

ENGINE LOG

~~BEECH AIRCRAFT CORPORATION~~
SERIAL NUMBER TAG

This card is not to be removed until the ship is delivered to customer. All items removed from ship must be deleted and additions must be listed in the replacement column.

MAKE ALL ENTRIES IN INK

AIRPLANE SERIAL NO. AD 400
ENGINE AND PROPELLER ITEMS
D-3823 10-1-82

| | SERIAL # | REPLACEMENT SERIAL # | REPLACEMENT SERIAL # |
|-----------------------|--------------|----------------------|----------------------|
| MAGNETO | I NA R NA | | |
| STARTER | 4862 | | |
| GENERATOR | 3601 | | |
| FUEL PUMP | NA | | |
| VACUUM PUMP | 14533 | | |
| GOVERNOR | 162 | | |
| ENGINE | 104501 | 83106-1-K | |
| #1 BLADE | 1F169 | K8353345 | |
| #2 BLADE | 1F170 | K8360045 | |
| HUB | 5N35 | 7710937 | |
| TACTAIR AUTO PILOT | | | |

#222

CD-400?

CONTINENTAL

SEE ADD-A LOG

THIS ENGINE NOW
IN NS481
STARTING AT
BLUE TAB -

M. J. GRAINGER
AKE 1278275

ENGINE DESCRIPTION

| | | | | |
|-------------------|---------------------|----------|----------------|------------------------|
| Mfgr. | CONTINENTAL | Place | Muskegon Mich. | Date |
| Type | Model | IO-470-K | Serial No. | 86103-1-K |
| Rated H. P. | Maximum H. P. | | Weight (Dry) | |
| Rated R. P. M. | Maximum R. P. M. | | Oil Pressure | |
| Bore | Stroke | | Displacement | Cu. In. |
| Compression Ratio | Supercharger Ratio | | Gear Ratio | |
| Propeller | Hub Design | FLOTTORP | F12-A-4 | Hub Serial No. SN 35 |
| Blade Design | Blade Serial No. | 8400-0 | 1F169 | Blade Serial No. 1F170 |
| Maximum Hub H. P. | Maximum Blade H. P. | | | |
| Pitch | Diameter | | Length | |
| | | | | |
| Owners Name | | | | |
| | | | | |
| Address | | City | State | |

ENGINE LOG

| DATE | R. P. M. | | TIME ON GROUND | | TIME IN AIR | | TOTAL TIME | | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|--|----------|-----|----------------|------|-------------|------|------------|------|-----------------------|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| | | | | | | | | | | | |
| | | | | | | | | 40 2 | | | |
| <p>I CERTIFY THAT THIS AIRCRAFT ^{ENGINE} HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Perisolic</u> BEECHCRAFT DEALER</p> <p>INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION. DATE <u>8/13/62</u> <u>W/5-118</u> MUNICIPAL AIRPORT</p> <p style="text-align: right;">WESTERN PLANE SALES, INC. GARDEN CITY, KANSAS</p> | | | | | | | | | | | |
| <p><i>Replaced all spark plugs - Compression check OK - Tightened Gas Belt, checked Mag Points & Timing, cleaned Fuel screen & Pist Valve Screen, changed oil & cleaned screen - smoothed up & painted Prop blades - Herbert P. Johnson</i></p> <p style="text-align: right;"><i>DX 81332030</i></p> | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

ENGINE LOG

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|--|---------------|-----|----------------|------|-------------|------|------------|------|-----------------------|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 12/12/62 | Toch June 496 | | | | | | | | | | |
| <p>I certify that This Engine has been inspected in accordance with a 100 hr inspection & was determined to be in airworthy condition.</p> | | | | | | | | | | | |
| 2/12/63 | Ack Time 596 | | | | | | | | Herbert O Bolan | | |
| <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH 100 hr. ENGINE INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION. DATE 2-12-63</p> | | | | | | | | | | | |
| <p>WESTERN PLANE SALES, INC. Beechcraft Dealer 2831-50th Municipal Airport GARDEN CITY, KANSAS</p> | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |
| <p>For E. Barnes A & P 1475250</p> | | | | | | | | | | | |

Dawson Brothers Inc.

