AIRCRAFT HISTORY REPORT · AIRFRAME DOSSIER

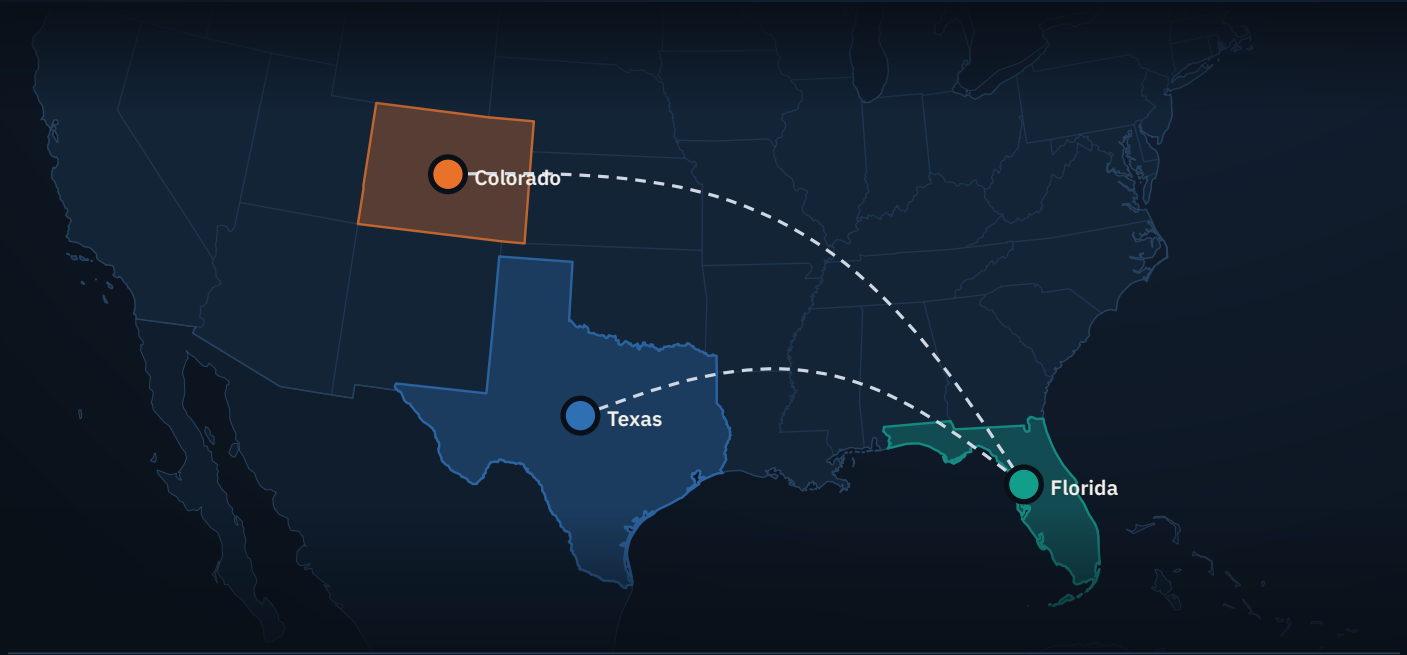
The life of a 2016 Cirrus SR22T

Serial SAMPLE-1597 · N27QJ → N591QX

Registry chronology 2016 – 26 Sep 2026 · operating record 1 Oct 2025 – 26 Sep 2026 included

THE RECORD AT A GLANCE





Registered in Texas, Florida, then Colorado, changed its tail number once, passed through a registration-pending gap and flew about 223 hours in the last year. What this history means for the next owner.

3 REGISTERED OWNERS

2 TAIL NUMBERS

3 STATES ON RECORD

10 YEARLY FAA FILES

RECORD AT A GLANCE

Three owners, two tail numbers, one clean safety record.

We read ten yearly FAA registry files, the current record, NTSB records under every tail number and a year of ADS-B observations. Here is **what stands out**, and what deserves a question.

