

From:

[Mark Hall](#)

To:

[REDACTED]

[REDACTED]

for N983WP

Date:

Friday, September 27, 2019 2:31:28 PM

Dear Dan (if I may),

The insurance adjuster (Toni) said you'd like to see the airframe logbook entries from our most recent annual. They are below, along with the same from the previous year (when structural weaknesses in the nose gear were first detected and repaired).

One other thing I might note in drilling down to what caused this: although the AWOS definitely said "calm winds, runway pilot discretion" (I checked twice and listened carefully), it appears from historical data that, in the general area, winds were shifting between north and northwest in the 7-12 knot range, so it's at least possible the, just as I was rounding out, I picked up enough of a tailwind to bring me from above to below stall speed.

Naturally, even if that's the case, I should have carried enough speed to prevent that from happening, but this suggests that I may have had enough speed had winds actually remained calm. Consistent with that theory, I did not hear any stall warning indicators at any time.

I'm happy to provide additional info you may need.

Regards,

Mark (Hall)



Freedom Aviation
Lynchburg, VA 24502

Date: 7/9/2019; Aircraft: N983WP; Type: SR22; S/N: 1671; TACH: 3806 5; ACTT: 3806 5; WO#: F19-0569

Airframe Entries

Complied with Annual Inspection on Airframe N983WP IAW Cirrus SR22 AMM 5-20 Annual Inspection Checklist. LH and RH crew door gas struts don't hold doors open properly. Removed worn struts and installed new struts P/Ns 18200-005 on LH and RH crew doors IAW Cirrus SR22 AMM 52-10. Ops check good. Number 2 battery due replacement. Removed both #2 battery cells and installed new cells P/Ns 50979-001 IAW Cirrus SR22 AMM 24-30. Ops check good. Removed pilot side eyeball vent and found snap ring not installed. Reinstalled snap ring in vent and reinstalled pilot side air vent IAW Cirrus SR-22 AMM 21-20. Resealed front and rear windscreens IAW Cirrus SR22 AMM 56-10. RH MLG upper and lower strut fairing clips broken. Removed 3 broken clips and installed 2 new clips P/Ns 12976-101 and 1 new clip P/N 12975-101 IAW Cirrus SR22 AMM 20-70. Mold under pilot carpet and sidewall, cleaned sidewall and washed and dried carpet IAW Cirrus SR22 AMM 12-20. Serviced oxygen system to proper pressure IAW Tornado Alley Turbo Aircraft Flight Manual Supplement report 215-6a. Passenger heat duct delaminating/crushed behind pilot's side sidewall. Removed damaged duct and installed new heat duct P/N 51569-200U IAW Cirrus SR22 AMM 21-20. RH brake temp labels show signs of overheating, removed caliper and disassembled, removed o-rings inspected caliper and re-assembled with new o-rings P/Ns 101-34500. Installed new temp labels P/Ns 51698-001 and 51698-003 and re-installed caliper IAW Cirrus SR22 AMM 32-42. Left and right MLG wheel fairing outboard fastener holes worn to large for fastener to hold. Repaired holes by filling with fiberglass and redrilling holes IAW Cirrus SR22 AMM Chapter 51. Complied with ELT annual inspection IAW FAR 91.207 (d) and ELT manufacturer's instructions on ELT model E-04, SN 022044. Found ELT to be inoperative sent out for repair see ACK Technologies Inc. W/O R383. Received back overhauled ELT SN 022044. Installed new battery P/N E-04.0, tested ELT IAW FAR 91.207 (d) and elt mfg. instructions and re-installed in aircraft. Inspection next due in 12 calendar months. ELT Battery due JUN/06/2024. Left MLG strut fairing standoff disbonded from strut. Re-bonded standoff fastener to strut IAW Cirrus SR22 AMM 51-20. #2 and #6 EGT probes inoperative. Removed defective probes and installed new probes P/Ns 16579-002 IAW 77-20. Ops check good. Negative battery terminal boot damaged. Replaced damaged boot with new P/N MS25171-4S IAW Cirrus SR22 AMM 24-30. Seal at aft of top cowling torn at ends and loose in the middle. Removed damaged seal cleaned area and installed new seal tape P/N 53722-063 IAW Cirrus SR22 AMM 71-10 and 20-30. Field connector on number 2 alt incorrect terminals, wire broken right at connector. Repaired by installing new connector P/N 410-225-9 IAW B&C Specialty Products Install Instructions-BC410 Rev C. Rivet heads broken on side baffling around LH and RH intercoolers. Replaced broken rivets with same type rivets IAW Cirrus SR22 AMM 20-70. LH and RH aileron wing actuation pulley bearing block subassemblies bearings frozen. Removed bearing block assemblies and installed new assemblies' P/Ns 14815-103 IAW Cirrus SR22 AMM 20-60 and 27-10. ELT remote switch/battery due replacement. Replaced battery in ELT remote switch with new Duracell 28L battery dated MAR 2028. Installed Duracell

