In accordance with F. A. A. R. 91.28
Omni directional receivers were found to be accurate to
within 2° degrees

Certify that the altimeter and static system tests required by FAR Part 91.170 have been performed.
The altimeter was tested to 30,000 feet on 3-25-69

Pilot or Radio date
crew chief

[Signature]

[Signature]
15-IV-69 See the ships equipment list concerning done.
Radio gear that was removed and some radio gear that was installed as replacement gear also installed.
A Mitchell flight control and a spinner kit. All work done in accordance with FAR part 43.13-2
Chapters one, two and three, and FAR 43.13-1 chapter eleven. See the ships weight and balance
chart for weight and arm and moment change.

BEECHCRAFT WEST
ARS 4095
Airframe, Class III
Radio, Class I & II
No Limitation
Ltd. Instrument
7240 HAYVENHURST AVE.
VAN NUYS, CALIFORNIA

A. H. Jensen
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>MILES Flown</th>
<th>REPAIRS - ADJUSTMENTS - REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3-70</td>
<td>Trek</td>
<td>65.4</td>
<td>Up</td>
<td>Down</td>
<td>Hours Min</td>
<td>Installed new zero time this date</td>
<td>Curt Bennett</td>
<td>KP1489227</td>
</tr>
</tbody>
</table>

**Signature:**

I certify that this aircraft was inspected in accordance with the inspection and was determined to be in an airworthy condition. Aircraft Total Time: 65.4 hours. Engine Total Time: 65.4 hours.

Date of Inspection: 3/4/70

Beechcraft
7240 Hayvenhurst Ave.
Repair Station

A. H. [Signature]
**REMARKS**

<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION – MAINTENANCE – REPAIRS – ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/15/70</td>
<td>Log meter. 25-2.64, complied with Beechcraft</td>
</tr>
<tr>
<td></td>
<td>3/15/70</td>
</tr>
<tr>
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</tr>
</tbody>
</table>

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

For cracks cleared at fin fuel str. attachment. The fuselage bulkhead found less than 30 thousands.
<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/18/70</td>
<td>3,450 log hours, complies with Beechcraft</td>
</tr>
<tr>
<td></td>
<td>S/N 0036-134 on inspection</td>
</tr>
<tr>
<td></td>
<td>I certify that this aircraft has been</td>
</tr>
<tr>
<td></td>
<td>inspected in accordance with an annual</td>
</tr>
<tr>
<td></td>
<td>inspection and was determined to be in</td>
</tr>
<tr>
<td></td>
<td>an airworthy condition</td>
</tr>
<tr>
<td>Aircraft Total Time</td>
<td>94.5 hrs.</td>
</tr>
<tr>
<td>Engine Total Time: LH 343.1, RH 343.5,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3/18/70, no cracks or corrosion, and clearance</td>
</tr>
<tr>
<td>Date of Inspection</td>
<td>3/18/70.</td>
</tr>
<tr>
<td>BEECHCRAFT WEST</td>
<td></td>
</tr>
<tr>
<td>7240 Hayvenhurst Ave., Van Nuys, Calif.</td>
<td></td>
</tr>
<tr>
<td>Repair Station 4995</td>
<td></td>
</tr>
<tr>
<td>A.M. Jensen, Writer</td>
<td></td>
</tr>
<tr>
<td>Inspector</td>
<td></td>
</tr>
<tr>
<td>C.H. Jensen</td>
<td></td>
</tr>
<tr>
<td>DATE</td>
<td>NATURE OF FLIGHT</td>
</tr>
<tr>
<td>------------</td>
<td>------------------</td>
</tr>
<tr>
<td></td>
<td>Log Reading</td>
</tr>
<tr>
<td></td>
<td>Type of inspection</td>
</tr>
<tr>
<td></td>
<td>Oil changes</td>
</tr>
<tr>
<td></td>
<td>Airframe cleaned</td>
</tr>
<tr>
<td></td>
<td>Lower spark plugs cleaned</td>
</tr>
<tr>
<td></td>
<td>Engine visually checked</td>
</tr>
<tr>
<td></td>
<td>Battery serviced</td>
</tr>
<tr>
<td></td>
<td>Hydro tank checked</td>
</tr>
<tr>
<td></td>
<td>Tires checked</td>
</tr>
<tr>
<td></td>
<td>Nicks removed from prop blades</td>
</tr>
<tr>
<td></td>
<td>Gear cleaned</td>
</tr>
<tr>
<td></td>
<td>Windows cleaned</td>
</tr>
<tr>
<td></td>
<td>Belly cleaned</td>
</tr>
<tr>
<td></td>
<td>Aircraft visually checked</td>
</tr>
<tr>
<td></td>
<td>Fuel service checked</td>
</tr>
<tr>
<td></td>
<td>Gear struts visually checked</td>
</tr>
<tr>
<td></td>
<td>Engine washed down</td>
</tr>
<tr>
<td></td>
<td>Run-up check made</td>
</tr>
<tr>
<td></td>
<td>Nose gear lubed</td>
</tr>
<tr>
<td></td>
<td>Main gear lubed</td>
</tr>
<tr>
<td></td>
<td>Engine controlled</td>
</tr>
<tr>
<td></td>
<td>Magneto check on run-up</td>
</tr>
</tbody>
</table>

**TOTALS FORWARD**

BEECHCRAFT WEST

**TOTALS TO DATE**

G. H. S."
I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Aircraft Total Time: 218.73
Engine Total Time: 218.73
Date of Inspection: 8-10-70

BEECHCRAFT WEST
7240 Hayvenhurst Ave., Van Nuys, Calif.
Repair Station 14935

A. H. Jensen
Inspector

Complied with 51 class 1 #033-395. By replacement of
screws in upper console.

Complied with 51 class 1 #025-341. Remarking of
engine gauge unit.

Complied with 51 class 1 #0362-245. Linking of master
gate each hour. 15

Complied with 51 class 1 #033-251. Inspection of fuel
pressure relief valve OK.