ANODIZING
SAND BLASTING

PLATING
MAGNETIC FLUX

PAINTING
ZYGLO

3720 W. Pawnee

Wichita, Kansas

Dial W H 3, 3751

Customer's Order No. _____ Date 12-9 1943
 Name United Airplane Sales
 Address _____

| | | | | | | |
|----------------------|------|----------|--------------------|----------|-------------|-------------------------|
| SOLD BY <u>CM</u> | CASH | C. O. D. | CHARGE <u>/</u> | ON ACCT. | MDSE. RETD. | PAID OUT <u>2994</u> |
|----------------------|------|----------|--------------------|----------|-------------|-------------------------|

| QUAN. | DESCRIPTION | PRICE | AMOUNT |
|--|--------------|-------|--------|
| 1 ea | 6 Cyl Engine | | |
| 1 ea | Bank Shaft | | |
| 1 ea | Cam shaft | | |
| Not necessary parts Mag. inspected and filed | | | |
| PARTS ACCEPTED IN ACCORDANCE TO SPECIFICATION MIL-16868 <u>E. Reinecke</u> CERTIFIED INSPECTOR | | | |
| 1 ea | case | | |
| 1 ea | pan | | |
| Hood mounts zygloed. | | | |
| PARTS ACCEPTED IN ACCORDANCE TO SPECIFICATION N MIL-6866 <u>E. Reinecke</u> CERTIFIED INSPECTOR | | | |
| | | TAX | |
| | | TOTAL | |

All claims and returned goods MUST be accompanied by this bill.

503-6

® **31686**

Rec'd by _____

BEAL OFFICE SUPPLY, WICHITA, KANS.

ENGINE LOG

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|-----------------|-----------|-----|----------------|------|-------------|------|------------|------|---|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 104 | | | | | | | | | | | |
| 1-5 | Jack time | | 1123 hrs. | | | | | | Changed oil, cleaned carb air filter, Installed Superior Flow oil filter after 337, Herbert D. Bakun ATP 1332030 | | |
| 3-26-64 | EACH | | 1179.8 | | | | | | changed oil, changed oil RIP/ACED EXHAUST CASHT FILTER, cleaned AIR FILTER, on c/y/s # 2,486. WASHED ENGINE, Run up & checked (ACRO-shell "w") John W. Gorney. ATP 661772 3-26-64. | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|---|----------|-----|----------------|------|-----------------|------|-------------|------|--|--|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 64 | | | | | | | | | | | |
| 4-23 | Tach | | 1212 | | | | | | | | |
| <p>"I CERTIFY THAT THIS <u>Eng</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>135</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."</p> | | | | | | | | | United Airplane Sales of Oklahoma Wiley Post Airport W 594 Hangar 4 Bethany, Oklahoma Certified Repair Station 2147 | | |
| | | | | | Herbert D Bolan | | A6P 1332130 | | | | |
| 5-9-64 | Tach | | 1230 | | | | | | CHANGED OIL — REPLACED OIL FILTER, checked BATTERY, Hyd. Fluid, Lights, INSTALLED SUPERIOR AIR FILTER — | John W. Gosney A6P 661772 5-9-64 | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|-----------------|----------|-----|----------------|------|-------------|------|------------|------|---|--------------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 65 | | | | | | | | | | | |
| 23-DEC | | | | | | | | | ENG Ouhl. DUE TO OIL PUMP SHAFT BRAKE, ENG. RUN WITHOUT OIL BSR. ALL STEEL PARTS MAGNETIZED & ALUM. PARTS CYCLOED. NEW CRANKSHAFT INSTALLED. (CRACKED) ALL NEW STAND. BEARINGS. RINGS TAYLORED BY CROME PLATE. NEW CAMSHAFT & ALL NEW LIFTERS INSTALLED. SIX ROCKER SHAFTS & EXHAUST GUIDES INSTALLED. MAGS OULDED & NEW HARNESS. STARTER & GENERATOR OULDED. NEW EM-425 PLUGS. NEW FUEL INJ. SYSTEM NOT AVAILABLE. OLD SYSTEM RE INSTALLED WITH 6 NEW NOZZLES INSTALLED. #40 WT PHILLIPS NON-DET OIL INSTALLED. ENG INSTALLED & GROUND RUN. ENG INSPECTED & FOUND TO BE AIRWORTHY. | | |
| BROUGHT FORWARD | | | | | | | | | Bill X... HVE. 1354237 | | |
| TOTALS | | | | | | | | | 23-DEC-65 | TRAC. 1764.5 | |

