Aircraft Record General Information

Manufacturer Cirrus Design Corp. **Model** SR-22

Serial 3649 **Registration Number** N618AB

Date of Manufacture 3-30-2010

Engine(s) currently installed:

Manufacturer TCM **Model** IO-550-N **Serial** 1002101

Manufacturer _____ **Model** _____ **Serial** _____

Propeller(s) currently installed:

Manufacturer Hartzell **Model** PHC-J3Y1F-1N

HUB Model _____ **Serial** NJ282B **Serial** _____

Blade Model _____ **Serial** _____ **Serial** _____ **Serial** _____

Blade Model _____ **Serial** _____ **Serial** _____ **Serial** _____

YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

MAKE: Cirrus Design Corp
MODEL: Sr22
S/N: 3649
REG. NO: N618AB
WORK ORDER: 1931

flyADVANCED aviation group

Advanced Leesburg
1005 Sycolin Road Suite 106
Leesburg, VA 20175
Phone: 703-443-4739

DATE: 9/8/2022
A/C TSN: 1429.6
FLIGHTTIME: 1429.6

Airframe Entries

- Performed 100 HOUR/ANNUAL Airframe inspection IAW FAR 43 Appendix D and using Cirrus SR22 AMM Chpt. 5-20 as a reference. Checked flight controls for proper operation, travel, and rigging; lubricated as needed. Performed functional test of the AMSAFE AAIR system using the SDT and using Chpt. 25-10 and Ops Doc# E509129 as reference; all systems passed. Inspected handheld cockpit fire extinguisher for any damage, no defects. Verified pressure in within operable range and weighed extinguisher. Inspected mounting in aircraft, no defects; reinstalled extinguisher. Performed Fuel Cap Assy GRD Resistance check, both caps within limits. Opened all exterior and interior access panels, inspected; no defects noted, closed all panels. ADs searched on ATP through 9/6/2022.
- Removed ME406 ELT, S/N: 197-03087 from aircraft to perform operational check and inspect IAW Part 91.207(d), satisfactory at this time with no defects noted. Reinstalled ELT into aircraft. BATTERY DUE @ 6/2023.
- Replaced both BAT 2 assemblies P/N: NP7-12T using Cirrus SR22 AMM Chpt. 24-50 as reference. Ops check ok. NEXT DUE @ 9/2024.
- Replaced all (8) brake linings P/N: 066-06200. Ops and leak check ok.
- Found LH lower cabin door hinge to show play. Removed and replaced (1) hinge assembnly P/N: 21845-002 and (1) clevis bolt P/N: AN23-22. Lubricated hinge as needed. No further defects noted.
- Replaced RH flap linkage fwd rod-end P/N: 11314-004. Safety wired as needed and installed new cotter pin. Ops check ok.
- Adjusted NLG fork assembly tension to be within spec using SR22 AMM Chpt. 32-20 (5) as reference.
- Replaced (1) aft closeout seal P/N: 20665-003 on the bottom cowling after found to be torn. No other defects noted.
- Removed the Concorde RG24-24M Main Battery, s/n: 40944635. Top charged and performed a cap. check which passed @ 98%. Re-installed battery, op.'s check OK.
- AD2022-03-15 [Fuel Indication]; DNA, aircraft not equipped with affected equipment. No further action required.

I certify this Aircraft has been inspected IAW with a 100 HOUR/ANNUAL Inspection and was found to be in Airworthy Condition.
- Reinstalled a repaired Avidyne TAS 610 Processor, pn 70-2420-[8TAS610] sn M101097364, ops check OK.

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of this maintenance are on file at our facility under the above work/service order number as applicable.

DATE: 9/8/2022 SIGNED: Mike Arthur 3543829 IA Work Order: 1931

YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

REG. NO: N618AB
Make: Cirrus Design Corp
Model: Sr22
A/C SN: 3649
W/O: 1931

Advanced Leesburg
1005 Sycolin Road Suite 106
Leesburg, VA 20175
Phone: 703-443-4739

Date: 9/8/2022
ACTT: 1429.6
FLIGHTTIME: 1429.6

Airframe Entries

- Reinstalled a repaired Avidyne TAS 610 Processor, pn 70-2420-[8TAS610] sn M101097364, ops check OK.

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of this maintenance are on file at our facility under the above work/service order number as applicable.

DATE: 9/8/2022 SIGNED:

Work Order: 1931

Christopher Ray, A&P: 4122058

Printed by EBis 3 (datcomedia.com)

MAKE: Cirrus Design Corp
MODEL: Sr22
S/N: 3649
REG. NO: N618AB
WORK ORDER: 2039

Advanced Leesburg
1005 Sycolin Road Suite 106
Leesburg, VA 20175
Phone: 703-443-4739

DATE: 10/10/2022
A/C TSN: 1799.2
FLIGHTTIME: 1437

Airframe Entries

- Troubleshot ALT 2, found the brushes to be excessively worn and a bearing to be missing, causing an intermittent operation. Removed Hartzell Engine Tech alternator P/N: 657199, S/N: H-L071587 and installed (1) new Plane-Power alternator P/N: ES-7024-14, S/N: H-U070001. Set the tension and secured wiring as needed. Ran up aircraft and applied all electrical load, no defects noted for ALT 2, ops check ok. 500HR inspection recommended to be done @ 1937 FLIGHTTIME.