(over)
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>High checked for compliance of S1 class</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>S141-A14afety and found that it had</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>been previously completed with</td>
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<td></td>
<td></td>
<td></td>
<td>Confined with S1 class</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>S141-312</td>
<td>Replacement</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>of current limited</td>
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<td></td>
<td></td>
<td></td>
<td>I checked for compliance of S1 class</td>
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<td></td>
<td></td>
<td></td>
<td>S141-013</td>
<td>Replacement</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>Addition of slots</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>Note: A14egrity has been justified</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAINTENANCE RELEASE**

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of this repair are on file at this agency under Work Order No. 4613.

Date: 8-22-70

Signed: A. R. Jensen for Signature of Authorized Individual.

BEECHCRAFT WEST
No. 4035
7440 HAYVENBURST AVE. — VAN NUYS, CALIF.
# Remarks

<table>
<thead>
<tr>
<th>Date</th>
<th>Inspection - Maintenance - Repairs - Alterations</th>
</tr>
</thead>
<tbody>
<tr>
<td>262-1</td>
<td>Log Reading 262 hours, Date 10-10-70. Oil change Shell 20.</td>
</tr>
</tbody>
</table>

### Maintenance Release

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 2026.

Date: 11-9-70

Signed: A. H. Jensen, for Beechcraft West No. 4095

BEECHCRAFT WEST
7240 Hayvenhurst Ave., Van Nuys, Calif.

A. H. Jensen
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/5/1</td>
<td>Log Meter</td>
<td>234</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Accomplished AD 70-22-3</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Beechcraft Service Inc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>#0348-132 Balancer Both Elevator Inboard Hinge</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brackets and stripping them of paint and dye five</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trailing edge of elevator and elevator rods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fastener between mating surfaces also washed a bit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAINTENANCE RELEASE**

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworth for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 4996.

Date: 2/5/1

Signature: E. S. Coons

BEECHCRAFT WEST
No. 4095
7240 Hayvenhurst Ave. — Van Nuys, Calif.
REMARKS

INSPECTION – MAINTENANCE – REPAIRS – ALTERATIONS

DATE

SI # 0239-012 Rear Wing Flap Ext. Corrosion CWBT
SI # 0396-241 Engine Mt. Bolt Nuts CWBT
Serviced Air Conditioner

BATES AVIATION INC.
HAWTHORNE MUNICIPAL AIRPORT
New Brake Linings & Disc’s R/H

I certify that this aircraft has been
inspected in accordance with a

100H inspection and was
determined to be in airworthy condition.

W.O. No. 1811

Total Time at Inspection 3374
Tach Time 2212
Date of Inspection 2-23-71
F.A.A. ADs Through 71-4
Authorized Signature: Grant L. Bates 1498763
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-17-71</td>
<td>CHANGE LT. FUEL STRAINER.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-17-71</td>
<td>COMPLY W/ BEECHCRAFT SERVICE INSTRUCTION NO. 6204-204.</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>OUTBOARD MAIN GEAR DOOR HINGE.</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

GATES AVIATION INC.
HAWTHORNE MUNICIPAL AIRPORT
Repair Station No. 1128

5D Hour

1905

322.7

317.3

5-12-71

P&O AIRCRAFT LTD
Authorized Signature: E.J. Johnson

TOTALS FORWARD

TOTALS TO DATE
## Remarks

**Inspection - Maintenance - Repairs - Alterations**

**Date:** 7-7-70

<table>
<thead>
<tr>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.</td>
</tr>
<tr>
<td>Aircraft Total Time: 431.0</td>
</tr>
<tr>
<td>Engine Total Time: L1 1250, R1 1050</td>
</tr>
<tr>
<td>Date of Inspection: 7-7-70</td>
</tr>
<tr>
<td>Beechcraft West</td>
</tr>
<tr>
<td>7240 Hayvenhurst Ave., Van Nuys, Calif. Repair Station 4095</td>
</tr>
</tbody>
</table>

**Maintenance Release**

**Signature:**

**Maintenance Manager:**

**Inspection:**

**Date:** 7-7-70

**Work Order No.:** 1055

**Beechcraft West:**

**Signature:**

**Date:** 7-7-70

**ARS 4095 Date:**

**Certification:**

I certify that the altimeter and static system tests required by FAR Part 91,170 have been performed. The altimeter has been tested to 8000 feet.
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR Hours Min.</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-20-71</td>
<td>Bates Aviation Inc.</td>
<td></td>
<td>Proper Items &amp; Parts Installed Per Spec</td>
<td></td>
<td></td>
<td>Breck Service Instructions No 66-60-314</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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</tr>
</tbody>
</table>

**TOTALS FORWARD**

**TOTALS TO DATE**

---

**BATES AVIATION INC.**
**HAWTHORNE MUNICIPAL**
Repair Station No. 4128
I certify that this aircraft has been inspected in accordance with a 504 certificate determined to be A airworthy (CASA 160)

**W. O. No.**

**Total Time at Inspection:**
**Tach Time:**
**Date of Inspection:**
**FAA AD'S Through:**
**Authorized Signature:**
BATES AVIATION INC.
HAWTHORNE MUNICIPAL AIRPORT

I certify that this aircraft has been

Inspected in accordance with a

50HR inspection and was
determined to be in airworthy condition.

W. O. No. 2127

Total Time at Inspection 428.5

Tech Time

Date of Inspection 12-28-71

F.A.A. AD'S Through

Authorized Signature
### Aircraft Description

#### Flight Log

<table>
<thead>
<tr>
<th>DATE</th>
<th>Date</th>
<th>Time</th>
<th>Repairs</th>
<th>Adjustments</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/24/72</td>
<td>Jack</td>
<td>50</td>
<td>Complied with Beechcraft</td>
<td>60-5026 and installed</td>
<td>Improved manual down hook mechanism</td>
</tr>
</tbody>
</table>

**Maintenance Release**

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found to be in a condition to be returned to service. This report is issued to the owner of the aircraft or his authorized agent.