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|-----------------|----------|-----|----------------|------|-------------|------|------------|------|--|----------------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 68 | | | | | | | | | | | |
| 6-18 | tach | | | | | | 2098. | | Remove Generator, had O.H. & Reinstalled, change oil (Acro-shill w/ SOWT) REPLACE EXHAUST GASKETS ON LEFT SIDE, REPLACE FILTER ELEMENT, WASH ENGINE, RUN UP & checked. | | |
| | | | | | | | | | | John W. Henry. | |
| | | | | | | | | | | CRS 2147 | |
| | | | | | | | | | | 6-18-68 | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|-----------------|---|-----|----------------|------|-------------|------|------------|------|-----------------------|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| | <p>I certify that I have inspected this Engine <u>Engine</u> in accordance with <u>100%</u> inspection and have determined it to be in an airworthy condition as of this date with no warranty or guarantee expressed or implied.</p> <p>Tach time <u>2227.35</u></p> <p>Total time _____</p> <p>ADs checked through <u>68-5</u>. See back of book for list.</p> <p><u>(1) wash down engine Red up OK 500</u> <u>oil leaks and cleaned for flight</u></p> <p style="text-align: right;"><u>(2) cleaned & greased</u> <u>22 MAR 1969 ALL SPKs</u> <u>(3) OK Mag TIMING</u></p> <p style="text-align: right;"><u>William H. [Signature]</u> <u>1485495IA</u></p> | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|---|----------|-----|----------------|------|-------------|------|------------|------|---|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 8-1-71 | | | | | | | | | tach reads 2473. Changed oil Aero shell clean oil screen. Check Compression - clean gap plugs Check mag & timing. Repair exhaust clamp & bolt. Replace air filter. Check prop governor. Install new Throttle Control Assy see Work order maintenance release tag # B02306 dated 4-27-71 Part # 628428 A1 see M 3053 | | |
| <p>I certify that this aircraft has been inspected in accordance with annual inspection and found to be in an airworthy condition. <i>Annual</i> <i>R. L. Lander</i> 1-A 132959/1</p> | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 9-1-72 | | | | | | | | | Tach reads 2521. Change oil, clean oil screen. Aero-shell oil. Check compression. Clean + gap plugs. Suspect exhaust and water exchanger. Check mag & timing. Clean injection screen. | | |
| I certify that this aircraft has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in an airworthy condition. | | | | | | | | | | | |
| | | | | | | | | | | R. T. Gaudeman 1-A1329591 | |
| <hr style="width: 50%; margin: auto;"/> | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|--|----------|-----|----------------|------|-------------|------|------------|------|---|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 11-6-15 | | | | | | | 2 | 77.5 | change oil - clean oil screen Aero shell 40wt. clean & gap plugs check compression check mags & timing inspect exhaust system | | |
| <p>I certify that this aircraft has been inspected in accordance with an _____ inspection and was determined to be in an airworthy condition.</p> <p style="text-align: center;"><i>John F. Miller</i></p> <p style="text-align: center;">ATP 1988969</p> | | | | | | | | | | | |
| <p>I certify that this aircraft has been inspected in accordance with an <i>Annual</i> inspection and was determined to be in an airworthy condition.</p> <p style="text-align: right;"><i>R. J. Laudeman</i> - #1329591</p> | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|-----------------|----------|------|----------------|------|-------------|------|------------|------|--|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| | | | | | 29 | 76 | | | Tach 2877.6 Oil changed (Amoco 150W) New spark plug #5 cyl Washed engine Dugan spark plug #6 15577.00 | | |
| 11-6-76 | | TACH | | | 29 | 05 | | | TOTAL SAME SMOH 1141 | | |
| | | | | | | | | | Comp checked 174/80 2 76/80 3 74/80 4 72/80 5 76/80 6 73/80 installed new slick ignition harness, cleaned and gapped plugs checked oil screen, repaired cracked left rear cooling baffle, dressed and painted prop | | |
| BROUGHT FORWARD | | | | | | | | | I certify that this aircraft engine has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition. | | |
| TOTALS | | | | | | | | | ALEX B. WATSON AEP 1550250 IA | | |

I certify that this ~~aircraft~~ engine has
been inspected in accordance with
100 hr inspection and was
determined to be in airworthy condition.