3	2	3	2023	0	2030
OWNERS	TAIL NUMBERS	STATES	REG. PENDING	NTSB MATCHES	REG. VALID TO

Findings

CONTEXT
Re-registered from N27QJ to N591QX in Jul 2019
Records, listings and ADS-B history from before the change sit under N27QJ, so search both.

LOOK INTO
About 3.4 years registered in Florida
Fort Lauderdale, then Boca Raton. Salt exposure is the main corrosion risk for most types; the address is the registrant's, so confirm where it was kept.

LOOK INTO
Registration pending in the 2023 file
Normal paperwork lag during a sale, but confirm the bill of sale date and whether the airplane flew while it was pending.

LOOK INTO
A 43-day parked stretch, Nov 2025
Fits an annual inspection or other maintenance. Ask for the sign-off and the squawk list.

CLEAR
No NTSB accident or incident records
Checked by serial number under N27QJ and N591QX.

CLEAR
Registration current until May 2030
Valid in every file except the pending period.

The story, in brief

This 2016 airframe first appears in the record in Apr 2016 registered to Lone Star Aero Holdings LLC in Georgetown, TX as N27QJ. Two more registrants follow: Blue Latitude Aviation LLC (Florida, 2019), High Mesa Flight LLC (Colorado, 2023). The 2023 file shows the registration pending between owners. In the last year it flew 143 detected flights, about 220 hours, mostly from KAPA. No accidents or incidents are on file.

Written from the registry and operating facts in this report.

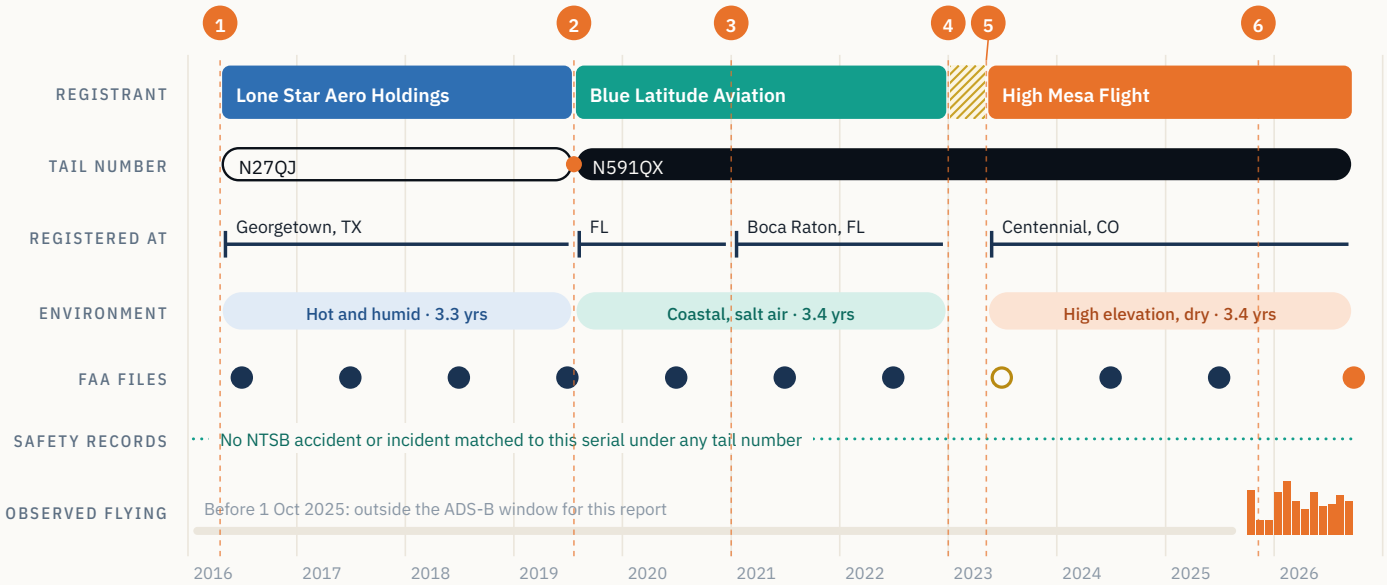
IDENTITY

Make / model	Cirrus Design Corp SR22T
Year	2016
Serial	SAMPLE-1597
Current tail	N591QX
Prior tail	N27QJ
Registrant type	Corporation (all owners)
Engine	Continental TSIO-550-K

