

N363CT

ENGINE LOG BOOK



Total Time

Time Since Last
Overhaul**Engine Service and Maintenance Record**
ANN ARBOR
Aviation Center Inc.
GETTING PILOTS INTO THE AIR FOR OVER 34 YEARS

 719 Airport Drive
 Ann Arbor, MI
 48108
 Phone 734-662-6806
 Fax 734-662-0559
ind
es,**AUGUST 28, 2015****N363CT
ENGINE****Flight Hobbs: 25.6
Hobbs: 36.3**

CW CIRRIUS CMX 50 HR checklist, preformed compression test 1) 72/80, 2) 72/80 3) 70/80 4) 73/80 5) 71/80 6) 75/80. Drained oil, took black stone oil sample and serviced engine with 8Qts of Aeroshell 15-50w oil and one ch48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory, adjusted prop Governor stop slow 1.5 turns and saftied. Installed new cowl seal to several areas of bottom cowl. Verified all fuel pressure readings IAW SID 97-3 of most current revision. Cleaned engine and ran aircraft all function and leak checks are okay at this time

 Brendan J. Cercone
 3745798 A&P


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September 1, 2015**N363CT
ENGINE****Flight Hobbs: 28.6
Hobbs: 40.5**

Removed original starter adapter and installed new adapter PN:642083A12. Torqued hardware IAW TCM manual M-18 appendix B. test ran aircraft and start procedure was satisfactory at this time.

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September 8, 2015**N363CT
ENGINE****Flight Hobbs: 52.1
Hobbs: 68.3**

CW CIRRIUS CMX 50 HR checklist, 71/80 6) 75/80. Drained oil, took black stone oil sample and serviced engine with 7Qts of Aeroshell 15-50w oil and one ch48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Verified all fuel pressure readings IAW SID 97-3 of most current revision. Cleaned engine and ran aircraft all function and leak checks are okay at this time

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October 16, 2015**N363CT
ENGINE****Flight Hobbs: 107.6
Hobbs: 133.4**

CW CIRRIUS CMX 100 HR checklist: PREFORMED COMPRESSION CHECK 1) 74/80 2) 70/80 3) 70/80 4) 71/80 5) 70/80 6) 72/80, Drained oil, took black stone oil sample and serviced engine with 7Qts of Aeroshell 15-50w oil and one ch48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Replaced broken Adel clamp PN: MS21919 WDG 4 on RH side cowl that supports TKS line to prop. Replaced missing screw on cabin heater shroud. Installed broken bolt on RH side ball joint with new AN 3-16, torqued and saftied bolt. Cleaned engine and ran aircraft all function and leak checks are okay at this time

 Brendan J. Cercone
 3745798 A&P

N363CT

SANTA FE

AERO SERVICES

Engine Log

ce Record

Date

121 Aviation Dr. • Bldg 4002 • Santa Fe NM 87507

art removal and
hiness Directives,
ns

Date: 11/23/2015 Make: TCM Model: IO-550-N S/N: 1012292

Flight: 0150.7 Hobbs: 0186.3

Carried forward

C/W CIRRIUS CMX 50 HR. CHECKLIST. PERFORMED OIL CHANGE, DRAINED ENGINE OIL, CUT OPEN FILTER, NO DEFECTS NOTED, INSTALLED NEW OIL FILTER, P/N CH48108-1 AND SERVICED WITH 8 QTS. OF A/S 15W50 OIL. INSPECTED FLUID CARRYING LINES, EXHAUST SYSTEM AND CLEANED GASCOLATOR. GROUND RUN, OPS AND LEAK CHECKS SATISFACTORY.

Arturo Torres
A&P2834035

Work accomplished at Santa Fe Aero Services, LLC. Reference work order #SO#15-0390



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January 28, 2016

N363CT
ENGINE

Flight Hobbs: 197.0
Hobbs: 245.8

CW CIRRIUS CMX 100 and 200HR checklist: PREFORMED COMPRESSION CHECK 1)70/80 2) 74/80 3) 72/80 4) 70/80 5) 71/80 6) 74/80, Drained oil, took black stone oil sample and serviced engine with 7Qts of Aeroshell 15-50w oil and one ch48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Verified all accessible cylinder hold down nuts Cleaned engine and ran aircraft all function and leak checks are okay at this time

Brendan J. Cercone
3745798 A&P



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April 1, 2016

N363CT
ENGINE

Flight Hobbs: 256.7
Hobbs: 318.2

CW CIRRIUS CMX 250 in service inspection, Drained oil, took black stone oil sample and serviced engine with 7Qts of Aeroshell 100w oil and one ch48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Cleaned engine and ran aircraft all function and leak checks are okay at this time

Brendan J. Cercone
3745798 A&P



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May 25, 2016

N363CT
ENGINE

Flight Hobbs: 302.6
Hobbs: 374.5

CW CIRRIUS CMX 100 AND 300 HR checklist: PREFORMED COMPRESSION CHECK 1)70/80 2) 72/80 3) 73/80 4) 60/80 5) 66/80 6) 73/80, Drained oil, took black stone oil sample and serviced engine with 8Qts of Aeroshell 100Ww oil and one ch48108-1 filter. Added cam guard oil additive. Replaced induction air filter with new BA-24 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Replaced broken TKS support bracket on RH baffle, Cleaned engine and ran aircraft all function and leak checks are okay at this time