ALEX B. WATSON AEP 1550250 IA


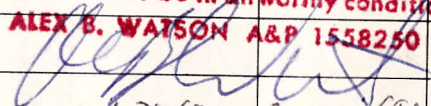
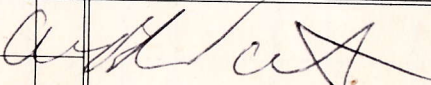
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|-----------------|----------|-----|----------------|------|-------------|------|------------|------|---|--------------------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 12-10-76 | | | | | TACH | | 2909 | | Changed oil to Aeroshell 40 | <i>[Signature]</i> | |
| 2-12-77 | | | | | Removed | | | | #2 AND #6 cyl due to low compression cleaned, honed, ground valves, installed new rings, replaced cyl's | <i>[Signature]</i> | 2939 |
| 4-9-77 | | | | | TACH | | 29517 | | changed oil Aero- shell Walpha A+P 1558250 | <i>[Signature]</i> | |
| 7-12-77 | | | | | TACH | | 2967 | | changed oil Aero-shell 50 Walpha A+P 1558250 | <i>[Signature]</i> | |
| 11-6-77 | | | | | TACH | | 2976 | | Removed engine for overhaul Walpha A+P 1558250 | <i>[Signature]</i> | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |


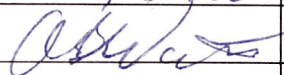
ENGINE LOG

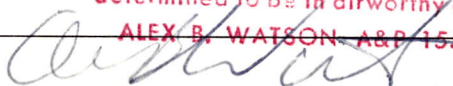
| DATE | R. P. M. | | TIME ON GROUND | | TIME IN AIR | | TOTAL TIME | | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|--|----------|-----|----------------|------|-------------|------|------------|------|--|-----------------------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 10-23-78 | | | | | | | | | Changed oil, checked screen 40WT Aeroshell TACH 137.95 | <i>Alex B. Watson</i> | A+P 1558250 |
| 2-1-79 | | | | | | | | | TACH 171.66 TOTAL 3147.66 SMOH 171.66 changed oil 40WT Aeroshell, checked compression | | |
| | 1 24/80 | | 2 22/80 | | 3 24/80 | | 4 26/80 | | 5 26/80 6 24/80 | | |
| <p style="color: red; margin: 0;">I certify that this aircraft / engine has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition.</p> <p style="color: red; margin: 0;">ALEX B. WATSON A&P 1558250</p> | | | | | | | | | | | |
| 5-17-79 | | | | | | | | | TACH 200.34 changed oil Phillips XC 20W50 checked and cleaned screen | <i>Alex B. Watson</i> | A+P 1558250 |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 5-30-79 | | | TACH | | 202.74 | | | | Replaced Air cleaner element |  Alex B. Watson A&P 1558250 | 1558250 |
| 9-20-79 | | | TACH | | 248.11 | | | change oil Phillips XC cleaned screen, cleaned injector nozzles | | | |
| 2-10-80 | | | TACH | | 292.77 | | | SMOH 292.77 | TOTAL 3268.77 | | |
| AD 80-03 - 5M | | | | | N/A | | | PER SER # Comp 1 71/80 | 2 74/80 | | |
| 3 74/80 | | | 4 | | 74/80 | | | 5 73/80 | 6 71/80 | | |
| changed oil, checked screen | | | | | | | | | <div style="color: red; font-weight: bold;"> I certify that this aircraft / engine has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition; ALEX B. WATSON A&P 1558250 </div>  | | |
| 5-26-80 | | | TACH | | 323.68 | | | | Compression 1 74/80 | 2 76/80 | |
| | | | 3 | | 75/80 | | | 4 78/80 | 5 72/80 | 6 72/80 | changed oil |
| BROUGHT FORWARD | | | cleaned plugs | | |  | | | | | |
| TOTALS | | | | | | | | | | | |

