

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

Date

Total Time

Time Since Last Overhaul

Hours

Min

Hours

Min

Carried forward



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

Date: **6-29-2015**
Work Order: **S8046**
N857SW S/N 22T-0816
Hobbs Meter: **231.9**
Flight Meter: **184.2**
TTAF: **184.2**
TTE: **184.2**

ENGINE LOG

Eng. S/N: 1010426



Performed a CMX 50hr inspection. 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 7 quarts of Phillips 20W50 X/C and one CH48108-1 filter. Adjusted manifold pressure as required. Shimmed alternate air assembly with washers to prevent chaffing on oil pan. All work was performed with ref. to applicable sections of the Cirrus SR22 / 22T A.M.M. Rev. B5 and CMI TSIO-550-B, C, E, G, K and N Permold series Engine Maintenance and Overhaul Manual, M-18 (September 2014). Post-run and leak check was satisfactory at this time.

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: _____

Chad J. Koehn / CRS Release Authority



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Date: **9-30-2015**
Work Order: **S8126**
N857SW S/N 22T-0816
Hobbs Meter: **288.9**
Flight Meter: **232.4**
TTAF: **232.4**
TTE: **232.4**

ENGINE LOG

Eng. S/N: 1010426



Performed a CMX 50hr inspection. 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 7 quarts of Phillips 20W50 X/C and one CH48108-1 filter. Adjusted manifold pressure as required back down. CW SIL-14-4A Alt Bracket Inspection, CW SB2X-28-12R1 electric fuel pump inspection. CW SBX-71-27 and installed airbox spacer. All work was performed with ref. to applicable sections of the Cirrus SR22 / 22T A.M.M. Rev. B5 and CMI TSIO-550-B, C, E, G, K and N Permold series Engine Maintenance and Overhaul Manual, M-18 (September 2014). Post-run and leak check was satisfactory at this time.

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: _____

Chad J. Koehn / CRS Release Authority

MAINTENANCE RECORD

F.A.R. 43.9

NO. SERVICE

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

DATE OF
COMPLETION

AIRCRAFT TIME
IN SERVICE

DESCRIPTION OF WORK PERFORMED
OR APPROVED DATA USED



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Date: 4-29-2015
Work Order: S8025
N857SW S/N 22T-0816
Hobbs Meter: 183.2
Flight Meter: 144.6
TTAF: 144.6

AIRFRAME LOG



Leading edge of right, lower cowlings cosmetically repaired by outside vendor (J. Fields Enterprises, PO #01-16497). Resealed oil fittings at base of oil cooler as required. Replaced clear protective film around right recognition light with new P/N FAK-009-G3-TB. Blended and touched up cosmetic damage on trailing edge of prop blade as required. All work was performed with ref. to applicable sections of the Cirrus SR22 / 22T A.M.M. Rev. B5 and was ground checked for operation, security and leakage; found satisfactory at this time. I have reviewed the file on this aircraft and the accompanying forms. The aircraft, airframe, aircraft engine, propeller, or appliance identified was repair/inspected in accordance with current requirements of the Federal Aviation Administration and is approved for return to service. Pertinent details of repair/inspection are on file at this Certified Repair Station CRS NT2R043L.

Authorized Signature: [Redacted]

Nathaniel Hershberger / CRS Release Authority



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Date: 6-29-2015
Work Order: S8046
N857SW S/N 22T-0816
Hobbs Meter: 231.9
Flight Meter: 184.2
TTAF: 184.2

AIRFRAME LOG



Performed a CMX 50hr inspection. Miscellaneous cosmetic paint repairs performed by outside vendor (J. Fields Enterprises, PO # 01-16622). Replaced right & left wing walks with new P/N's 18063-006-01 & 18063-005-01. Recoated leading edges as required with P/N 51329-002U. Replaced clear protective film at right recognition light with new P/N FAK-009-G3-WT & at towbar attach area with new P/N FAK-009/G3/TB. Shimmed alternate air assembly with washers to prevent chaffing on oil pan. Serviced oxygen & TKS systems as required.

All work was performed with ref. to applicable sections of the Cirrus SR22 / 22T A.M.M. Rev. B5 and was ground checked for operation, security and leakage; found satisfactory at this time.

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

Authorized Signature: [Redacted]

Chad J. Koehn / CRS Release Authority

Performed CMX Inspection with reference to Cirrus Maintenance Manual P/N 13773-001 Rev B4 Inspection Guide and Hartzell Propeller Manual P/N 115N. Propeller as been inspected in accordance with the 100 hour CMX inspection.

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

Authorized Signature

Chad J. Koehn / CRS Release Authority



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Date: **4-1-2015**

Work Order: **S7975**

N857SW S/N 22T-0816

Hobbs Meter: **169.3**

Flight Meter: **133.6**

TTAF: **133.6**

TTP: **133.6**

PROPELLER LOG

Prop. S/N: NJ911B



Performed a **100 Hour Inspection** in accordance with FAR 91.409 and the requirements outlined in FAR 43 App. D, with reference to the Cirrus SR22 / 22T A.M.M. Rev. B5, Chapter 5.

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

I certify that this Propeller (Hartzell PHC-J3Y1F-1N, S/N NJ911B) has been inspected in accordance with a **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 / CRS Release Authority