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of this maintenance are on file at our facility under the above work/service order number as applicable.

DATE: 10/10/2022 SIGNED:

Work Order: 2039

David Ponce-Mexicano, A&P: 4066904

Printed by EBis 3 (datcomedia.com)

YEAR 20 ____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

REG. NO: N618AB
Make: Cirrus Design Corp
Model: Sr22
A/C SN: 3649
W/O: 2216

ADVANCED aviation group

Advanced Leesburg
1005 Sycolin Road Suite 106
Leesburg, VA 20175
Phone: 703-443-4739

Date: 12/13/2022
ACTT: 1823.9
FLIGHTTIME: 1456.7

Airframe Entries

Ran up aircraft to warm oil and perform 50HR oil change & insp. IAW Chpt 5-20-00. Checked all aircraft lighting, inspected airframe and inflated all tires to specified PSI in POH. Removed cowling. Drained engine oil, collected Blackstone oil sample, removed oil filter and inspected, no metal found at this time. Installed new oil filter P/N: AA48108-2 and safety wired; serviced engine with 8 quarts of Phillips 20W50 Oil and added Cam Guard additive per request. Inspected engine compartment, no defects found. Reinstalled cowling. Ran up aircraft. Leak check ok, no defects noted.

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of this maintenance are on file at our facility under the above work/service order number as applicable.

DATE: 12/13/2022 SIGNED:

Jason Getz, A&P: 3674222

Work Order: 2216

YEAR 20___ DATE	RECORDING TACH TIME

24 MONTH ALTIMETER & TRANSPONDER CERTIFICATION

ADVANCED

530 AIRPORT ROAD
LITITZ, PA 17543
717-735-5179

CRS# 5T2R901C

Aircraft Registration	N618AB
Aircraft Model	5022
Aircraft S/N	3647
Work Order	9467
Pressure test unit S/N	86692
ATC test unit S/N	1000685428
#1 Encoder P/N	
#1 Encoder S/N	
#2 Encoder P/N	
#2 Encoder S/N	

#1 ADC / Altimeter P/N	006-B0261-26
#1 ADC / Altimeter S/N	20609349
#2 ADC / Altimeter P/N	10731-003
#2 ADC / Altimeter S/N	478662
#3 ADC / Altimeter P/N	
#3 ADC / Altimeter S/N	
#1 Transponder P/N	011-00779-30
#1 Transponder S/N	89120050
#2 Transponder P/N	
#2 Transponder S/N	

Appendix E to Part 43—Altimeter System Test and Inspection

(a) Static Pressure System

STATIC SYSTEM	(circle one)		PITOT SYSTEM	(circle one)		MISC	(circle one)	
Free of Moisture	(Pass)	Fail	Free of Moisture	(Pass)	Fail	Pitot Heat Function	(Pass)	Fail
Leak Check	(Pass)	Fail	Leak Check	(Pass)	Fail	Alternate Static	(Pass)	Fail

(b) Altimeter

(i) SCALE ERROR

Altitude (feet)	Tolerance (feet)	ADCs / Altimeters #1	#2	#3
-1,000	± 20	-1015	-990	
0	± 20	-17	0	
500	± 20	482	500	
1,000	± 20	982	1000	
1,500	± 25	1482	1500	
2,000	± 30	1981	2010	
3,000	± 30	2980	3010	
4,000	± 35	3980	4000	
6,000	± 40	5979	5990	
8,000	± 60	7979	7970	
10,000	± 80	9977	9960	
12,000	± 90	11977	11960	
14,000	± 100	13973	13950	
16,000	± 110	15971	15960	
18,000	± 120	17971	17960	
20,000	± 130			
22,000	± 140			
25,000	± 155			
30,000	± 180			
35,000	± 205			

(ii) HYSTERESIS

Test Points (% of max alt)	ADCs / Altimeters (± 75) Test Box	#1	#2	#3
60% initial	9000	8986	8990	
60% final	9000	8979	8990	
Change	0	1	0	
40% initial	7200	7186	7200	
40% final	7200	7180	7208	
Change	0			

(iii) AFTER EFFECT (± 30 ft)

Unit tested	Initial	After	Change
Test box	0	0	0
#1	-17	-16	1
#2	0	0	0
#3			

(v) Case Leak (less than 100 ft/min @ 18,000 ft)

Pass/Fail	#1	#2	#3
	17	17	

(iv) FRICTION (Altimeter only)