AIRFRAME TIMELINE

11 years, one airplane, read from the public record.

Each row is a different view of the same airframe. Owner bands start at certificate issue dates where the record has one; the dots are the **yearly FAA registry files** the dates are checked against.



1. **Apr 2016** · Certificate issued to Lone Star Aero Holdings LLC in Georgetown, TX as N27QJ
2. **Jul 2019** · Registered to Blue Latitude Aviation LLC, Fort Lauderdale, FL; re-registered as N591QX
3. **2021** · Same owner, new address: Fort Lauderdale, FL to Boca Raton, FL (not a sale)
4. **2023** · Registration pending in the 2023 file
5. **May 2023** · Registered to High Mesa Flight LLC, Centennial, CO
6. **Nov 2025** · 43-day parked stretch in the observed record

OWNER 1 · TX

Lone Star Aero Holdings LLC

Apr 2016 – Jul 2019 · about 3.3 yrs
Georgetown, TX · N27QJ

OWNER 2 · FL

Blue Latitude Aviation LLC

Jul 2019 – Jan 2023 · about 3.4 yrs
Fort Lauderdale, FL, then Boca Raton, FL · N591QX
Address changed with the same owner: a move, not a sale.

OWNER 3 · CO

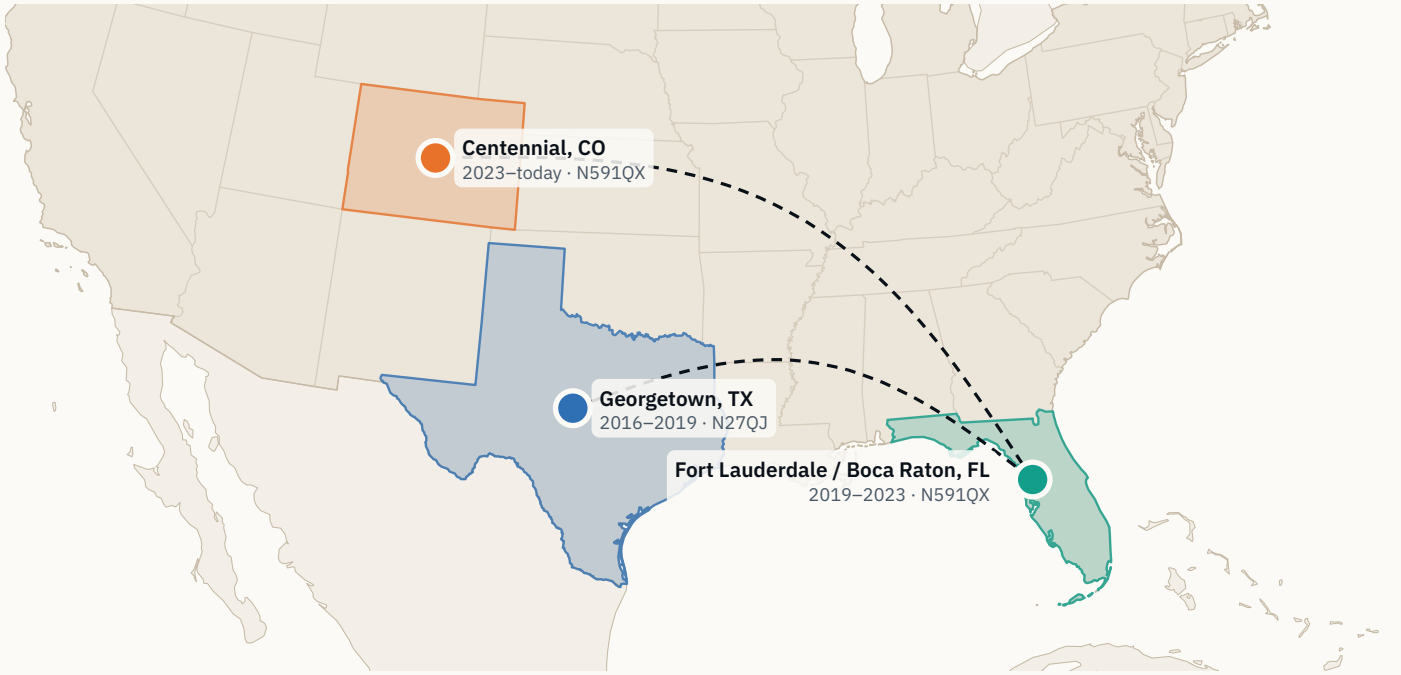
High Mesa Flight LLC

May 2023 – today · about 3.4 yrs
Centennial, CO · N591QX
Current owner. About 223 observed hours in the last year.

WHERE IT HAS LIVED

Texas, Florida, then Colorado.

An airframe carries its environment with it. **Each place on record points to something specific to look at** during a pre-buy. Places are the registrant's published address, so confirm where the airplane was actually kept.



TEXAS · 3.3 YRS

Hot and humid

Hot, humid summers mean high cabin and panel temperatures and damp hangars.

Look at: interior and panel condition, avionics cooling, and corrosion in hidden areas.

FLORIDA · 3.4 YRS

Coastal, salt air

