



**CONTINENTAL**

A E R O S P A C E   T E C H N O L O G I E S

**ENGINE  
LOG  
BOOK**



Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> 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 →					

Registration: N75T  
 WO23-0430  
 Engine  
 Make: Continental  
 Model: TSIO-550-K2B  
 Serial: 1044328



(307) 243-2500 www.AtlasAeroService.com

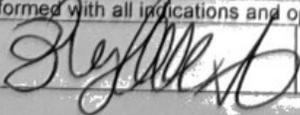
Date: 12/22/2023  
 Flt. Hobbs: 209.1  
 Hobbs: 260.1  
 Engine  
 TSMOH: N/A  
 Total Time: 209.1

- 1) Complied with Engine 100 Hour Inspection in reference with Cirrus SR22T Maintenance Manual Inspection Checklist and FAR 43 appendix "d" as a guide. **Next Due @ Flt. Hobbs: 309.1.**
- 2) Complied with Engine AD Research using AD Toolbox bi-weekly through 12/22/2023. See compliance records with logbooks.
- 3) Drained engine oil, took oil sample and removed oil filter. Cut open oil filter and inspected for contamination, none noted. Installed new oil filter P/N: AA48108-2 and serviced engine with 8 quarts of Phillips 20W50XC engine oil. Leak check conducted and was satisfactory. **Next Due @ Flight Hobbs: 259.1.**
- 4) Performed cylinder compression checks. Mater Orifice: 66 PSI. #1) 72/80, #2) 72/80, #3) 74/80, #4) 72/80, #5) 72/80, #6) 72/80.
- 5) Removed, cleaned, inspected, gapped, rotated, and reinstalled spark plugs in reference with reference with Continental TSIO-550-K and Champion Aviation Service Manual (AV6-R). **Next Due @ Flight Hobbs: 460.1.** (Top #6 cylinder's spark plug failed the resistance test, was replaced with a new one, part number: URHB32E then rotated and reinstalled with other spark plugs.)
- 6) Performed engine to magneto timing. RH magneto indicated correctly at 24 degrees before top dead center, LH magneto indicated 22 degrees before top dead center. Adjusted LH magneto to indicate correctly at 24 degrees before top dead center.
- 7) Removed, cleaned, inspected, & reinstalled fuel injectors in reference with Cirrus SR22T Maintenance Manual Inspection Checklist and Continental TSIO-550 Maintenance Manuals (M-0 REV.1) Appendix B-3 and (FI-2). **Next Due @ Flight Hobbs: 509.1 or 12/2024.**
- 8) Removed, performed gascolator inspection and reinstalled with new seals in reference with Cirrus SR22T Maintenance Manual. No defects / leaks noted. **Next Due @ Flight Hobbs: 259.1.**
- 9) Complied with ~~AD 23-09-06~~, Exhaust V-Band Coupling, per detailed AD instructions paragraph (k)(1)-(7). No defects noted. **Next Due @ Flight Hobbs: 309.1 or June 2024, whichever is first.**

I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS ON WORK PERFORMED ARE ON FILE WITH ATLAS AERO SERVICE, LLC. UNDER WORK ORDER WO23-0430.

Jacob Pribbenow  A&P4550614 Date: 12/22/2023

Engine: Continental	<b>Woodhouse Aviation, LLC</b>  2050 N 300 W, Hangar #63 Spanish Fork, UT 84660	Flight Hobbs: 239.2
Model: TSIO-550-K (2)		TTA: 239.2
Serial #: 1044328		TTE: 239.2
Reg #: N75T		Hobbs: 304.1
Drained oil. Removed oil filter, cut and inspected. No contaminants were noticed. Reserived engine using 7 quarts of Aeroshell 15/50 oil. Installed torqued and safety wired a new AA48108-2 oil filter, test ran leak checked ok.		
Date: 04/26/2024.	Signature: 	Brett Woodhouse, A&P27418661A

 <b>Glendale Aero Services</b> 6841 N. Glen Harbor Blvd Glendale, AZ 85307 623-414-4935	Registration: N75T	<b>ENGINE LOG</b>	
	Date: 5/8/2024	W/O: 80002548	
	Model: SR22T	FLT Hobbs: 249.1	
	S/N: 9007	Hobbs: 318.3	
Troubleshoot reported intermittent excessive RH magneto drop. Checked ignition leads, removed spark plugs and tested. Found 7 Tempest spark plugs failing internal resistance tests. Replaced all spark plugs with new Champion p/n RHB32E qty. 12. Torqued spark plugs to specified limits. Mx performed IAW the Cirrus SR22/22T AMM, CH 74-20. Full power ground run-up performed with all indications and operations normal. No leaks were noted.			
SIGNATURE: Dylan Adair 		FAA AUTHORIZATION: A&P 4330086	

