------|--|---------------------|--|---|
| <b>Manufacturer</b><br>Hartzell Propeller | <b>Category</b><br>Propeller | <b>Model</b><br>PHC-J3YF-1 | <b>Part #:</b><br><b>Serial #:</b>                     |                     |  |   |
| 70-02-01<br>1/1/1970                      | Superseded by 73-10-03       |                            | superseded by 73-10-03                                 | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP                         |                            |  | ©ATP                | Signature:    |   |
| 70-16-03 R<br>1/1/1970                    | Superseded by 77-12-06       |                            | superseded by 77-12-06                                 | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP                         |                            |  | ©ATP                | Signature:    |   |
| 73-10-03<br>1/1/1973                      | Superseded by 77-12-06       |                            | superseded by 77-12-06                                 | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP                         |                            |  | ©ATP                | Signature:    |   |
| 74-15-02<br>1/1/1974                      | Superseded by 77-12-06       |                            | superseded by 77-12-06                                 | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP                         |                            |  | ©ATP                | Signature:  |   |
| 75-07-05<br>5/1/1977                      | Superseded by 77-12-06       |                            | superseded by 77-12-06                                 | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP                         |                            |  | ©ATP                | Signature:  |   |
| 77-12-06 R(2)<br>12/21/1977               | Superseded by 2002-09-08     |                            | superseded by 2002-09-08                               | Recur               |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP                         |                            |  | ©ATP                | Signature:  |   |

# FAA Airworthiness Directive Compliance Record

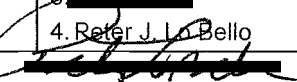
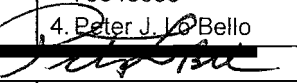
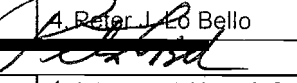
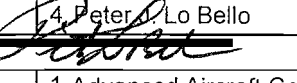
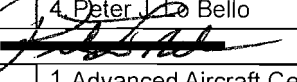
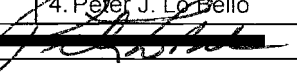
14300 Sw 129 St Miami, FL. 33186  
305 2598291

Report Produced By: **Advanced Aircraft Center**

Content Revision: 11/18/2009

File ID: **NN424LF**

Aircraft Registration: **N424LF**

| FAA AD Number<br>Effective Date           | Description  | Complied<br>Date<br>Time   | Amendment Number<br>Method of Compliance/Applicability | Once<br>or<br>Recur | Next Due<br>Date<br>Time   | 1. Facility<br>2. Cert. Type<br>3. Cert. Num.<br>4. Author. By                        |
|---|--|----------------------------|--|---------------------|--|---|
| <b>Manufacturer</b><br>Hartzell Propeller | <b>Category</b><br>Propeller   | <b>Model</b><br>PHC-J3YF-1 | <b>Part #:</b><br><b>Serial #:</b>                     |                     |  |   |
| <b>89-22-05 L</b><br><b>11/16/1989</b>    | Superseded by 93-16-14   |                            | superseded by 93-16-14                                 | Recur               |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP   |                            |  | ©ATP                | Signature:    |   |
| <b>93-16-14</b><br><b>1/5/1994</b>        | Superseded by 94-17-13   |                            | superseded by 94-17-13                                 | Recur               |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP   |                            |  | ©ATP                | Signature:    |   |
| <b>94-17-13</b><br><b>9/15/1994</b>       | TO PREVENT POSSIBLE<br>PROPELLER HUB FAILURE DUE<br>TO CRACKS THAT ORIGINATE IN<br>THE GREASE FITTING HOLES ON<br>THE,CONTD. |                            | DNA by prop s/n  | Recur               |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP   |                            |  | ©ATP                | Signature:    |   |
| <b>2001-07-03 C</b><br><b>6/4/2001</b>    | To prevent propeller failure of the<br>propellers returned to service by<br>BASCO, & possible loss of airplane<br>control    |                            | DNA by prop s/n  | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP   |                            |  | ©ATP                | Signature:  |   |
| <b>2002-09-08</b><br><b>6/13/2002</b>     | Superseded by 2007-26-09   |                            | superseded by 2007-26-09                               | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP   |                            |  | ©ATP                | Signature:  |   |
| <b>2005-14-11</b><br><b>8/17/2005</b>     | To prevent blade failure that could<br>result in separation of a propeller<br>blade and loss of control of the<br>airplane   |                            | DNA by prop s/n  | Once                |  | 1. Advanced Aircraft Center<br>2. [REDACTED]<br>3. [REDACTED]<br>4. Peter J. Lo Bello |
| ©ATP                                      | ©ATP   |                            |  | ©ATP                | Signature:  |   |