CONTINUED ON NEXT PAGE

CR2 battery in audio alert indicator, alert indicator battery replacement next due in 10 years. Work done IAW ACK ELT Manual E04M. Complied with Garmin 430W ICA IAW Garmin 400W Series Instructions for Continued Airworthiness Document No. 190-00356-65 Rev. D. Complied with ICA for rosen sunvisors IAW Rosen installation instructions Doc 9051-0174-001. No defects noted. Complied with Tornado Alley ICA IAW Tornado Alley Continued Airworthiness Manual No. 22-6460004 Section B. Scheduled Maintenance Checks. Engine removed and sent out for overhaul ref W/O (28198) repair station cert. (PP4R448M) Complied with Gami fuel injector ICA. Verified compliance of AD 2008-14-13 effective date August 4, 2008. AD has been previously complied with, parts from Cirrus kit 70186-005 found to be installed on aircraft as required by para (e) of the AD. Door hinges operate properly as described in Cirrus SB2X-52-07 R4. Verified compliance of AD 2008-03-16 effective date March 11, 2008. Verified AD previously complied with, rudder / aileron interconnect configuration and hardware verified to be as described in Cirrus SB 2X-27-14 R3 IAW para (e)(1) of the AD. Verified compliance of AD 2006-07-06 fuel line leak. AD 2006-07-06 effective date May 11, 2006 not applicable by serial no. IAW para (c) of the AD. No further action is required. Verified compliance of AD 2006-19-10 eff. Oct. 24, 2006 for seat break over bolt/pin replacement. Found 3 out of 4 break over pins to have been replaced with new style P/N 17063-002 pins IAW with para. (e)(1) of the AD. LH crew seat OB pin appeared to be older style. Removed incorrect pin and installed new pin P/N 17063-002 from kit No. 70130-001 in LH crew seat OB side IAW AD 2006-19-10 para. (e)(1) and Cirrus SB 2X-25-17. AD has been complied with. Right wing fuel tank vent line damaged. Removed vent line from vent scoop and trimmed line back 1/2 inch to remove damaged section. Re-installed vent line onto scoop IAW Cirrus SR22 AMM 28-10. Left aileron outboard bearing stiff, lubed bearing, op's check good IAW Cirrus SR-22 AMM 12-20-00. RH aileron I/B and O/B bearing stiff, lubed bearings, op's check good IAW Cirrus SR-22 AMM 12-20-00. RH aileron upper stop bolt jamnut not secure. Verified rigging of ailerons and secured jamnut IAW Cirrus SR22 AMM 27-10. Cotter pin chaffing into pilot door upper hinge closeout panel. Removed cotter pin and installed new pin P/N MS24665-132 with proper clearance for close out panel IAW Cirrus SR22 AMM 52-10. Cotter pin no longer chafing. Cleaned and treated spots of corrosion on right flap torque tube under cabin floor IAW Cirrus SR-22 AMM. Verified compliance with AD 2006-21-03 effective date Nov 17, 2006. Verified that AD has been previously complied with by modification of wheel fairings and addition of temperature indicator stickers IAW Cirrus SB2X-32-14 R1 and para. (e)(3) of the AD. Verified POH revision A6 inserted into aircraft POH IAW para (e)(4) of the AD. Verify compliance of AD 2007-14-03 CAPs rocket pickup collar. Verified AD 2007-14-03 effective date August 16, 2007 has been previously complied with. Aluminum tension screws currently installed securing CAPS pickup collar to rocket body anchor block IAW para (e) of the AD. LH brake caliper leaking, removed caliper and disassembled, removed o-rings inspected piston bore and re-assembled with new o-rings P/Ns 101-34500. Installed new temp labels P/Ns 51698-001 and 51698-003 and re-installed caliper IAW Cirrus SR22 AMM 32-42. Rudder is out of rig, horn out of alignment with vertical when pedals neutral. Adjusted rigging of rudder for correct alignment of neutral and correct travels IAW Cirrus SR22 AMM 27-20. Left exhaust pipe cracked at oil breather tube. Reinstalled repaired pipe IAW Tornado Alley CAM #22-6460004 Rev. C. Rudder is out of rig, horn out of alignment with vertical when pedals neutral. Adjusted rigging of rudder for correct alignment of neutral and