Altitude (feet)	Tolerance (feet)	Altimeter Change
1,000	± 70	30
2,000	± 70	30
3,000	± 70	30
5,000	± 70	30
10,000	± 80	40
15,000	± 90	50
20,000	± 100	
25,000	± 120	
30,000	± 140	
35,000	± 160	

(vi) BAROMETRIC SCALE ERROR (± 25) *(Avidyne must start at 2000 ft)

Pressure Setting	Calibrated Difference	Altimeter Reading	Actual Difference	*Avidyne Reading	Actual Difference
28.1	-1,727	-1730	3		
28.5	-1,340	-1350	10		
29	-863	-870	7		
29.5	-392	-390	2		
29.92	0	0	0		
30.5	+531	530	1		
30.9	+893	890	3		
30.99	+974	970	4		

(c) Automatic Pressure Altitude Reporting

ENCODER CALIBRATION (if required)

Transponder change point	Primary Altimeter Reading 1	2	Pass/Fail (±125 ft) 1	2
2,900 --> 3,000	3000		Pass	
17,900 --> 18,000	18000		Pass	
24,900 --> 25,000				
29,900 --> 30,000				
34,900 --> 35,000				

All tests of Appendix E to Part 43, that are required for this system, are found to be within the specified Limits.

Technician Signature — 05-26-23 Date

Witness Signature — 05-26-23 Date

Appendix F to Part 43—ATC Transponder Tests and Inspections

91.413 MODE S TRANSPONDER CERTIFICATION	Result 1	2
(a) RADIO REPLY FREQUENCY: 1090 ±1 MHz	1089.92	
(b) SUPPRESSION REPLY: < 1% when P'dB = P'dB	0%	
(c) SUPPRESSION REPLY: > 90% when P'dB is 9dB less than P'dB	100%	
(c) RECEIVER SENSITIVITY MTL: -73 ±4 dbm (±7db radiated signal)	-74.0	
(c) RECEIVER SENSITIVITY MODE A/C DIFFERENCE: < 1dB	0.0	
(d) RF PEAK POWER OUTPUT: 125W < OUTPUT < 500W	457	
(f) MODE S ADDRESS: verify address is being transmitted	Pass	
(h) MODE S ALL CALL: verify reply has correct address and capability	Pass	
(i) ATCRBS ALL CALL: verify atcrbs all call produces no reply	Pass	
(j) SQUITTER: verify mode s generates correct squitter (1 per second)	Pass	

91.413 MODE C TRANSPONDER CERTIFICATION	Result
(a) RADIO REPLY FREQUENCY MODE C: 1090 ±3 MHz	
(b) SUPPRESSION REPLY: < 1% when P'dB = P'dB	
(b) SUPPRESSION REPLY: > 90% when P'dB is 9dB less than P'dB	
(c) RECEIVER SENSITIVITY MTL MODE C: -74 ±3 dbm (±7db radiated signal)	
(c) RECEIVER SENSITIVITY MODE A/C DIFFERENCE: < 1dB	
(d) RF PEAK POWER OUTPUT: 125W < OUTPUT < 500W	

All tests of Appendix F to Part 43, that are required for this system, are found to be within the specified Limits.

Technician Signature — 05-26-23 Date

Witness Signature — 05-26-23 Date

Repairs and Alterations

and Certificate Number of
s for other specific entries.)

YEAR
20 ____
DATE

flyADVANCED

530 Airport rd. Lititz, PA. 17543
CRS# : 5T2R901C

Aircraft Reg:	N618AB
Work Order:	9506
Altitude Tested to:	18,000
Date Tested:	5/26/2023

I certify that the; altimeter system and altitude reporting equipment tests and inspections required by FAR 91.411 and data correspondence between automatically reported pressure altitude data and the pilot's altitude reference required by FAR 91.217 have been found to be within the specified limits of CFR 43 appendices E, up to the specified altitude. Next certification is due 05/31/2025 , or when otherwise required.

Transponder:	Make:	Garmin	Model:	GTX-33ES	S/N:	89120050
Transponder:	Make:	N/A	Model:	N/A	S/N:	N/A
ADC #1:	Make:	Garmin	Model:	GDC-74	S/N:	20608384
ADC #2:	Make:	N/A	Model:	N/A	S/N:	N/A
Altimeter:	Make:	United	Model:	5934D-3	S/N:	478662

Joe Vigliante
Signature

5/26/2023
Date

Form Number: FA20 Revision Number: Rev 1 Revision Date:02/06/2020

:ions, Tests, Repairs and Alterations
ith Name, Rating and Certificate Number of
. (*See* back pages for other specific entries.)