Coastal basing is the biggest corrosion risk in general aviation, especially for an airplane kept outside.

Look at: landing gear, flap tracks, fasteners and belly skins; ask where it was hangared.

COLORADO · 3.4 YRS

High elevation, dry

High-elevation takeoffs and climbs run the engine hard, and dry air is kind to metal.

Look at: cylinder and exhaust history, and turbo records on turbocharged types.

Registered life by address



Share of the airframe's registered life by registrant address. Hatched: registration pending or address not published.

FAA REGISTRY CHRONOLOGY

Every snapshot, with the changes highlighted.

The FAA publishes the full aircraft registry every year. Stabilator keeps each yearly file, finds this airframe by its serial number **regardless of tail number**, and flags what changed from one file to the next.

FILE	REGISTRANT	REGISTERED AT	TAIL	CERTIFICATE ISSUED	STATUS
2016	Lone Star Aero Holdings LLC	Georgetown, TX	N27QJ	18 Apr 2016	Valid
2017	Lone Star Aero Holdings LLC	Georgetown, TX	N27QJ	18 Apr 2016	Valid
2018	Lone Star Aero Holdings LLC	Georgetown, TX	N27QJ	18 Apr 2016	Valid
2019	Blue Latitude Aviation LLC	Fort Lauderdale, FL	N591QX	22 Jul 2019	Valid
2020	Blue Latitude Aviation LLC	Fort Lauderdale, FL	N591QX	22 Jul 2019	Valid
2021	Blue Latitude Aviation LLC	Boca Raton, FL	N591QX	22 Jul 2019	Valid
2022	Blue Latitude Aviation LLC	Boca Raton, FL	N591QX	22 Jul 2019	Valid
2023	Registration Pending	—	N591QX	—	Registration pending
2024	High Mesa Flight LLC	Centennial, CO	N591QX	9 May 2023	Valid
2025	High Mesa Flight LLC	Centennial, CO	N591QX	9 May 2023	Valid
2026*	High Mesa Flight LLC	Centennial, CO	N591QX	9 May 2023	Valid

Shaded cells changed since the previous file. *The current registry record (26 Sep 2026); earlier rows are the FAA's yearly releasable files.