- Model: Beechcraft
- Serial: 60-5026
- Date: 5/24/72
- Signature: Jack Goodson

---

**totals**

- **Forward**: Beechcraft West
- **To Date**: Repair Station 9096
5/24/72 Jak 485 replace left cool flap motor and temporarily rigged on at home base
R. Peckin AP/945521

29 June 72 M# 512 Install M# Co Battery PN 89457 type CB154
AP 1780795

29 June 72 hrs 512.2 Engine ground open CK with Electrical load and adjusted CK OK
Eddy of Tonger AP 179030519

Air Kaman of Omaha
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No.of Pass</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS—ADJUSTMENTS—REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8/32</td>
<td>Log meters 5293</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Changed oil &amp; filter &amp; covering shell 80W also</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Worked a few other customers &amp; queens, washed</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Down engines &amp; made an operational run</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAINTENANCE RELEASE**

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found satisfactory for return to service. Little details of the repairs are on file at this agency.

Work Order No. 8620
Date: 1/8/32
Signed: A. B. Johnson

**BEECHCRAFT WEST**
No. 4005
2600 Haygood Ave, Yankton, S.D.

**DATE**
反映了上述列明的 modifications.

**INSPECTION**

**TOTALS FORWARD**

**TOTALS TO DATE**
REMARKS

DATE

INSPECTION – MAINTENANCE – REPAIRS – ALTERATIONS

7/11/72 Log meter 529.3 live

Replaced the left hand side of windshield and
Replaced molding to match

MAINTENANCE RELEASE

The aircarrier component identified
above was repaired and inspected in
accordance with current Federal Air
Regulations and was found airworthy
for return to service. You must submit
a copy of the repair to CAA, A.A.S.

Work Order No. 86623

Date 7/11/72

Signed, A. John

Signature of Authorized Individuals

BEECHCRAFT WEST No. 4035

7240 Hayvenhurst Ave., Van Nuys, Cal.
## FLIGHT LOG

<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS - ADJUSTMENTS - REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/20</td>
<td>Lt. Miller</td>
<td>574 17</td>
<td>add 65.4 hrs to log for total time</td>
<td>Installed a Beechcraft</td>
<td>Improved flapsystem</td>
<td>64 1/2 hrs</td>
<td>60-58/2 and accordance</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Aircraft Total Time</td>
<td>64 1/2 hrs</td>
<td>Net</td>
<td>60-58/2 and accordance</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Engine Total Time</td>
<td>64 1/2 hrs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Date of Inspection</td>
<td>10/1/52</td>
<td>Change is negligible at this time</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEECHCRAFT WEST</td>
<td>7240 Hayvenhurst Ave., Van Nuys, Calif. Repair Station 1995</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>7240 Hayvenhurst Ave., Van Nuys, Calif. Repair Station 1995</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAINTENANCE RELEASE**

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this company. Work Order No. 8495.

Date: 10/1/92

Signed: [Signature]

Signature of Authorized Individual

BEECHCRAFT WEST No. 4905
7240 Hayvenhurst Ave. — Van Nuys, Cal.

**TOTALS FORWARD**

— and flew well.

**TOTALS TO DATE**
<table>
<thead>
<tr>
<th>KS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REMARKS**

<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION – MAINTENANCE – REPAIRS – ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAINTENANCE RELEASE**

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at the agency.

**Work Order No. 8975**

**Date:** 11/29/72

**Signed:** [Signature]

**Signature of Authorized Individual**

**BEECHCRAFT WEST**

No. 4095

7248 Hayvenhurst Ave. — Van Nuys, Ca.
**FLIGHT LOG**

<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No.of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
</table>

**TOTALS FORWARD**

**TOTALS TO DATE**

---

Continued

**CONTINUED**

- Ship and Skid Sens
- Gyro 9.8 509 9 and Flux
- New Battery Lot 9.8 2002 C/G
- Usefull Load
- Recorded Form 331 Change with Equip 1 AFC Flight Manual
REMARKS

SIGNATURE | LICENSE NUMBER
ARUR J924522, 24C022 A/C
DF: J5D FE800
MSS 580 ADF
4 and DV 50 B
TRUDE LIGHT
FAL STH 8 K-1-155,
X M 40
20 50-1097
9, RUDDER
5315 5116

DATE
CONTINUED:

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

SH-2951, FLIGHT CONTROLLER
SH-2926, COMPUTER AMPLIFIER SH-2839, CONTACT SWITCH
SH-1717, ALTITUDE CONTROLLER SH-3542, SHAFT MOUNT
ELECTRICAL ASSY AND MOUNTING BRACKETS AS PER KIT.
ALTITUDE GYRO SH-123, TURN AND BANK SH-1104,
DIRECTIONAL GYRO-RMI SH-1006, FLUX DETECTOR 704A
SH-5077, FLUX DETECTOR CHARGE

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found air-worthy for return to service.

Pertinent details of the repair are on file at this agency under:

Work Order No.
Date
Total Time
Task Time
Signed

DEL MONTE AVIATION, INC.
FAA Repair Station #4639
Post Office Box 1311 — Monterey, California

NEW EMPTY WT = 4750.0
1. MOMENT = 63176.4
2. C/G = 535.5
11 USEFUL LOAD = 2119.0

RECORDED FORM 337 WEIGHT
CHANGE WITH EQUIP LIST. DATA IN
A/C FLIGHT MANUAL.
### Aircraft Description

**Flight Log**

<table>
<thead>
<tr>
<th>DATE</th>
<th>Nature of Flight</th>
<th>No. of Pass.</th>
<th>Time of Flight</th>
<th>Time in Air</th>
<th>Miles Flown</th>
<th>Repairs — Adjustments — Remarks</th>
<th>Signature</th>
<th>License Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 Oct 72</td>
<td>Correction to Basic Empty Weight Data.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Maintenance Release</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Empty Weight = 11290.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Moment = 629485.49</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>O/G = 133.11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Useable Load = 2046</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Recorded New Equip List for</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AK Records &amp; Weight Change.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks**

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this agency under:

Work Order No: 2109

Date: 27 Oct 72

Total Time: 588.0

Signed: [Signature]

DEL MONTE AVIATION, INC.