9467-04-2023 (05-26-2023)

MAKE: Cirrus
MODEL: SR22
S/N: 3649
REG. NO:: N618AB

flyADVANCED
FAA Cert: 5T2R901C
530 Airport Rd.
Lititz, PA 17543

W/O #: 9467-04-2023
DATE: 05-26-2023
A/C TT: 1506.2
Flight: 1506.2
Hobbs: 1884.7

Airframe Entries

Performed Adjustment / Test of the United standby altimeter Model: 5934D-3, S/N: 478662 IAW Cirrus AMM 34-10... Completed a 24 Month altimeter & transponder certification. See log book entries for further details dated 05-26-23... Serviced tires IAW Cirrus AMM 12-10

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with the current rules and regulations of Title 14 of the Code of Federal Regulations, was found Airworthy and was returned to service.

DATE: 05-26-2023

SIGNED:
Joshua J. Ferry
FAA Cert: 5T2R901C

YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

MAKE: Cirrus
MODEL: SR22
S/N: 3649
REG. NO:: N618AB

Advanced Leesburg
1005 Sycolin Road Suite 106
Leesburg, VA 20175

W/O #: 2878
DATE: 08-25-2023
A/C TT: 1514.3
A/C Tach: 1511.2
Flight: 1514.3
Hobbs: 1895.7

Entries

- Troubleshot Alternator #2 INOP. Found broken field wire terminal. Replaced field wire terminal. Ops check good at this time.
- GMU #1 is red-X'd. Removed and replaced #1 GMU 44 pn 011-00870-00, sn off 47516046, sn on 47519923. Updated GMU #1 software from version 2.01 to 2.05. Performed Magnetometer calibration on both AHRS IAW Cirrus AMM 34-20. Both AHRS and GMUs ops check good.
- Serviced tire pressure to 30 psi nose and 62 psi mains per POH.

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of this maintenance are on file at our facility under the above work/service order number as applicable.

DATE: 08-25-2023 SIGNED: Christopher Ray

Christopher Ray
A&P: 4122058

WORK ORDER: 2878

YEAR
20 ____
DATE

MAKE: Cirrus
MODEL: SR22
S/N: 3649
REG. NO:: N618AB

Advanced Leesburg
1005 Sycolin Road Suite 106
Leesburg, VA 20175

W/O #: 2752
DATE: 10-09-2023
A/C TT: 1541.3
Flight: 1541.3
Hobbs: 1906.3

Airframe Entries

- Performed Annual Airframe inspection in accordance with FAR 43 Appendix D and using Cirrus SR22 AMM Rev. B8 Chpt. 4 Airworthiness Limitations & Chpt. 5-20 Maintenance Checks as a reference. Visually inspected fuselage, empennage, wings, landing gear, cabin, and instrumentation. Checked flight controls for proper operation, travel, and rigging; lubricated the airframe as needed. Performed functional test of the AMSAFE AAIR system using the SDT and using Chpt. 25-10 and Ops Doc# E509129 as reference. Inspected handheld cockpit fire extinguisher for any damage. Opened all exterior and interior access panels, inspected; no defects noted, closed all panels.
  Researched applicable ADs & SBs biweekly 2023-22 through Veryon;
  AD2023-17-04: DNA, engine not equipped with affected STC oil filter adapter.
  AD2023-09-09: DNA, engine NOT equipped with affected V-band couplings.
  AD2023-05-16: DNA per engine serial number and date of manufacture.
  AD2023-02-12: DNA, engine NOT equipped with affected certain Superior Air Parts, Inc. (SAP) cylinder assemblies or intake valves.
- Removed Artex ME406 ELT, S/N: 197-03087 from aircraft to perform operational check and inspect in accordance with FAR 91.207(d), satisfactory at this time with no defects noted. Reinstalled ELT into aircraft. BATTERY DUE @ 05/2029 or when used for more than 1HR, whichever occurs first.
- Replaced the LH NLG wheel fairing bracket P/N: 11799-003 and safety wired.
- Found CO-PILOT side seatbelt airbag inflator to fail AMSAFE AAIR system functional test. Removed seat to gain access to inflator system, removed and installed (1) new inflator P/N: 20902-005, S/N: Z7DHZ55D0906 along with (1) adapter fitting P/N: 20902-007, and (1) new wire harness P/N: 20902-006; secured all as needed and recovered seat. Reinstalled and tested, all systems passed. CO-PILOT SIDE INFLATOR NOW DUE @ 08/2033.
- Reinstalled and secured the access door for the LH MLG fairing as needed.
- Tightened LH sunvisor mounting base screws as needed to have sunvisor properly secured.
- Removed the interior center bolster cover to clean, prep, and refinish as needed; reinstalled.
- Opened the MCU140, checked all fuses, diodes, contactors, and wiring harnesses. Inspected weather seal, tightened all nuts and ops checked ground power. No defects noted at this time.
- Replaced (1) cabin fire extinguisher P/N: RT-A400, S/N: H33369279 as required.
- C/W [5YR] ELT RCPI Battery Replacment. Replaced (1) battery P/N: 28L for the ELT remote switch. Ops check ok. NEXT DUE @ 10/2028.
- Performed ALT 1 Insp per AMM Chpt. 5-20. Replaced (1) set of brushes P/N: ALE-1013AS after original brushes were found to be worn beyond limits. Work done using Hartzell AOM ES1031 & TCM SB11-2 as reference. Ops check ok. NEXT DUE @ 2041.3 FLIGHT or 10/2025 whichever occurs first.
- Replaced induction filter element with (1) new P/N: BA-24 per AMM Chpt. 5-10 Time Limits. NEXT DUE @ 1741.3 FLIGHT or 10/2024, whichever occurs first.
- C/W SB2X-25-30 [Crew Seat Back Break-Over Bolt Adj.], adjusted all 4 break-over bolts to be within 0.058"+/-10 in accordance with the accomplishment instructions. Operational check ok.
- C/W AirWolf Air/Oil Separator ICA using Doc# AFC-W360 Rev. C; removed and cleaned components as required, replaced (1) gasket P/N: W-2003. Leak check ok.