Brendan J. Cercone
3745798 A&P

Engine Service and Maintenance Record

Date	Total Time	Time Since Last Overhaul	Hours	Min	Hours	Min
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Carried forward → **July 15, 2016** **N363CT ENGINE** **Flight Hobbs: 353.2**
Hobbs: 435.5

CW CIRRIUS CMX 350 in service inspection, Compression Results: 1) 65 2) 72 3) 64 4) 64 5) 64 6) 68
 Drained oil, took black stone oil sample and serviced engine with 7Qts of Aeroshell 100w oil and one
 ch48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed
 gascolator and findings were satisfactory. Verified and adjusted mag timing as necessary. Cleaned engine
 and ran aircraft all function and leak checks are okay at this time
 Brendan J. Cercone
 3745798 A&P

August 3, 2016 **N363CT ENGINE** **Flight Hobbs: 359.8**
Hobbs: 443.9

CW CIRRIUS CMX Annual inspection checklist: PREFORMED COMPRESSION CHECK 1)67/80 2) 70/80
 3) 66/80 4) 67/80 5) 68/80 6) 67/80, No oil and filter change at this time. Inspected all fluid carrying lines
 both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Cleaned
 engine and ran aircraft all function and leak checks are okay at this time
 I certify that this Engine has been inspected IAW Far 43 Appendix D 100 hour inspection criteria and was
 found to be in airworthy condition.
 Brendan J. Cercone
 3745798 A&P

September 22, 2016 **N363CT Engine** **Flight Hobbs: 395.6**
Hobbs: 486.1

CIRRIUS CMX 400 in service inspection, Drained oil, took black stone oil sample and serviced engine with
 7Qts of Aeroshell 100w oil and one ch48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no
 defects at this time. Removed gascolator and findings were satisfactory. Replaced induction airfilter with
 new BA-24. Replaced Prop tks feed line bracket with fabricated steel part. Verified and adjusted mag
 timing as necessary. Cleaned engine and ran aircraft all function and leak checks are okay at this time
 Brendan J. Cercone
 3745798 A&P

February 16, 2017 **N363CT Engine** **Flight Hobbs: 451.9**
Hobbs: 552.9

COMPRESSION TEST: 1) 60 2) 64 3) 64 4) 62 5) 54 6) 64
 CIRRIUS CMX 100HR in service inspection, Drained oil, took black stone oil sample and serviced engine
 with 7Qts of Phillips 20-50 oil and one ch48109-1 filter Added camguard oil additive.. Inspected all fluid
 carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory.
 Replaced induction air filter with new BA-24. Cleaned and serviced spark plugs. Verified and adjusted mag
 timing as necessary. Cleaned engine and ran aircraft all function and leak checks are okay at this time
 Brendan J. Cercone
 3745798 A&P



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May 22, 2017

N363CT
Engine

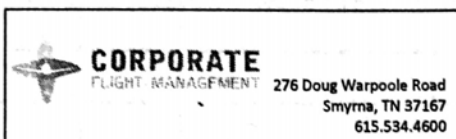
Flight Hobbs: 505.6
Hobbs: 618.0

Carrie

CW CIRRIUS CMX 50 HR checklist, Compression check #1: 68, #2: 71, #3: 65, #4: 60, #5: 64 #6: 68. Drained oil, took black stone oil sample and serviced engine with 7Qts of Aeroshell W100 oil and one CH48108-1 filter. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Removed both magnetos. Performed 500 hour Mag Inspection on both mags and timed to engine during installation. Performed 500 hour inspection on #1 alternator. Installed new brushes on #1 alternator. Installed all new spark plugs P/N URHB32E. Cleaned engine and ran aircraft all function and leak checks are okay at this time

Trevor Moehl
3554241 A&P

Model: SR22
S/N: 4232
Reg. No: N363CT



Date: 14 June 2017
Hobbs: 636.0
Flight: 520.50

Engine S/N 1032094

Maintenance:

-Checked mixture, throttle, and propeller cable for proper travel and friction. No issues found at this time. Adjusted idle RPM to 740. All work done Ref TCM MM and Overhaul Manual. Ops check good at this time.

The engine identified above was inspected and repaired in accordance with current Federal Aviation Regulations and is approved for return to service with respect to the work performed. Pertinent details of the work performed are on file at this repair station under Work Package No JWN1129

Signed:
For: Corporate Flight management

Certified Repair Station No FJTR920D

Form CFM 007



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August 15, 2017

N363CT
ENGINE

Flight Hobbs: 548.2
Hobbs: 668.6

COMPRESSION CHECK 1: 58/80, 2: 70/80, 3: 72/80, 4: 72/80, 5: 65/80, 6: 75/80. Performed 100 hour inspection in accordance with FAR 43 Appendix D. Drained oil, took Blackstone oil sample. Removed and replaced Oil filter AA48108-2. Serviced engine with 7 quarts Aeroshell W100 oil and Camguard oil additive. Inspected all fluid carrying lines both oil and fuel, no defects at this time. Removed gascolator and findings were satisfactory. Removed and replaced fuel boost pump with overhauled unit P/N 5217-00-3 S/N 4807. Cleaned engine and ran aircraft all function and leak checks are okay at this time
I certify that this Engine has been inspected IAW Far 43 Appendix D 100 hour inspection and was found to be in airworthy condition.