continued on next page

correct travels IAW Cirrus SR22 AMM 27-20. Aft baffle around left intercooler cracked. Repaired baffling as required with riveted sheet metal doubler IAW Cirrus SR22 AMM 20-70 and 51-70. Right side engine baffle under intercooler cracked. Repaired baffling with riveted sheet metal doubler IAW Cirrus SR22 AMM 20-70 and 51-70. Aileron cable tension too high. Adjusted aileron cable to correct tensions and verified correct rigging of ailerons IAW Cirrus SR22 AMM 27-10. Removed engine IO-550N(7), SN: 686757 sent for overhaul Hobbs 3806.5, TSO 1576.1, engine TT 3276.1, sent to Triad Aviation for OH. Reinstalled OH'd engine with new mounts and hardware, new flex lines, serviced with 8 qts. Phillips 20W50 Type M oil, new oil filter CH48109-1, run, leak and op's check good IAW TCM IO-550 OH manual, Tornado Alley CAM #22-6460004 Rev. C, and Cirrus SR-22 AMM 72-30-00. Lower wind shield trim not secured to bolster trim on RH side. Re-secured windshield trim to bolster trim with screws IAW Cirrus SR22 AMM 25-10. Nose wheel tire sidewall cut. Removed wheel and removed damaged tire from wheel installed new tire P/N 505C61-8 S/N 90232358 and re-installed wheel IAW Cirrus SR22 AMM 32-41. Tested the Avidyne Magnetometer and found the aircraft heading to be as much as 6 degrees in error. Performed a full magnetometer calibration IAW Cirrus AMM 34-20. The magnetometer and heading error is now within +/- 1 degree as per the AMM. LH brake caliper shim damaged. Removed damaged shim and installed new shim P/N 068-01100 IAW Cirrus SR22 AMM 32-42. Installed Avidyne DFC90 S/N 1026A73853 after factory repair. The DFC90 was ramp checked good as per the DFC90 manual # 600-00251-000. Completed the DFC90 ICA document AVDFC-163 with no defects noted. Rudder / Aileron interconnect out of rig. Rigged rudder aileron interconnect to have proper aileron deflections with full rudder input IAW Cirrus SR22 AMM 27-20. Attempting to rig ailerons found LH aileron actuation arm assembly installed upside down. Removed actuation assembly from aileron and re-installed right side up, verified correct rigging of ailerons IAW Cirrus SR22 AMM 27-10 and 57-50.

Maintenance Release

The aircraft and/or component(s) as listed above was repaired in accordance with current Federal Aviation Regulations. Pertinent details are on file at this repair station.

JOE LEONARD CRS# _____

WO# F17-0569 Date 7-9-19

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

Inspector _____

Freedom Aviation Repair Station # BGSR439C

Airframe Log

04/04/2018 N#:N983WP MODEL:SR22 SN:1671 TT/HM:3618.7 WO#:S19-18-04319

ENGINE IO550N(7) s/n-686757 T.T. 3088.3 TSO 1388.3

Propeller PHC-J3YF-1N s/n-NJ1637B T.T.-55.1

1. Performed Annual Inspection using Cirrus SR22 as a guide
2. Complied with 100 lubrication
3. Performed capacity test on #1 battery, no defects noted battery passed at 95 percent ref Gill CMM 6.2.2 thru 6.2.7 charged battery
4. Installed new E-04 ELT antenna with static suppressor, installed audio alert, installed remote switch 406 MHz placard, installed ELT Model:E-04 S/N:022044 battery expiration Dec.19/2022 hexadecimal # 2DC88 AAC38 FFBFF CS S/N 05660 C/S certificate number 0277. Complied with inspection of ELT per 91.207d.
5. Installed new ELT remote switch battery p/n-50479-001 ref ACK Technologies instructions
6. Replaced left and right nose wheel fairing supports p/n-11799-003
7. Installed new nose fork p/n-11638-003
8. Cleaned area and applied epoxy to surfaces and installed fastener to left main gear fairing support
9. Installed new right main tire P/N:156E61-3 S/N: 11792229 and replaced inner tube P/N: G15/6.00-6 ref MM 32-41, Installed new left main tire P/N: 156E61-3 S/N: 11792284 and replaced inner tube
10. Torqued R/H fuel quantity transmitter hardware
11. Installed new rudder control rod, aft rod end and hardware
12. Installed new nose puck stack assembly p/n-13386-001
13. Installed new nose assembly p/n-14082-006 using new hardware and bushings
14. Serviced brake reservoir
15. Installed new nose tire p/n-505c61-8
16. Installed new brake linings p/n-066-06200
17. Installed new seat belt inflators p/n-20902-005 s/n- Z7172295145,S/N-Z717183085 expires-March /2030 for pilot and co-pilots restraint system and complied with annual restrain system inspection
18. Complied with Tornado Alley Continued Airworthiness per Tornado Alley ICA manual 22-6460004 Rev. C no defects noted
19. Complied with 450 hour replacement of turbo charger V- band clamps p/n-11-1100023
20. Complied with #1 battery capacity check
21. Installed new #2 batteries p/n-50979-001
22. Installed new engine induction filter p/n-33-2022
- 23 Installed new TKS ice protection filter p/n-908-1
24. Installed new brake caliper o-rings and bled brakes
25. Installed new cabin handheld fire extinguisher p/n-12533-003
26. Installed new aileron-rudder bungee p/n-12983-001
27. Installed new #4 EGT probe

I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL Inspection and was determined to be in Airworthy Condition. I certify that the aircraft, aircraft engine, propeller, or appliance identified above was repaired and or inspected in accordance with current FAA regulations and was found airworthy with respect to the work performed and is approved for return to service.

SIGNED

Signature TechnicAir Winston Salem NC FAA Repair Station PAIR208A

Sent from my iPhone