I certify that this AIRFRAME has been inspected IAW an Annual Inspection and was found to be in Airworthy condition.

DATE: 10-09-2023 SIGNED:

David Ponce-Mexicano
A&P/IA: 4066904

WORK ORDER: 2752

YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

BAM, LLC Cumberland, MD

1567.4 TACH

Aircraft Log	**AC Hours:**	1962.5	**S/N:**	3649
Date: 7/23/24	**AFL:**	NA	**Make/Model:**	SR22-G3
	Cycles:	NA	**Registration#:**	N618AB

- Jacked aircraft and removed left and right main Goodyear tires PN 156E66-4. Removed SN 71162335 from left and SN 71292414 from right.
- Installed same PN Goodyear tires on both mains using new Michelin Tubes PN 006-00021. SN 31640063 installed on left main and SN 31640060 installed on right main.
- Re-packed all wheel bearings with grease then re-installed both main wheels and fairings on aircraft and serviced tires per AMM with nitrogen.

All work operationally checked and found satisfactory at this time.

Signed A&P 3042439

Adam Everly, Certificate Number 3042439

YEAR
20 ____
DATE

MAKE: Cirrus
MODEL: SR22
S/N: 3649
REG. NO: N618AB

Advanced Winchester LLC
509 Airport Road
Winchester, Virginia 22602

W/O #: OKV4013-09-2024
DATE: 11-27-2024
A/C TT: 1588.2
Flight: 1588.2
Hobbs: 1988.9

Airframe Entries

- Performed Annual Airframe inspection in accordance with FAR 43 Appendix D and using Cirrus SR22 AMM Rev. B8 Chpt. 4 Airworthiness Limitations & Chpt. 5-20 Maintenance Checks as a reference. Visually inspected fuselage, empennage, wings, landing gear, cabin, and instrumentation. Checked flight controls for proper operation, travel, and rigging; lubricated the airframe as needed. Performed functional test of the AMSAFE AAIR system using the SDT and using Chpt. 25-10 and Ops Doc# E509129 as reference. Inspected handheld cockpit fire extinguisher for any damage. Opened all exterior and interior access panels, inspected; no defects noted. Removed Main Battery for Cap Check. Main battery cap check failed at 30.8 minutes (51%). Recon charge, Passed at 56.2 min (94%). Reinstalled battery after cap check. Reinstalled all panels that were opened for inspection.
  Researched applicable ADs and SB's on Veryon and Cirrus through 11/27/2024
- Removed Artex ME406 ELT, S/N: 197-03087 from aircraft to perform operational check and inspect in accordance with FAR 91.207(d), satisfactory at this time with no defects noted. Reinstalled ELT into aircraft. BATTERY DUE @ 05/2029 or when used for more than 1HR, whichever occurs first.
- R/R NLG Upper puck pan assembly, lower puck pan bushing, and NLG puck stack rebound bumper w/new P/N: 13549-002, P/N: 17481-001, and P/N: 18380-001. C/W Taxi check. Ops check good at this time.
- Caps handle cover found between seats and resecured.
- C/W EMA Controller 14 year replacement per Cirrus SR22 Chap 4 guideline. R/R EMA controller w/new P/N ON: 20902-001. SN ON: A29JUN24-104
- R/R LH and RH MLG brake linings with (8) new P/N: 066-06200
- R/R LH NLG wheel fairing bracket w/new P/N: 11799-004
- Patched and repaired RH forward baffle
- Re-Sealed LH and RH NACA ducts
- Re-Adhered RH and LH upper MLG grommets
- C/W Batt 2 year replacement. R/R Batt 2 with (2) new P/N: 50979-001
- R/R carbon monoxide detector w/new P/N: 24660-002
- R/R LH and RH exhaust ground straps with (2) new P/N: MS25083-6BB6

I certify that this AIRFRAME has been inspected IAW an Annual Inspection and was found to be in Airworthy condition.