How to read the changes

- **New registrant and new certificate date together** mean a sale (2019, 2023).
- **Address change alone** (2021) means the same owner moved; it isn't a transfer.
- **Registration pending** (2023) is the gap between a reported sale and the new certificate.
- **Tail change** (2019) moved the airframe to a new N-number and Mode S code.

Registration status today

Status	Valid
Certificate issued	9 May 2023
Expires	31 May 2030
Registrant	High Mesa Flight LLC, Centennial, CO

Registrations issued since January 2023 are valid for seven years.

IDENTITY AND SAFETY

One airframe under two names, checked under all of them.

N27QJ
2016 – 2019
Lone Star Aero Holdings

→

N591QX
2019 – today
Blue Latitude Aviation → High Mesa Flight

Why this matters. Most lookup tools search by tail number, so an airframe's earlier history is easy to miss after its N-number changes. Records, listings, accident searches and ADS-B tracks before 2019 sit under N27QJ.

Same airframe, serial SAMPLE-1597. The Mode S (ADS-B) code changes with the tail.

Safety chronology

SOURCE	SEARCHED BY	PERIOD	RESULT
NTSB accident and incident database	Serial SAMPLE-1597, N27QJ, N591QX	2016 – Sep 2026	No records
FAA registry status	Every yearly file and the current record	2016 – 2026	Registration pending (2023)

What "no records" means. The NTSB database covers accidents and the incidents it chooses to investigate. Minor ground damage and hangar rash usually never reach it; that history lives in the logbooks, so ask for any **major repair or alteration (FAA Form 337)** filings.

What the registry can't tell you

Total time

Airframe and engine hours come from the logbooks. ADS-B shows recent pace (about 223 h/yr now), not a lifetime total.

Title and liens

This isn't a title search. Use an aviation title company to check recorded liens and security interests before closing.

Condition

Nothing here replaces a pre-buy by a shop that knows the type. Use this report to aim that inspection.

TAKE THIS TO THE SELLER

Eight questions this airframe's history raises.

Each question comes from something in the record: a tail change, a place, a registration gap, a parked stretch, the type's own maintenance calendar. **Print this page and bring it to the pre-buy.**