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| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 6-28-80 | | | TACH | 330 | Generator field coils replaced, Both bearings replaced, brushes replaced, commutator turned, Generator tested and Re installed | | | | |  A+P 1558250 | |
| 8-19-80 | | | TACH | 363.5 | changed oil, checked screen | | | | |  A+P 1558250 | |
| 2-1-81 | | | TACH | 394 | Comp 1 79/80 2 74/80 3 76/80 | | | | | | |
| 4-7-80 | | | TACH | 5 | 73/80 | 6 | 73/80 | changed oil, checked screen, repaired REAR upper left cooling batle, installed New fuel pump cooling shroud | | | |
| BROUGHT FORWARD | | | TT | 3370 | SMDH | 394 | | | I certify that this aircraft / engine has been inspected in accordance with <u>100hr</u> inspection and was determined to be in airworthy condition. ALEX B. WATSON, A&P 1558250 | | |
| TOTALS | | | | | | | | | | | |


 ALEX B. WATSON, A&P 1558250

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| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 4-2-81 | TALH | 415.76 | | | | | | | Removed #4 and #6 cyl due to leaking exhaust valves, cyl repaired by Fire Wall Forward (see MAINT Release TAGS) Replaced same, change to texaco 40 WT NON-Detergent oil for cyl break in A+P 1558250 | | |
| 7-16-81 | TALH | 444.15 | | | | | | | changed oil Aero Shell W 15 W 50 checked screen A+P 1558250 | | |
| 2-1-82 | TACH | 487.42 | | | | | | | TOTAL TIME 3463.42 TIME SMOH 487.42 compression 1 76/80 2 78/80 3 76/80 4 75/80 5 77/80 6 73/80 cleaned, Gapped plugs, checked MAG timing, cleaned injector nozzles, changed oil, checked and cleaned oil screen, checked exhaust system and heat muff. | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|---|---|-----|----------------|------|--|------|------------|------|-----------------------|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 2-1-82 | <p style="color: red; text-align: center;">I certify that this aircraft / engine has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition: ALEX B. WATSON A&P 1558250</p> <p style="font-size: 2em; text-align: center;"><i>Alex Watson</i></p> | | | | | | | | | | |
| 5-13-82 | TACH | | 512.37 | | Compression checked #1 78/80 #2 76/80 #3 77/80 #4 76/80 #5 78/80 #6 73/80 Removed engine from Beech 35B 33 S/N CD400 This date <i>Alex Watson</i> A+P 1558250 | | | | | | |
| 10-1-82 | Tach | | 134 | | TSN 104H- 512.37, Installed on Beech E35, N 7360B per STC SAI-569 Ground Run OK. See 337 $\frac{1}{2}$ WT - $\frac{1}{2}$ Bal this Date. | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| <i>Alex Watson</i> A&P 467341050 | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

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|--|----------|-----|----------------|------|-------------|------|------------|------|-----------------------|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| <p>03 OCT. 1982 DATE.....N-7360B TACH TIME..4.35.0HRS. TS MOH.514..0HRS TOTAL TIME 3490.0HRS</p> <p>certify that this AIRCRAFT POWERPLANT RECIP.-OPOSED was inspected in accordance with a ANNUAL TYPE of INSPECTION and it was Determined to be in AIRWORTHY CONDITION at this time and date. 03 OCT. 1982</p> <p style="text-align: center;"><i>Charles L. Roy Downing</i> CHARLES L. "ROY" DOWNING A&P-IA 1882364</p> | | | | | | | | | | | |
| ← + G = → | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

ENGINE LOG

| DATE | R. P. M. | | TIME ON GROUND | | TIME IN AIR | | TOTAL TIME | | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|------|----------|-----|----------------|------|-------------|------|------------|------|-----------------------|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |

8-08-85 TACH 450.24 HOURS
 Installed overhauled propeller. Precision Propeller Service W0#8766A.
 see attached tag.

This aircraft and/or component was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair are on file at this repair station under

Order No. 3767 Date 8-8-85

Signed *Raymond E. Beegles* for

BEEGLES AIRCRAFT SERVICE
 Weld County Airport

No. 4912
 Greeley, Colo.