FAA Repair Station #4639

Post Office Box 1311 – Monterey, California

---

**Totals Forward**

**Totals To Date**
### REMARKS

<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-20-73</td>
<td>T.N.T. 634.5 — 50 HOUR INSPECTION COMPLETE THIS</td>
</tr>
<tr>
<td></td>
<td>DATE. REPAIRED TRANSFORMER IDENT. SW. AND TRANSFORMER</td>
</tr>
<tr>
<td></td>
<td>WIRING AT AFT PRESSURE Bulletin CONSENT. REPAIRED NO. 1</td>
</tr>
<tr>
<td></td>
<td>COMM. RECEIVER, COMPLIANCE WITH BAGA 5/6. M. 0342-182 REV. 11</td>
</tr>
<tr>
<td></td>
<td>REPLACEMENT OF ELEVATOR HINGE BRACKETS, CLEANED</td>
</tr>
<tr>
<td></td>
<td>CABIN OUTFLOW VALVES.</td>
</tr>
</tbody>
</table>

I certify that this AIRCRAFT has been inspected in accordance with a 50 HOUR inspection and was determined to be in airworthy condition.

Details of inspection are on file at the above, under W.O. No. 2785

Tach. Time 634.5 T.S.N. 1-20-73

Sned. Sh. St. 1D 11-1-73

LLAR-NO AIRCRAFT SERVICE CENTER
Reno/Stead Airport 89506

F.I.A. Approved Repair Station No. 411-3
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS - ADJUSTMENTS - REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-7-73</td>
<td>TAT, 614.0 - INSTALLED NEW ALTITUDE ALTIMETER</td>
<td>3</td>
<td>Up Down Hours Min.</td>
<td>4732.0</td>
<td>NEW EMPTY WEIGHT</td>
<td>4732.0</td>
<td>NEW TOTAL MOMENT</td>
<td>629821.12</td>
</tr>
<tr>
<td>0.0</td>
<td>RE</td>
<td>2-7-73</td>
<td>FOR DETAILS</td>
<td>123.10</td>
<td>NEW USEFUL LOAD</td>
<td>2048.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The aircraft and/or component identified herein was inspected and inspected in accordance with current Federal Aviation Agency Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this agency under W.O. # 2280.

Date: 2-7-73

Authorized Signature: [Signature]

Laser & NO AIRCRAFT SERVICE CENTER
P.O. Box 6905
T.A.A. Approved Repair Station No. 411-3

TOTALS FORWARD

TOTALS TO DATE
3-16

REMARKS

DATE
INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

2-8-73 T.A.T. 644.0 — Static system leak test performed

ON BOTH PILOTS AND CO-PILOTS SYSTEM, LEAKS

REPAIRED AND BOTH SYSTEMS CERTIFIED AIRWORTHY

N# 23100 — S/N D-85 — Type Model 60

I certify that the Altimeter and Static System Tests

Required by F.A.R. 91.170 have been performed. The
Altimeter has been tested to 30,000 Feet.

HARRIS AIRCRAFT SERVICE CENTER
RENO-STAD AIRPORT, RENO, NEVADA 89503

FAA Approved Repair Station No. 417-2
Signature Altimeter Test Date 2-8-73

next test due 2-7-75
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>14FEB</td>
<td>REPLACED BENDIX M4C</td>
<td>AUTO PILOT YAW SERVO ACTUATOR</td>
<td>SN 2295 WITH NEW UNIT SN 1344</td>
<td></td>
<td></td>
<td>MAINTENANCE RELEASE</td>
<td>[Text]</td>
<td>[Text]</td>
</tr>
<tr>
<td></td>
<td></td>
<td>REPLACED YAW AMPIFIER PRINTED</td>
<td></td>
<td></td>
<td></td>
<td>Work Order No. 84189, Date 14 FEB 1973</td>
<td>[Text]</td>
<td>[Text]</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CIRCUIT CARD III COMPUTER-AMPIFIER</td>
<td>SN 2839, MODEL # 553 LEQ</td>
<td></td>
<td></td>
<td>Total Time 645.1 Hrs, Time 645.1 Hrs</td>
<td>[Text]</td>
<td>[Text]</td>
</tr>
</tbody>
</table>

Signed: Earl Wooten

DE MONTE AVIATION, INC.
FAA Repair Station #4639
Post Office Box 1311 — Monterey, California

[Table rows for Totals Forward and Totals to Date]
MAINTENANCE RELEASE

REMARKS

DATE

INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS

3/24/73

100 Hour/Annual inspection performed this date. Reported nose wheel and tire assembled. Can be retained. Procedure completed.

Airspeed indicator - functional check OK

I certify that this aircraft has been inspected in accordance with a 100 Hour/Annual inspection and was determined to be in airworthy condition.

Details of inspection are on file at the agency under W.O.# 2796.

TDL Time: 763:00 T.S.M. 3-23-71

T.S.M.O.H. 3-23-71

Sig.

莱诺赛德航空服务中心

Reno Sead Airport 89506

F.A.A. Approved Repair Station No. 4013
**FLIGHT LOG**

<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/29/73</td>
<td>REMOVED LAEHR AINA ALTITUDE ALERTER SYSTEM FROM AIRCRAFT</td>
<td>Up Down Hours Min.</td>
<td>NEW EMPTY WEIGHT 4729.0 — NEW TOTAL MOMENT 629488.49 — NEW EMPTY WEIGHT C.G. 132.11 — NEW USEFUL LOAD 2046.0 — WEIGHT AND BALANCE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>REVISION — AIRCRAFT RECORD UPDATED — TAT 776.2</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

The aircraft and/or component identified herein was removed and inspected in accordance with current Federal Aviation Agency Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under W.O. # 0340.

Date: 3-29-73  
Authorized Signature: [Signature]

LEARMO AIRCRAFT SERVICE CENTER  
Reno Stead Airport 89505  
F.A.A. Approved Repair Station No. 411-3

**TOTALS FORWARD**

**TOTALS TO DATE**
### REMARKS

<table>
<thead>
<tr>
<th>DATE</th>
<th>DESCRIPTION</th>
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</thead>
<tbody>
<tr>
<td>5-25-79</td>
<td>INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS</td>
</tr>
</tbody>
</table>

**5-25-79 REMOVED RIGHT HAND ENGINE SN 1-445-59 AND INSTALLED ZERO TIME FACTORY REMANUFACTURED ENGINE SN R1-448-59.**

ALL REPAIRS, REPLACEMENTS, ADJUSTMENTS PERFORMED. FUEL GROUND RUN NOT FOUND SATISFACTORY. RIGHT HAND FUEL BOOST PUMP REPLACED WITH ZERO TIME OVERHAUL PUMP.