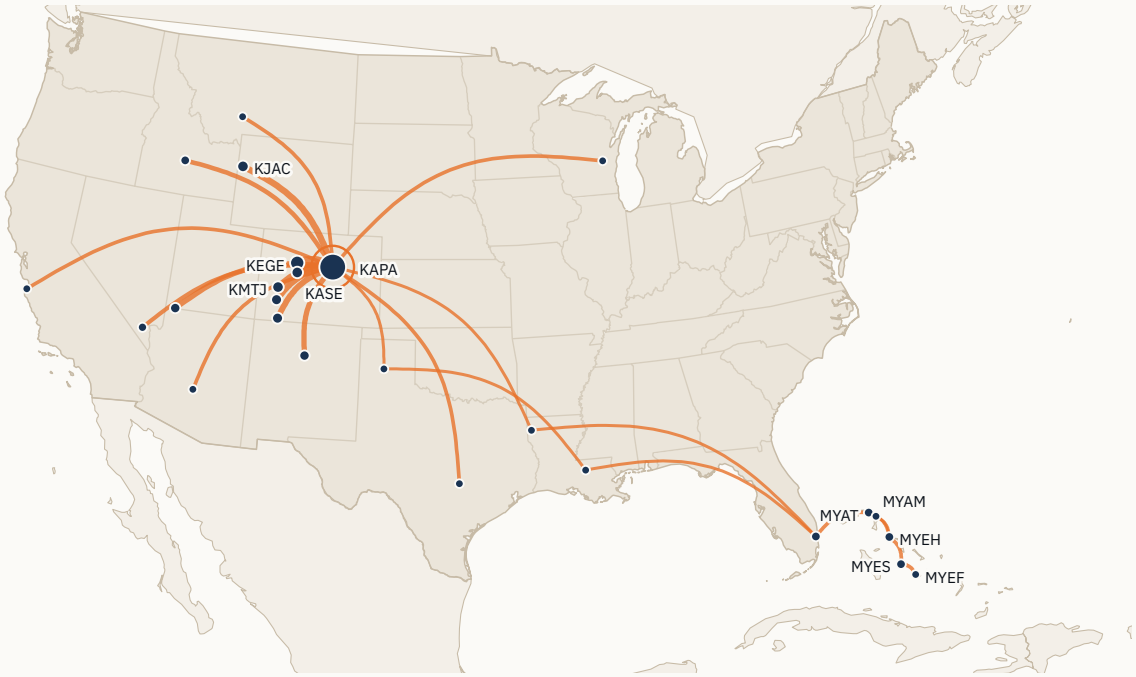
- ☐ RECORDS CONTINUITY — **Can I see the complete logbooks, including the years under N27QJ?**
  Why we ask: The tail changed. Early entries can get separated from the current set.
- ☐ SALT EXPOSURE — **Where was it kept while registered in Fort Lauderdale and Boca Raton, and what corrosion findings came up at those annuals?**
  Why we ask: About 3.4 years registered in a coastal state.
- ☐ THE SALE — **What is the bill of sale date, and was the airplane flown while registration was pending in 2023?**
  Why we ask: The 2023 file lists Registration Pending between Blue Latitude Aviation LLC and High Mesa Flight LLC.
- ☐ WHO MAINTAINED IT — **Which shops maintained it under each owner?**
  Why we ask: Three registrants on file; history can be split across shops.
- ☐ LAST ANNUAL — **When was the last annual signed off, and what was on the squawk list?**
  Why we ask: The 43-day parked stretch from Nov 2025 fits an annual.
- ☐ PARACHUTE — **When were the parachute repacked and the rocket motor replaced?**
  Why we ask: A 10-year interval puts service around 2026 on a 2016 airframe.
- ☐ ENGINE — **What's the engine time since overhaul, and the cylinder and oil-analysis history?**
  Why we ask: About 223 observed hours a year. FAA records list a TSIO-550-K, with a manufacturer TBO of 2,000 h (2,200 h for engines S/N 1006000 and later), or 12 calendar years; confirm the installed engine from the data plate.
- ☐ OXYGEN — **When was the oxygen bottle last hydrostatically tested?**
  Why we ask: 29 flights in the flight levels last year.

Generated from this report's findings and the Cirrus SR22T type reference. Questions are prompts, not allegations.

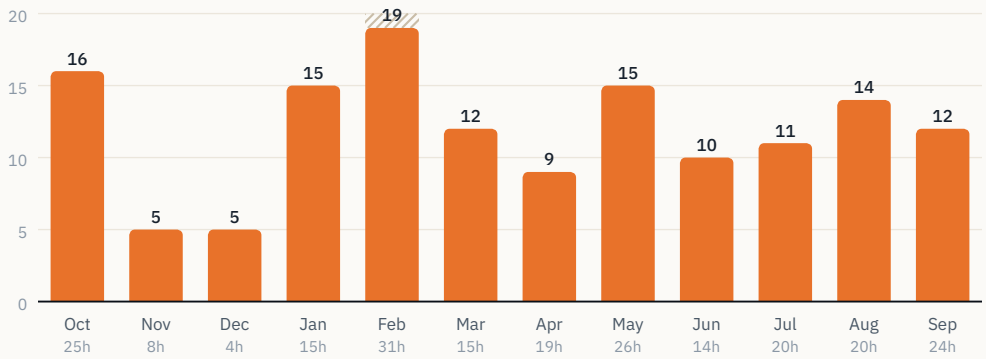
INCLUDED · OPERATING SUMMARY

How it flies today.

143 detected flights, about 220 hours, 25 airports between 1 Oct 2025 and 26 Sep 2026. The Aircraft Report goes further, with mission mix, altitudes, timing and the flight log.