DATE: 11-27-2024

SIGNED:

Jason Getz
A&P/IA: 3674222

WORK ORDER: OKV4013-09-2024

YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

MAKE: Cirrus
MODEL: SR22
S/N: 3649
REG. NO: N618AB
ENG MODEL: IO550N61B
ENG S/N: 1002101

Advanced Winchester LLC
509 Airport Road
Winchester, Virginia 22602

W/O #: OKV4284-03-2025
DATE: 03-13-2025
Hobbs: 2007.4
Flight: 1602.7

Engine Entries

- Drained the engine oil, removed and replaced oil filter with new P/N: AA48108-2 filter. Serviced engine with 8 qts Phillips X/C 20w50 engine oil. Performed particulate inspection on removed filter media, no contamination noted at this time. Sampled oil and sent to Blackstone for analysis. Ground run and leak checks ok at this time, no discrepancies noted.
- R/R MAP Sensor W/New P/N 12635-003

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of this maintenance are on file at our facility under the above work/service order number as applicable.

DATE: 03-13-2025 SIGNED:
Jacob Gehly
A&P: 3989557

WORK ORDER: OKV4284-03-2025
Printed by EBIS (EBISCloud.com)

N618AB 29 Aug 2025

Replaced #1 battery RG-24-15M with new owner supplied battery of same make/model. Torqued to 70 inch pounds per manual.

Neil Porter 3143139 A&P

YEAR
20 ____
DATE

flyADVANCED

530 Airport rd. Lititz, PA. 17543
CRS# 5T2R901C

Aircraft Reg:	N618AB
Work Order:	OKV 4600
Altitude Tested to:	20,000 feet
Date Tested:	9/3/2025

I certify that the, ATC transponder tests and inspections required by FAR 91.413, and data correspondence between automatically reported pressure altitude data and the pilot's altitude reference required by FAR 91.217 have been found to be within the specified limits of CFR 43 appendices F, up to the specified altitude. Next certification is due 09/30/2027 , or when otherwise required.

Transponder:	Make:	Garmin	Model:	GTX 33 ES	S/N:	89120050
Transponder:	Make:	N/A	Model:	N/A	S/N:	N/A
ADC #1:	Make:	Garmin	Model:	GDC 74A	S/N:	20608384
ADC #2:	Make:	N/A	Model:	N/A	S/N:	N/A
Altimeter:	Make:	United	Model:	5934AD-3	S/N:	478662

Signature

9/3/2025
Date

Form Number: FA19 Revision Number: Rev 1 Revision Date:02/06/2020

flyADVANCED

530 Airport rd. Lititz, PA. 17543
CRS# 5T2R901C

Aircraft Reg:	N618AB
Work Order:	OKV 4600
Altitude Tested to:	20,000 feet
Date Tested:	9/3/2025

I certify that the; altimeter system and altitude reporting equipment tests and inspections required by FAR 91.411 and data correspondence between automatically reported pressure altitude data and the pilot's altitude reference required by FAR 91.217 have been found to be within the specified limits of CFR 43 appendices E, up to the specified altitude. Next certification is due 09/30/2027, or when otherwise required.

Transponder:	Make:	Garmin	Model:	GTX 33 ES	S/N:	89120050
Transponder:	Make:	N/A	Model:	N/A	S/N:	N/A
ADC #1:	Make:	Garmin	Model:	GDC 74A	S/N:	20608384
ADC #2:	Make:	N/A	Model:	N/A	S/N:	N/A
Altimeter:	Make:	United	Model:	5934AD-3	S/N:	478662

Signature

9/3/2025
Date

Form Number: FA20 Revision Number: Rev 1 Revision Date:02/06/2020

tions, Tests, Repairs and Alteratio
/ith Name, Rating and Certificate Number
/. (*See* back pages for other specific entrie

24 MONTH ALTIMETER & TRANSPONDER CERTIFICATION

ADVANCED

530 AIRPORT ROAD
LITITZ, PA 17543
717-735-5179

CRS# 5T2R901C

Hobbs: 2033.4 Flight: 1623.8

Aircraft Registration	N618AB
Aircraft Model	SR22 G3
Aircraft S/N	3649
Work Order	OKV 4600
Pressure test unit S/N	91486
ATC test unit S/N	2000001098
#1 Encoder P/N	ADC #1
#1 Encoder S/N	
#2 Encoder P/N	
#2 Encoder S/N	

#1 ADC / Altimeter P/N	011-00882-10
#1 ADC / Altimeter S/N	20608384
#2 ADC / Altimeter P/N	5934AD-3
#2 ADC / Altimeter S/N	478662
#3 ADC / Altimeter P/N	
#3 ADC / Altimeter S/N	
#1 Transponder P/N	011-00779-30
#1 Transponder S/N	89120050
#2 Transponder P/N	
#2 Transponder S/N	