9/10 OFF 356 A, SN on 4-14-79.

The aircraft and/or component identified herein was repaired and inspected in accordance with current Federal Aviation Agency Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this agency under W.O. # 49557.

**Date** 5-25-79  
**Authorized Signature** [Signature]

**LEASING AIRCRAFT SERVICE CENTER**  
Penn/Reed Airport - 89506  
F.A.A. Approved Repair Station No. 411-3
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-2</td>
<td>Required Ground Time</td>
<td>-3</td>
<td>16:00-16:17</td>
<td>-</td>
<td>-</td>
<td>MAINTENANCE RELEASE The aircraft and/or component identified above was repaired and inspected in accordance with current federal air regulations and was found air-worthy for return to service. Pentiment details of the repair are on file at this agency under: Work Order No. 2297, Date 1-11-74. Total Time: 00:17 Signed: Woodard for DEL MONTE AVIATION, INC. FAA Repair Station 36538 Reef Office Box 1311 Monterey, California</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4-1-74</td>
<td>Beech F-40A Beech E-40A pilots side wino of ballying me</td>
</tr>
<tr>
<td>6-23-74</td>
<td>Replaced seat back BS-0553-334 on and all corrosion test End screens when applicable</td>
</tr>
</tbody>
</table>

| TOTALS FORWARD | |
| TOTALS TO DATE | |
## Remarks

<table>
<thead>
<tr>
<th>Date</th>
<th>Inspection—Maintenance—Repairs—Alterations</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/1/74</td>
<td>Annual inspection completed on aircraft in accordance with Bechcraft Type No. 40-520601-7B3. AD Note 7355-5 complied with by replacing pilot side window. AD Note 7219-4 previously complied with by installation of SS battery monitor. Inspected for fuel stains per ASI 0632-230 and 0632-238 at this time. Replaced seat back supports per ASI 0541-344. Inspected governor control arms per ASI 0553-254 and secure at this time. Inspected gear case per ASI 0514-9330 No. 1 and no corrosion. Wheels and gear serviced. New brake lining ordered. Instruction tests of seat supports cleaned. Controls checked for mounting, security, operation and locked where applicable. See back of this log for AD notes.</td>
</tr>
</tbody>
</table>

**FLIGHTCRAFT, INC.**

Approved Repair Station 4126

4/1/74

I certify that this aircraft has been inspected in accordance with a detailed inspection determined to be in airworthy condition. Details of this inspection are recorded under W.O. No. 10875, applicable AD note through 19-12-74, AS noted, complied with, and time (or time needed) for completion of this task is 882. Total time.

[Signatures and certificates]
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
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<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4-10-74 - Rigged pitch washer &amp; fan</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Woodchuck ski</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4-17-74 - Removed engine &amp; replaced in place</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-30-75</td>
<td>Annual inspection completed</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-30-75</td>
<td>Aircraft gear box inspection guide 1746 54-5401-7B, battery tested</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-30-75</td>
<td>Antenna system, replaced rotating and stationary hanging in both</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-30-75</td>
<td>Hinges, replaced seals in both pilots brake master cylinder, replaced</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-30-75</td>
<td>Both main wheel tires, serviced 1041 strut with strut and air and</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-30-75</td>
<td>Retraction test, injected horizontal stabilizer shims for 132000-132 and nose repair required at this time.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-30-75</td>
<td>Upper cable bell &amp; found properly installed per 851-065-2116</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS FORWARD**

**TOTALS TO DATE**

---

I certify that the altimeter required by FAR Part 91.162 altimeter has been tested.

Flightcraft, Inc. A.R.S. 14212

Signature: [Signature]

Date: [Date]
Certified altimeters and static systems. Plate altimeter serial # 43716 below.

Seals affected by AD note 24-24-12. A "flame" certified altimeter installed.

In complete side, fuel scavenges checked. Heater installation checked, installed.

New air conditioning recirculation filter, seals and bolts checked.

I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter has been tested to 30,000 feet.

Flightcraft, Inc. A.R.S. #4126

Date 3-20-75

Signature: [Signature]

Cert. No: [Certification Number]

FLIGHTCRAFT, INC.
Approved Repair Station 4126

Date: 3-20-75

I certify that this aircraft has been inspected in accordance with a \textit{Annual} inspection was determined to be in airworthy condition. Details of this inspection listed under W.O. No. [715-51] applicable A.D. number.

As Recorded complied with, Total time (or tach) readings: [16,715.2 hours].

Signed: [Signature] A&P No. [142183D]
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/17/75</td>
<td>WINDSHIELD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Maintenance Release</td>
<td>A. Thompson</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Necessary repairs are as follows:</td>
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<tr>
<td>7/30/75</td>
<td></td>
<td>411</td>
<td></td>
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<td></td>
<td>Replaced air cond. door actuator new 5/39</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS FORWARD**

**TOTALS TO DATE**

**SIGNATURE**

**LICENSE NUMBER**

**DATE**

**DEPARTMENT**

**FOOTAGE**

12.9.75 Air white + 20 per week

12.17.75 Acro INSTRUM SEE FAQ DETAILS.
<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION – MAINTENANCE – REPAIRS – ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-9-75</td>
<td>Aircraft stripped and repainted with Bostic Polyurethane # 1007 white, # 2010 blue and # 2007 blue. Control surfaces checked for balance per Boeing specifications. Hour Meter 925. Examiner: L. Lane ARS 4126.</td>
</tr>
</tbody>
</table>

HILLSBRO AIRCRAFT SERVICES
E. A. A. Approved Repair
Station 3989

Asst. Chief Inspector

[Signature]

David H. Germain
1-27-76. Inspection 10:16:6 A.M. and service

R & B Main Street. Made year retractions and worked a few other customer squawks.

The aircraft above was removed and inspected in accordance with current Federal Air Regulations and was found unserviceable. Permanently attached to the repair file at this agency.