BROL

FORWARD

TOTALS

ENGINE LOG

| DATE | R. P. M. | | TIME ON GROUND | | TIME IN AIR | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|--|----------|--|----------------|-------------|-------------|---------|------------|---------|---|-----------|------------------------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 8/7/85 | | | | | | | | | Cleaned Oil Tach 450:83 3505/TSMOH 529 66 Wall County 20-50 SRP | Prof | |
| 8-29-85 | TACH | 450.83 | TT | 3505.83 | TSMOH | 529.83 | | | | | |
| | # | 178/80 | #2 | 72/80 | #3 | 69/80 | #4 | 86/80 | #5 | 76/80 | |
| | #6 | 75/80 | | | | | | | | | |
| <p style="color: red; font-weight: bold;">I certify that this aircraft/engine has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition.</p> <p style="color: red; font-weight: bold;">ALEX B. WATSON A&P 1358250</p> | | | | | | | | | | | |
| 9-23-86 | TT | H67.1 | changed oil | cleaned oil | Screen | checked | comp. | cleaned | spark | plugs | Boy L. Stricklin A&P 1797143 |
| | Date | 9-23-86 | TT | H67.1 | | | | | | | |
| BROUGHT FORWARD | | I certify that this aircraft has been inspected in accordance with a <u>100 hr</u> inspection and was determined to be in airworthy condition. | | | | | | | | | |
| TOTALS | | Boy L. Stricklin A & P 1797143 | | | | | | | | | |

ENGINE LOG

| DATE | R. P. M. | | TIME ON GROUND | | TIME IN AIR | | TOTAL TIME | | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|------|------------|------|--|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 12/19/88 | Tack Rends 496.0 | | | | | | | | Compression check as follows | | |
| 1 ²² / ₈₀ | 2 ²⁵ / ₈₀ | 3 ²⁸ / ₈₀ | 4 ²⁸ / ₈₀ | 5 ²⁸ / ₈₀ | 6 ³⁵ / ₈₀ | | | | Removed cyl. no. 6 due to low compression. install serviceable cyl. ^{see yellow tag} supplied by Empire Aviation Supply Co. The following new parts installed (1) 628488 lifter (2) 4700 rings (1) 4707 ring, exhaust nuts and all gaskets as needed valves were ground and lapped, plugs cleaned and gapped oil screen checked at mag timing checked added 10 qts phillips 20-50 type m oil. Run up check normal I have inspected this engine in accordance with FAR 93 appendix D scope and detail of a 100 Hr inspection → | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| (next page) | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

ENGINE LOG

| DATE | R. P. M. | | TIME ON GROUND | | TIME IN AIR | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|-----------------|--|-----|----------------|------|-------------|------|------------|------|-----------------------|-----------|----------------|
| | GROUND | AIR | HRS. | MIN. | HRS. | MIN. | HRS. | MIN. | | | |
| 3-1-97 | Installed this engine in Beech 35-33, S/N CD-174, N584Y as alternate engine installation IAW FAA ALC specification TC 3A15 item 112. Ground Run-up at 3.0 hrs completed by Air Salvage, ATAP id # 1294 with ATP 8943618, sheet attached to ALC Records, installed with new Engine mounts Filled with 10-100 Castrol oil. Installed with Hartzell McCauley Propeller 7A30C2-D-E propeller and Prop governor A710-680 from Prior engine, installation. Cleaned fuel & oil screens and spark plugs. Compression check after ground run-up #1 71/80 #2 60/80 #3 68/80 #4 72/80 #5 72/80 #6 60/80. Released for flight mission Ray D Snyder ATP 1607574 DA Tech. 7785, 68 hrs Total time - 3746.27 HRS. 770.29 SMOH, | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | |

PROPELLER INSPECTION AND REPAIRS

| INSPECTION | | | REPAIRS | | | |
|---|------------------------------------|--|---------|-------------|---|--|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE | |
| 4-3-93 | | Replaced #4 cylinder with a serviceable removed cylinder from J's Aircraft. W.O. 5956. Yellow tag attached to records. Installed with new Rings. All measurements made Table of Limits 10-470 overhaul Manual. Installed 1 new REM 40E spark plug. cleaned, gapped & tested 11 spark plugs. Compression checked #1 $\frac{70}{80}$ #2 $\frac{71}{80}$ #3 $\frac{72}{80}$ #4 Replace #5 $\frac{73}{80}$ #6 $\frac{68}{100}$ | | | | |
| | | Run-up sat. & Factory. | | | | |
| Date <u>4-3-93</u> | N <u>5481</u> | Eng s/n _____ | | | | |
| Tach time <u>2394.12</u> | Total Aircraft Time <u>3854.71</u> | | | | 878.7 hrs SMOH. | |
| I Certify that this Aircraft/Engine has been inspected in accordance with a ANNUAL 100HR INSPECTION and was determined to be in Airworthy Condition | | | | | 104.44 hr. STOH #2 cylinder 0 hr STOH #4 cylinder 241.89 hr STOH #5 cylinder 307.79 hr STOH #6 cylinder | |
| Signature <u>Roy Snyder</u> | A & P No <u>1607544 IA</u> | | | | | |
| SNYDER INSPECTION SERVICE | | | INC. | | | |