Detected flights by month



90%
of flights above 10,000 ft

822 nm
longest leg, 81% of range

43 days
parked from 9 Nov 2025

MODEL CONTEXT

What every Cirrus SR22T buyer should know, applied to this one.

One reference card per aircraft type, researched from manufacturer and FAA sources and shared across reports, reviewed and approved. **The right-hand column is where this airframe's record meets the type.**

TYPE FACT	DETAIL	THIS AIRFRAME
Parachute	Repack and rocket motor replacement every 10 years.	Built 2016, so service falls around 2026. Confirm the dates.
Engine	FAA records list a TSIO-550-K. Continental SIL98-9E: 2,000 h (2,200 h for engines S/N 1006000 and later), or 12 calendar years.	Recent pace about 223 h/yr. Verify the installed engine and serial from the data plate and logbooks, and who did the last overhaul.
Turbo and oxygen	Turbocharged; max operating altitude 25,000 ft for the SR22T G5. Oxygen rules in 14 CFR 91.211 apply above 12,500 ft.	29 flights in the flight levels last year.
Corrosion	Steel and aluminum parts in the gear, flap system and fasteners corrode in salt air on any type.	3.4 yrs registered in Florida.
Performance	SR22T G5: 213 KTAS max cruise; 1,021 nm range (POH range table: 55% power at 25,000 ft).	Longest leg 822 nm
Note	Turbo, exhaust and intercooler condition are key pre-buy items; ask for engine-monitor TIT and CHT history.	Ask the seller.
Note	Not pressurized. 14 CFR 91.211 requires crew oxygen above 12,500 ft after 30 minutes, continuously above 14,000 ft, and oxygen for every occupant above 15,000 ft; check the oxygen system and the bottle's hydrostatic test date.	Ask the seller.

About type reference data. Figures describe the model, not this airframe (card rev. 2026.9.3). Performance comes from a profile for this model's generation, with its range basis stated; the engine is as FAA records list it, so the data plate and logbooks govern; TBO is a manufacturer recommendation, not a Part 91 limit unless an AD requires it. Use the aircraft's own POH, logbooks and a pre-buy for decisions.

METHOD AND LIMITS

How this report was built.

Identity first

Stabilator resolves every airframe to its manufacturer, model and serial, then links each tail number and Mode S code it has carried. Every section follows that airframe.

Registry history

The FAA's yearly releasable registry files, plus the current record. Owner periods start at certificate issue dates where the record has one; otherwise a change can only be placed within the year of the file that first shows it.

Places and environment

Places are the registrant's published mailing address, not where the airplane was kept. Environment notes are state-level, sharpened by the registrant city's distance to the coast where it's known, and describe the region, not this airframe's condition.

Safety

NTSB accident and incident records attached by serial number together with a tail number this airframe carried or the same manufacturer and model, or by tail number within a registration period when the record lists no serial. An event is never attached by tail number or serial alone, or before the airframe was built.

Operations

ADS-B observations for the trailing twelve months, split into flights. Earlier years are not included.

Limits

Public records and observed data only. This isn't a title or lien search, an airworthiness determination, a valuation or a pre-buy inspection, and it can't see logbooks. Registrant names are shown as the FAA publishes them. Verify independently before any transaction.

DATA FRESHNESS · THIS REPORT

FAA registry	Current record, 26 Sep 2026
Yearly registry files	2016 – 2025 (10 files)
NTSB database	As of 1 Sep 2026
ADS-B observations	1 Oct 2025 – 26 Sep 2026
Type reference card	Cirrus SR22T · rev. 2026.9.3
Report generated	19 Nov 2026

Owners can correct public information at stabilatorops.com/corrections.

THE FULL OPERATING RECORD

The Aircraft Report for N591QX breaks down the last year: mission mix, altitudes, timing, parked stretches and the full flight log.

stabilatorops.com/aircraft/N591QX