Date 1-27-76

4013

BEECHCRAFT VIST No. 4095

7000 Van Nuys Blvd., Van Nuys, Calif.
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN FLIGHT</th>
<th>MILES Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-11-76</td>
<td>Annual inspection completed on</td>
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<tr>
<td></td>
<td>Aircraft per - Bosch Inspection Guide PN 66-340001-70. Installed new decelerator</td>
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<tr>
<td></td>
<td>1 blade - test propeller, Battery serviced. Installed new bulk in bottom beacon checked</td>
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<tr>
<td></td>
<td>E/F/ conform to TSO-C10A &quot;Not approved at this time&quot;. Installed new spinner washers per AS/1:0753-210. Installed new seals in pilots and co-pilots left brake master cylinder.</td>
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<tr>
<td></td>
<td>Relined both brakes - installed new seals in right brake. Hydra static test on oxygen bottle. Removed and tested bulk external fuel cells and installed new fuel seals.</td>
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<td></td>
<td>Replaced left propeller - slip rope. Complied with AD Note 76-07-13 Amend 39-23-72.</td>
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<tr>
<td></td>
<td>Bonded ground switches and fused Restart switch normal and left switch found to activate To operate per part 2 power and parts in order (To comply with Paragraph 5)</td>
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<td>Transponder certified - see preceding page.</td>
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</tbody>
</table>

**FLIGHTCRAFT, INC. Approved Repair Station 4126**

**TOTALS FORWARD**
- Repaired: Heat exchanger in air intake.

**TOTALS TO DATE**
- Repaired: Wire, fuel, transmission shroud, heater.

Date: 6-11-76

I certify that this aircraft has been inspected in accordance with Annual inspection was determined to be in airworthy condition. Details of this inspection filed under W.O. No. 76-23-18 applicable A.D. note: AS-26.

As recorded the total hours ÷ 1158 Total time (as indicated) HM (1025.6) ÷ = 1118 Total time (as indicated) Time: 1025.6 1118 1573.6 Kiser T. Thorne AR-AP 12/19/76
27 May 1977 annual inspection and service completed in accord with the manual, snug guides, replaced ELT with new one ELT, replaced nose wheel tire, replaced RH main tire, replaced 22 emitter light bulbs, overhauled flex unit & installed helicoils in mounting bolt holes, replaced LH flaps, drill & housing, replaced LH turbo waste gate exhaust elbow, complies with AD 76-25-4 magna fluid inspection of lower front wing bolt nuts, torqued & reamed. Complies with AD 76-07-12 replaced ignition switch contact ass'y. Complied with B & T 741 Rev-1 installed fuselage drain valve kit & off bottom fairing at 20,433.48 total hours, 1,151 TACH T, 7,827.32 total, 27 May 1977.
<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME IN AIR</th>
<th>MILES FLOATED</th>
<th>REPAIRS &amp; ADJUSTMENTS — REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-21</td>
<td></td>
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</tbody>
</table>

**Nature of Flight:**
- **2 Jan 1979:** Overhaul landing gear, replaced de-icers.

**Signature:** [Signature]

**Company:** Alair Aviation Services, Inc.

**Address:** Rt. 3, Box 618, Aurora, OR 97002

**Notes:**
- Adjusted for wind.
- Weather conditions.
- [Signature]
REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

Installed King KWX-40 Radar System in accordance with FAA Form 337 dated 10-11-77.
A new weight & balance was computed as follows:

NEW EMPTY WEIGHT 4749.9
NEW E.W.C.G. 132.8
NEW USEFUL LOAD 2025
NEW EMPTY MOMENT 630,880.9

Orval Lee Kirkwood
A&P 1001917
c/o Modern Aero Inc. Dallas, Tex.
DATE: 10-11-77

12-8-77

Replaced landing gear motor. Installed motor overhauled by
Electro-Mech, Inc. Retraction Test: O.K.
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-14-78</td>
<td>Holbe 12.22+7</td>
<td>7</td>
<td>Removed + reconditioned LH &amp; RH brake rotors + stator and replaced wheel bearing on both wheels. Bed system all work flies the Beechcraft Model 60 Service Manual - Op check brakes on taxi and checked good. Thomas Moore 568 B-71985</td>
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<tr>
<td>4-28-78</td>
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<td>Installed new 4-2878 tech time A.D. 77-02-07 A.D. 77-02-09 A.D. 77-02-02 W A.D. 77-05-06 G but of unknown wings + fuselage integrity test + r after April 10, 19</td>
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<tr>
<td>DATE</td>
<td>REMARKS</td>
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<tr>
<td>A.D. 77-06-09</td>
<td>wing Tip strut lights N/A has 81N30-082-1</td>
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<tr>
<td>A.D. 77-06-09</td>
<td>band air magnetic bearing N/A both engines</td>
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<td>A.D. 77-05-06</td>
<td>Woodward fuel valve N/A applies to single eng only</td>
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<td>A.D. 77-05-06</td>
<td>Goodyear fuel cell identified as Goodyear manufactured</td>
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<td>but of unknown construction.</td>
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<td>(c) fuel cell</td>
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<td>integrity test due on 100 hrs or 180 days whichever occurs first</td>
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<td>after April 10, 1979.</td>
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<tr>
<td>DATE</td>
<td>NATURE OF FLIGHT</td>
<td>No. of Pass.</td>
<td>TIME OF FLIGHT</td>
<td>TIME IN AIR</td>
<td>Miles Flown</td>
<td>REPAIRS — ADJUSTMENTS — REMARKS</td>
<td>SIGNATURE</td>
<td>LICENSE NUMBER</td>
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<tr>
<td>6/19/78</td>
<td>Hobbs</td>
<td>1292.4</td>
<td></td>
<td></td>
<td></td>
<td>Removed RH boost pump and reinstalled remanufactured pump in 522U (see pertinent data stapled on this page) (Note: check ops check good) Thomas O'Han 56.82.712590</td>
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**TOTALS FORWARD**

**TOTALS TO DATE**

**FUEL**

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATION</th>
<th>W.O.</th>
<th>TANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-30-79</td>
<td>Hobbs 1</td>
<td>337</td>
<td></td>
</tr>
<tr>
<td></td>
<td>STATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-7-79</td>
<td>Hobbs 2</td>
<td>465-5</td>
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<td></td>
<td></td>
<td></td>
<td>Replaced F Installed</td>
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<td>PDG 487</td>
</tr>
</tbody>
</table>
FUEL CELLS

REMARKS

DATE

INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS

1-30-79 HOBBS 1320.2 FOR THE REPAIRS MADE TO THIS A/C SEE 337 IN A/C RECORDS CAL AERO AIRFRAME REPAIR STATION # 465-48 W.O. # 2552. (SEE BACK OF BOOK)

2-7-79 HOBBS 1320.2 REPLACED FUEL TANK LH WING PN: 60-389022-1 CAL AERO AIRFRAME REPAIR STATION # 465-48 W.O. # 2552.