PROPELLER INSPECTION AND REPAIRS

INSPECTION

REPAIRS

| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
|-------------|----------------------------|---|-----------------------------|-------------|-----------------------|
| 2/10/94 | TACH 2405.8 Mod. TC 902 | REMOVED M ^E CAULEY PROPELLER MOD 2A34 C23-D-6 S/N 748566 FOR INSTALLATION ON V-35 BONANZA N2760X AND INSTALLED FLO-TOP MT-RXA-4 S/N 5101 SINCE OVERHAUL BY THUNDERBIRD PROPELLER, BETHANY, OKLA. (SEE YELLOW TAG) TORQUED, SAFETYED + LEAK CHECKED PROP. NEG. LIABLE WORK CHANGE. <u>IMPORTANT</u> PROP BOLTS TO BE RETORQUED AT TACH. TIME OF 2430.8 I.E. 25 HOURS AFTER INSTALLATION | | | |
| | | | Thunder Bird (405) 789-1830 | | A.P. Olin ATP 1925314 |
| 11 May 1994 | TACH 2433.0 | Removed #3 Cyl. Ground 3/4 Lapped Intake Valve + Seat. Reinstalled Cyl. AS per Continental Manual using New Rings and gaskets. Tighten Exhaust Hangers Both sides. Installed hose clamp on Heat shield. Spark Plugs Rotated, Timing checked. Engine serviced w/1 qt 100 Aeroshell oil. Engine Test Run - All Temps + Pressures Normal. | | | |
| 11 Jun 94 | | Replaced Push Rod Seals #4 cylinder 2 ea SA534410, 2 ea SA534610, 1 SA646234 gasket | | | |

AP 57285543 IA
 ABRAHAM... DEC... BOTE D/B...
 WILLIAM... SERVICE INC.

Abraham P. Bote

~~Engine~~
PROPELLER INSPECTION AND REPAIRS

| INSPECTION | | | REPAIRS | | |
|------------|--------------|--|---------|------------------------------|---|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| 9 Jul 94 | | Removed Right Mag 600 Series New Slick 6362 5/10 92120024 | | | |
| | | | | | GENERAL AIRCRAFT INSPECTION PERFORMED AND FOUND SATISFACTORY |
| | | | | Abraham / Degroote | |
| | | | | AP 57285546 IA | |
| | | | | ABRAHAM J. DEGROOTE D/B/A | |
| | | | | WILLIAMSON AERO SERVICE INC. | |
| 11 Oct 95 | | TACH Time 2493.87 | | | Air Frame Total 6424.23 |
| | | 1) Removed and Regressed all 6 Cyls | | | |
| | | WITH New CONTINENTAL 653455A7 including | | | |
| | | New Piston & Rings, Replaced Piston | | | |
| | | Pins with New | | | |
| | | 2) Cleared & Regressed Spark Plugs | | | |

FAA/PMA APPROVED

THIS MAGNETO WAS MANUFACTURED FROM ALL NEW COMPONENTS IN ACCORDANCE WITH FAR 21.303h UNDER AUTHORITY OF MMF3226 AND IS AIRWORTHY. THIS MAGNETO IS FAA/PMA APPROVED FOR APPLICATIONS LISTED IN SLICK AIRCRAFT PRODUCTS FORMS L-1058 AND F-1100.

ENTER MAGNETO MODEL, SERIAL NUMBER AND DATE OF INSTALLATION AND ATTACH THIS TAG TO ENGINE LOGBOOK.