Appendix E to Part 43—Altimeter System Test and Inspection

(a) Static Pressure System

STATIC SYSTEM	(circle one)	
Free of Moisture	(Pass)	Fail
Leak Check	(Pass)	Fail

PITOT SYSTEM	(circle one)	
Free of Moisture	(Pass)	Fail
Leak Check	(Pass)	Fail

MISC	(circle one)	
Pitot Heat Function	(Pass)	Fail
Alternate Static	(Pass)	Fail

(b) Altimeter

(i) SCALE ERROR

Altitude (feet)	Tolerance (feet)	ADCs / Altimeters #1	#2	#3
-1,000	± 20	-1,014	-1,012	
0	± 20	-16	6	
500	± 20	484	511	
1,000	± 20	984	1,017	
1,500	± 25	1,484	1,518	
2,000	± 30	1,983	2,020	
3,000	± 30	2,983	3,021	
4,000	± 35	3,982	4,016	
6,000	± 40	5,981	6,000	
8,000	± 60	7,981	7,987	
10,000	± 80	9,980	9,976	
12,000	± 90	11,978	11,971	
14,000	± 100	13,978	13,978	
16,000	± 110	15,976	15,980	
18,000	± 120	17,974	17,985	
20,000	± 130	19,972	20,006	
~~22,000~~	~~± 140~~			
~~25,000~~	~~± 155~~			
~~30,000~~	~~± 180~~			
~~35,000~~	~~± 205~~			

(ii) HYSTERESIS

Test Points (% of max alt)	ADCs / Altimeters (± 75) Test Box	#1	#2	#3
50% initial	10,000	9,980	9,976	
50% final	10,000	9,982	9,998	
Change		+2	+22	
40% initial	8,000	7,981	7,987	
40% final	8,000	7,983	8,006	
Change		+2	+19	

(iii) AFTER EFFECT (± 30 ft)

Unit tested	Initial	After	Change
Test box	688	717	+29
#1	-15	-15	0
#2	+14	+25	+11
#3			

(v) Case Leak (less then 100 ft/min @ 18,000 ft)

Pass/Fail	#1	#2	#3
	Pass	Pass	

(iv) FRICTION (Altimeter only)

Altitude (feet)	Tolerance (feet)	Altimeter Change
1,000	± 70	23
2,000	± 70	28
3,000	± 70	31
5,000	± 70	30
10,000	± 80	31
15,000	± 90	48
20,000	± 100	54
~~25,000~~	~~± 120~~	
~~30,000~~	~~± 140~~	
~~35,000~~	~~± 160~~	

(vi) BAROMETRIC SCALE ERROR (± 25) *(Avidyne must start at 2000 ft)

Pressure Setting	Calibrated Difference	Altimeter Reading	Actual Difference	*Avidyne Reading	Actual Difference
28.10	-1,727	-1,735	8		
28.50	-1,340	-1,341	1		
29.00	-863	-863	0		
29.50	-392	-391	1		
29.92	0	0	0		
30.50	+531	531	0		
30.90	+893	893	0		
30.99	+974	975	1		

(c) Automatic Pressure Altitude Reporting

ENCODER CALIBRATION (if required)

Transponder change point	Primary Altimeter Reading 1	2	Pass/Fail (±125 ft) 1	2
2,900 -> 3,000	2,950		Pass	
17,900 -> 18,000	17,950		Pass	
~~24,900 -> 25,000~~				
~~29,900 -> 30,000~~				
~~34,900 -> 35,000~~				

All tests of Appendix E to Part 43, that are required for this system, are found to be within the specified Limits.

Technician Signature — Date: 9/3/2025

Inspector Signature — Date: 9/3/2025

Appendix F to Part 43—ATC Transponder Tests and Inspections

91.413 MODE S TRANSPONDER CERTIFICATION	Result 1	2
(a) RADIO REPLY FREQUENCY: 1090 ±1 MHz	1089.96	
(b) SUPPRESSION REPLY: < 1% when P'dB = P'dB	Pass	
(b) SUPPRESSION REPLY: > 90% when P'dB is 9dB less then P'dB		
(c) RECEIVER SENSITIVITY MTL: -72 ±4 dbm (±7db radiated signal)		
(c) RECEIVER SENSITIVITY MODE A/C DIFFERENCE: < 1dB		
(d) RF PEAK POWER OUTPUT: 125W < OUTPUT < 500W		
(f) MODE S ADDRESS: verify address is being transmitted		
(h) MODE S ALL CALL: verify reply has correct address and capability		
(i) ATCBRS ALL CALL: verify atcrbs all call produces no reply		
(j) SQUITTER: verify mode s generates correct squitter (1 per second)		

91.413 MODE C TRANSPONDER CERTIFICATION	Result
(a) RADIO REPLY FREQUENCY MODE C: 1090 ±3 MHz	Pass
(b) SUPPRESSION REPLY: < 1% when P'dB = P'dB	
(b) SUPPRESSION REPLY: > 90% when P'dB is 9dB less then P'dB	
(c) RECEIVER SENSITIVITY MTL MODE C: -74 ±3 dbm (±7db radiated signal)	
(c) RECEIVER SENSITIVITY MODE A/C DIFFERENCE: < 1dB	
(d) RF PEAK POWER OUTPUT: 125W < OUTPUT < 500W	

All tests of Appendix F to Part 43, that are required for this system, are found to be within the specified Limits.