REPLACED FUEL CELL LH WING P/N 90-9056-35
INSTALLED KIT BY UNITED BEECHCRAFT P/N KIT PDE 48-87 BATTERY PS12-24

Ray Ocker
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/12/21</td>
<td>REPLACED W/O IN HAND 1360 FT EX9 CAL</td>
<td>U/D</td>
<td>9:30</td>
<td>1:35</td>
<td>45</td>
<td></td>
<td>HUGH L. RAIN, JR.</td>
<td>ALP 192221, IA</td>
</tr>
</tbody>
</table>

**Totals Forward**

**Totals to Date**
<table>
<thead>
<tr>
<th>KS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
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<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/25/97</td>
<td>TOTAL TIME 1365.6</td>
</tr>
<tr>
<td>13002</td>
<td>AIRCRAFT NUMBER 12</td>
</tr>
<tr>
<td></td>
<td>IDENTIFIED AS AIRCRAFT HAS BEEN</td>
</tr>
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<td>INSPECTED IN ACCORDANCE WITH ANUAL</td>
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<tr>
<td></td>
<td>INSPECTION AND WAS DETERMINED TO BE IN</td>
</tr>
<tr>
<td></td>
<td>AN AIRCRAFT APPROVED</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>SIGNATURE</th>
<th>HUGH J. FLYNN, JR.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A &amp; P NO.</td>
<td>A &amp; P 1903121, LA</td>
</tr>
<tr>
<td>DATE</td>
<td>NATURE OF FLIGHT</td>
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</tr>
<tr>
<td>6-22-79</td>
<td>REMOVED KNEE KER ENCODING BLT. &amp; INSTALLED REROSCIV.</td>
</tr>
<tr>
<td></td>
<td>ENCODING BLT. PROVISIONS OF FAR 91.36 COMPLIED WITH BY COMPLIANCE WITH ADVISORY CIRCULAR 43-69A. WEIGHT BALANCE NEGLIGIBLE. STATIC LEAK CHECK ACCOMPLISHED IN ACCORDANCE WITH PART 43, APPENDIX E PARA A. REMOVED NARCO TRANSP ENCODING ADAPTER. STATIC LEAK CHECKED BOTH PILOTS &amp; CO-PILOTS. REQUIREMENTS OF FAR-91.170 COMPLIED WITH BY THIS ACTION.</td>
</tr>
</tbody>
</table>

W/O # 21475

DATE 6-22-79

SIGNATURE

FLITE-COMM ELECTRONICS
P.O. BOX 2905-20
3603 E. SPRING ST.
LONG BEACH, CALIF. 90720

DATE

1-22-79 PTE TURNS ACCOMPLISH E BY RAD
TYPE TRANSPODER CHECK REQUIRED BY FSR 91.177
ACCOMPLISHED IN ACCORDANCE WITH PART 43 APPENDIX
F BY RADIOSED SIGNAL TECHNIQUE

FLITE-Comm ELECTRONICS
3505 E. SPRING ST.
LONG BEACH, CALIF. 90806
(213) 427-4921
F.A.A. REPAIR STATION 465-20
1. Propellers removed for overhaul, propellers reinstalled S/N DA659 on L.H. side and DA363 on R/H side. AD 77-12-06 blade inspection CW per S.B. 118B.
2. Installed new airconditioner compressor, and belt service system.
4. C/N Emergency AD dated Nov. 24, 1979 Installation of new nuts P/N FN-22-1414 and torque washers per Beech S.I. 1100. Torque on lower forward wing attach bolts will have to be rechecked after 100 hrs of use.

MAINTENANCE RELEASE
The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.

Work Order No. 7082
Date 1-18-80
Signed 1-18-80

MAINTENANCE RELEASE
The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.

Work Order No. 7082
Date 1-18-80
Signed 1-18-80

NEW L/H ELEVATOR ASSY PAINTED AND BALANCED

BEECHCRAFT WEST No. 4095
7240 Hayvenhurst Ave. — Van Nuys, Ca.
1. Inspected per Beech Form #60-590001-7F.
2. C/W AD 76-07-12 Check of Bendix ignition switch per B.S.B. 583.
3. C/W AD 77-14-08 Drain holes in lower fuselage had previously been complied with per S.B. 741-103R1.
8. Installed new evaporator filter, instrument air pressure system filters, and nose gear shimmy dampener.
10. Installed new boots on gear down locks both sides.
11. Installed new R/H tire and wheel assy.
12. Installed new upper and lower brake hoses on gear.
13. Installed new emergency exit seal.
15. Installed new ice boot on L/H throttle control.
16. Aircraft Weighed Basic Empty Wt. 4972.0 E.W.C.G. 132.6 Tot. Mom. 659419.6
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>Hobbs Reass. 1354:6 Remove Hobbs &amp; INSTALL NEW UNIT START W/ 0000.0 INSTALL NEW R/PM Boost pump Switch</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Note: Approx. 54 hrs were flown with Hobbs Inoperative</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M.A. Nelson 2 145708 AM</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**MAINTENANCE RELEASE**

The aircraft listed in the section above was repaired and inspected in accordance with FAA Regulations and was found serviceable to return to service. Official details of the repair are on file at this agency.