MAGNETO MODEL NO. 6362

MAGNETO SERIAL NO. 92120024

DATE OF INSTALLATION 9 JUL 94

ENGINE

PROPELLER INSPECTION AND REPAIRS

| INSPECTION | | | REPAIRS | | |
|------------|--------------|--|---------|-------------|---------------------|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| 3-10-97 | | TACH TIME: 2498.81 | | | TOTAL TIME: 3959.40 |
| | | TSMO: 983.39 | | | TSTO: 4.94 |
| | | 1. LEAK DOWN TEST. 180 | | | |
| | | 1. 76 | 3. 74 | 5. 74 | |
| | | 2. 73 | 4. 72 | 6. 75 | |
| | | 2. CLEANED AND GAPPED SPARK PLUGS | | | |
| | | 3. CHECKED MAGNETO TIMING | | | |
| | | 4. CHECKED IGNITION LEADS FOR HIGH TENSION LEAKS. | | | |

ENGINE

- PROPELLER INSPECTION AND REPAIRS

| INSPECTION | | | REPAIRS | | |
|------------|--------------|-----------|---------|-------------|--|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| | | | | | 5. REPLACED MUFFLER. |
| | | | | | 6. REPAIRED CRACKED EXHAUST FLANGE ON #1 CYLINDER. |
| | | | | | 7. REPLACED #1 AND #2 FUEL INJECTORS. |
| | | | | | 8. CALIBRATED #3, 4, 5, AND 6 FUEL INJECTORS. |
| | | | | | 9. REPLACED RIGHT SIDE EXHAUST BRACKETS. |
| | | | | | 10. REPLACED FIRE SLERVE ON FUEL HOSE FROM FUEL SERVO TO DISTRIBUTOR BLOCK. |
| | | | | | 11. REPLACED AIRDUCT HOSE. |

SERVICEABLE

Mfgr. Beechcraft

Component muffler

Model B-33

Part # 186

The aircraft component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 40568-C

Date 11-12-96

Signed Zerry Authof

Aircraft Exhaust Systems, Inc.

P. O. Box 159

Rt. 86 Box 97B

Jumping Branch, WV 25969

(304) 466-1724

FAA CERTIFICATED

REPAIR STATION NO. XHYR068L

ENGINE

- PROPELLER INSPECTION AND REPAIRS

| INSPECTION | | | REPAIRS | | |
|------------|--------------|-----------|---------|-------------|---|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| | | | | | 5. REPLACED MUFFLER. |
| | | | | | 6. REPAIRED CRACKED EXHAUST FLANGE ON #1 CYLINDER. |
| | | | | | 7. REPLACED #1 AND #2 FUEL INJECTORS. |
| | | | | | 8. CALIBRATED #3, 4, 5, AND 6 FUEL INJECTORS. |
| | | | | | 9. REPLACED RIGHT SIDE EXHAUST BRACKETS. |
| | | | | | 10. REPLACED FIRE SLEEVE ON FUEL HOSE FROM FUEL SERVO TO DISTRIBUTOR BLOCK. |
| | | | | | 11. REPLACED AIRDUCT HOSE. |

ENGINE

PROPELLER INSPECTION AND REPAIRS

| INSPECTION | | | REPAIRS | | |
|------------|--------------|---|---------|-------------|--------------|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| 3-10-97 | | | | | (CONTINUED) |
| 1 | | 12. REPLACED COOLING DUCT TO FUEL PUMP, | | | |
| | | 13. SAFTIED ALTERNATOR ADJUSTMENT BOLT, | | | |
| 1 | | 14. REPLACED AND SAFTIED PROPELLER BACKING PLATE BOLTS, | | | |
| | | 15. REPLACED MISSING LOCK FOR GLAND NUT ON ONE PROPELLER BLADE, | | | |
| | | 16. MOUNTED PROPELLER AND TRACKED, | | | |

Arthur D. Rose AP 199241181

PROPELLER INSPECTION AND REPAIRS

I N S P E C T I O N

R E P A I R S

| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
|-------|--------------|--|------|-------------|--------------|
| 11/98 | NOTE! | SEE AD LOG SYSTEM LOG # I-E FOR ENTRIES AFTER THIS DATE. | | M.J. Grange | A/E 1278275 |
| 11/98 | NOTE! | SEE A7 LOG SYSTEM LOG # I-T FOR ENTRIES AFTER THIS DATE. | | M.J. Grange | A/E 1278275 |
| | | | | | |
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| | | | | | |
| | | | | | |
| | | | | | |

MEMORANDUM

DATE _____

Airworthiness Directives

AD 75-05-02 Beryl Air Oil Separator c/w by inspection
at 2704.2 hrs. Inspection due again at 2729.2 hrs.

1-17-64 ENG OHHW. 1100 HRS. CHROME
24-DEC-65 ENG OHHW 1764 HRS. ^{-664,}
1 JAN 78 ENG OHHW 2976 HOURS