Technician Signature — Date: 9/3/2025

Inspector Signature — Date: 9/3/2025

Tests, Repairs and Alterations

me, Rating and Certificate Number of
back pages for other specific entries.)

YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries)

OKV4709-10-2025 (10-27-2025)

MAKE: Cirrus
MODEL: SR22
S/N: 3649
REG. NO: N618AB

Advanced Winchester LLC
509 Airport Road
Winchester, Virginia 22602

W/O #: OKV4709-10-2025
DATE: 10-27-2025
A/C TT: 1629.1
Flight: 1629.1
Hobbs: 2040.3

Entries

MAP reading intermittent... De-pinned MAP sensor connector, inspected terminals, cleaned and re-tightened sockets. Reseated terminals and applied ACF-50. MAP reading ops checks good.

Maintenance Release

The aircraft and/or component(s) on N618AB was repaired and inspected in accordance with the current rules and regulations of the Title 14 of the Code of Federal Regulations, was found Airworthy and returned to service.

DATE: 10-27-2025 SIGNED:
Christopher Ray
A&P: 4122058

WORK ORDER: OKV4709-10-2025

YEAR 20___ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

MAKE: Cirrus
MODEL: SR22
S/N: 3649
REG. NO: N618AB

Advanced Winchester LLC
509 Airport Road
Winchester, Virginia 22602

W/O #: OKV4756-11-2025
DATE: 01-02-2026
A/C TT: 1636.9
Flight: 1636.9
Hobbs: 2040.3

Airframe Entries

Completed an Annual Airframe Inspection IAW Cirrus AMM 05-20. ADs in compliance through 2025-26.

C/W ELT Inspection per 91.207(d). Battery EXP May 2029.

R/R RH Rocket Warning placard w/ new P/N 12430-001

R/R AirWolf Air/Oil Separator Airsep Gasket w/ new P/N W-2003; R/R Damaged Scat-7 tubing w/ new P/N 05-29907. Ops and leak check good

Performed Torque check on all oil sump flange bolts. Bolts torqued to spec per Continental Standard Practice MM M-0. Leak check good.

R/R AC Compressor Garloc Seal P/N 25102 and both gaskets for drive P/N 08-07531 & 653487. Leak check good.

R/R Induction Air Filter w/ new P/N BA-24. Next due 01/2027 or 1836.9 Flight.

Removed and replaced RH wing upper fuel drain valve w/ new P/N CCA-2900. Leak check good

R/R Fuel Injector Copper Washer w/ new P/N X1473

Installed New Steel washer on #1 Fuel Injector P/N 628556

R/R Power Lever w/ new P/N 100079-001. This action TERMINATES the repetitive inspection actions for AD 2024-24-11.

C/W SB2X-42-19R1 by performing Cirrus Perspective System Software Update from version 0764.37 to version 0764.38. System ops checks good.

C/W SB2X-55-15R1 by inspection of rudder hinge; no defects noted.

C/W SB2X-95-38 by inspection of CAPS activation handle; no defects noted.

Performed 500Hr Engine Mount Torque Check, no defects noted. Next Due: 2136.9 Flight

Performed 2-year GMU 44 Magnetometer Calibration on both GMUs IAW Cirrus AMM 34-20, and Cirrus Perspective+ LMM. Next due 01/2028.

Performed 3-year/1000-hour GSA 80 Yaw Servo Inspection/Check. Removed Yaw Servo and visually inspected, no fault found. Cleaned gear and applied AeroShell 64 lubricant. Reinstalled servo, yaw control ops checks good. Next Inspection due 01/2029 or 2636.9 Flight.

Performed 3-year/1000-hour GSA 81 Roll and Pitch Servo Inspection/Check. Removed Roll and Pitch Servos and visually inspected, no fault found. Cleaned gears and applied AeroShell 64 lubricant. Reinstalled servos, pitch and roll control ops checks good. Next Inspection due 01/2029 or 2636.9 Flight.

YEAR 20 ____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	**Description of Inspections, Tests, Repairs and Alterations** Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

Performed 2-year/3000-hour GSM 86 Servo Clutch Test. All servo clutch torques found to be within limits. Next test due 01/2028 4636.9 Flight.

R/R Both TKS Filters in Dual Element Filter w/ new P/N: 26115-101. Ops and leak check good. Next due 01/2028 or 2836.9 Flight.

Removed #3 EGT. Cleaned connector and re-ran aircraft; ops check good.

I certify that this Airframe has been inspected IAW an Annual Inspection and was found to be in Airworthy condition.

DATE: 01-02-2026 SIGNED:

Daniel Sternfeld
A&P/IA: 3939920

WORK ORDER: OKV4756-11-2025