Trevor Moehl
3554241 A&P

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hours	Min	Hours	Min	
Carried forward →					
<div style="display: flex; justify-content: space-between;"> <div> ENGINE MODEL IO550N (68B) ENGINE S/N 1012292 REG NO N363CT WORK ORDER 30538-09-2017 </div> <div> Commander Aero, Inc. Repair Station No. GA5R-876M 10570 Springboro Pike Miamisburg, Ohio 45342 USA Phone: 888-881-5580 </div> <div> DATE 9/26/2017 AVC TSN 687 1 ENG TT 571 3 FLIGHTTIME 571 3 </div> </div>					
Engine Entries (2) Checked Cylinder Compressions - 1) 70/80; 2) 70 /80; 3) 74 /80; 4) 70/80; 5) 72/80; 6) 72 /80.... (3) Took Blackstone oil sample.					
Maintenance Release The aircraft and/or component(s) on N363CT was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to the work performed. Pertinent details of the repair are on file at this repair station under Work Order No. 30538-09-2017.					
DATE: 9/26/2017 SIGNED: <i>Alvin Minzler</i> Work Order: 30538-09-2017 Minzler, Alvin Printed by EBis 3 (datcomedia.com) Certified Repair Station No. GA5R-876M					

2017 HOBBS FLIGHT N363CT Cirrus SR22 S/N 4232
11/28 750.9 615.5 TCM IO-550-N S/N 1012292

Removed engine cowling. Drained engine oil and removed old oil filter, Tempest p/n: 48108-2. Installed new oil filter Tempest p/n: 48109 per Tempest Application chart and 7 quarts of Phillips XC 20w50 oil. Safety wired oil filter. Test ran, no leaks detected. Performed compression check, 1) 70/80, 2) 72/80, 3) 73/80, 4) 65/80, 5) 71/80, 6) 69/80. All within spec. Reinstalled engine cowling. Aircraft returned to service.

John D. Story
John D. Story
A&P 2731800 IA
Aircraft Maintenance Team, Inc.



WELLS AIRCRAFT, INC.
800 AIRPORT ROAD
MUNICIPAL AIRPORT
HUTCHINSON, KS 67501-1953
CRS NT2R043L
(620)663-1546
www.wellsac.com

Date: 07-12-2018
Work Order: S8694
N363CT S/N 4232
Flight Time: 686.8
Hobbs Meter: 837.4
TTE: 686.8

ENGINE LOG
Eng. S/N: 1012292



Performed a **100 Hour Inspection** in accordance with FAR 91.409 and the requirements outlined in FAR 43 App. D; with ref. to the Cirrus SR22/22T AMM P/N 13773-001 Rev. B7, Sec. 5-20. Performed cylinder differential compression test, results as follows: #1 77/80, #2 67/80, #3 78/80, #4 70/80, #5 70/80, #6 72/80 - M/O 47/80. Drained engine oil after pre-run and collected sample for lab analysis. Removed and inspected oil filter element; no discrepancies noted at this time. Serviced engine with 8 quarts of Phillips 20W50 X/C and installed a new filter P/N AA48108-2. Replaced induction air filter with new P/N BA-24. Replaced alternate air tubing with (26") new P/N SCAT 10. Replaced all rocker cover gaskets with (12) new P/N RG-632459. Replaced SkyTec starter S/N 4C3-081534 with new H.E.T. starter P/N 658741, S/N H-R112156; updated weight & balance document as required. Replaced starter adaptor with new P/N 642083A12. Replaced #6 cyl. Tanis heater threaded element with new P/N TTP2771-115/50. Replaced forward engine baffle assembly with new P/N 15480-005.

- C/W SB2X-79-08 by installing a new remote mounted oil pressure sender P/N 12635-004 and applicable hardware as required by this service document (see W.O. for complete parts list).

- All applicable AD's have been complied with at this time.

- All applicable SB's have been complied with at this time.

All work was performed with ref. to applicable sections of the Cirrus SR22/22T AMM P/N 13773-001 Rev. B7 and CMI IO-550-A, B, C, G, N., P & R Permold series Engine Maintenance and Overhaul Manual, M-16 (7/1/2015) & M-0 (1/26/2018). Post-run and leak check was satisfactory at this time. I certify that this Engine (IO-550-N(68B), S/N 1012292) has been inspected in accordance with an **100 Hour Inspection** and was determined to be in an Airworthy Condition.

I have reviewed the file on this aircraft and the accompanying forms. The aircraft, airframe, aircraft engine, propeller, or appliance identified was repaired / inspected in accordance with current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at this Certified Repair Station CRS NT2R043L.

Authorized Signature:

Nathaniel Hershberger
Nathaniel Hershberger, CRS Release Authority