**AVIATION ENTERPRISES, INC.**

**LONG BEACH AIRPORT**

**LONG BEACH, CA 90803**

**FAA REPAIR #6366-98**

**TOTALS FORWARD**

**TOTALS TO DATE**
MODEL 60
S/N P-95
REG. NO. N7320D
HOBBS 4.1
TACH

1. Oxygen bottle hydrostatic tested SN 17674.
2. Installed new pressure boot for R/H landing gear retract rod.
3. Installed new aft upper oxygen outlet.

HOBBS & INSTALL
INSTALL NEW

MAINTENANCE RELEASE
The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.

DATE 4-8-81
W.O. # 2521
HOBBS 4.1
TACH

BEECHCRAFT WEST
7240 HAYVENHURST AVE.
VAN NUYS, CALIFORNIA
F.A.A. APPROVED REPAIR STATION NO. 4095
AIRFRAME LOGBOOK INSERT

SERVICEABLE PART
PROPERTY OF
1663
1800
VENDORS BASIC PART NUMBER

OXYGEN BOTTLE

KEY WORD & DESCRIPTION

OXYGEN

NUMBER
17674

HYDRO-LUBE REFLIL
FAA STATION 4608
DATE 4-2-81

SIGNATURE J. Fares

REMARKS

DATE PART EXPIRES
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>81</td>
<td>7.15 Perform ANNUAL INSPECTION AS per BEECH INSPECTION FORM 60-590-001-7F, Search AD's for Compliance. 1. INSTALL NEW ELT BATTERY 2. INSTALL CLEVELAND BRAKE CONVERSION KIT 3. INSTALL SA178GGL-3 REMOVE 1/4 WASTE GATE ASSY &amp; CLEAN &amp; SERVICE, RESEAL SPAR COVERS &amp; LIGHTNING HOLES IN FLOOR, OBROL NOSE GEAR SCISSOR ASSY. REPAIR R/H ENGINE AIR FILTER HOUSING. INSTALL NEW CONNECTOR ON R/H ENGINE FUEL DETECTOR.</td>
<td>Up: 1337.5 Down: 1408.0</td>
<td>16.5 Time: 1458.0</td>
<td>Total Time: 1458.0</td>
<td>16.5</td>
<td>I certify that this aircraft has been inspected in accordance with an ANNUAL — Inspection and determined to be in airworthy condition.</td>
<td>AVIATION ENTERPRISE, INC. 2370 East Wardlaw Long Beach, CA 90807</td>
<td>NO. 590</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTALS FORWARD</th>
<th>TOTALS TO DATE</th>
</tr>
</thead>
</table>
81-245

INSTALL REMANUFACTURED PRESSURE (CABIN) OUTFLOW & REGULATION VALVES - VALVES REMAN TO -74 SPECS & DYES INC. FLIGHT TEST PERFORMED & SYSTEM OK.

CABIN BLOWER FAN REMOVED & CLEANED & Squirrel Cage for Balance.

CK OK.

ENGINE HAS BEEN INSPECTED IN

81-245

TOTAL TIME N/M

SIGNATURE DATE 7.25.81

AVIATION ENTERPRISES, INC.
LONG BEACH AIRPORT
LONG BEACH, CA 90808
FAA REPAIR #325.38

14 Aug 1982 I CERTIFY THIS AIRCRAFT OK TO FERRY. N174Gening

[Signature]

552063159
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS - ADJUSTMENTS - REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Dec 1982</td>
<td>Hobbs 47.2</td>
<td></td>
<td>Installed</td>
<td>Overhauled</td>
<td>LH Boost pump + solenoid</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-31-82</td>
<td>Hobbs 47.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TOTAL TIME 14:39:2, JACK AIRCRAFT AND CHECK TORQUE INDICATING WASHERS ON LOWER FORWARD WING BOLTS FOR PROPER SEATING, THIS IS 112.7 HOURS SINCE COMPLIANCE OF EMERGENCY AD OF 11-24-79 AND BEECH S.T. 1100, WASHERS NOT MOVABLE UNDER FINGER PRESSURE, COATED NUTS + WASHERS WITH G-E VERSILUBE G-322L. W.O. H6382</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>BEECHCRAFT WEST</td>
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<td></td>
<td></td>
<td></td>
<td>19990 SKYWAY DRIVE</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BEECHCRAFT DEALER</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>HAYWARD, CALIF. 94541</td>
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</tbody>
</table>

TOTALS FORWARD
TOTALS TO DATE
DATE: 1-26-73

ALTERNAKERS REMOVED FOR REPAIR & INSTALLED BY OK FLIGHT SERVICE - Located Chula Vista, CA

THE ALTITUDE/STROBE SYSTEM AND ATTITUDE REPORTING SYSTEM IS INSTALLED ON THIS AIRCRAFT AND IS CERTIFIED AND IN COMPLIANCE WITH F.A.R. 91.171 PER PART 43 APPENDIXES A AND F.

ALTITUDE CERTIFIED TO 30,000' FT

CERTIFIED BY:

M.C. [Signature]

ADVANCED AVIATION SERVICES, INC.
1311 AIRPORT BLVD., SAN JOSE, CA 95112

REPAIR STATION #40239

The transponder on this aircraft has been checked and certified in compliance with F.A.R. 91.172 PER PART 43 APPENDICES A AND F.
<table>
<thead>
<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No.of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 Jan 83</td>
<td>Habbs 53.7</td>
<td>Total Time 1570.3</td>
<td></td>
<td></td>
<td></td>
<td>I certify that this aircraft has been inspected in accordance with a 100 hr inspection and was determined to be in airworthy condition.</td>
<td>OK Flight Services Inc. 1465 Airport Boulevard San Jose, California 95110 408/297-2800 Telex 346398</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Replaced battery, replaced glass windshield, removed sent Jennitel</td>
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<tr>
<td></td>
<td>Heater for overhaul 4 complied with</td>
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<tr>
<td></td>
<td>AD 80-09-10 parafl installed, removed</td>
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<tr>
<td></td>
<td>4-9 sent flap motor out for overhaul, installed, replaced r.t. main wheel outer bearing cone, adjusted nose gear uplock, removed corroded doubler section on r.t. stabilizer where tail cone mounted 4 replaced doubler.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>OK Flight Services Inc. 1465 Airport Boulevard San Jose, California 95110 408/297-2800 Telex 346398</td>
<td></td>
<td></td>
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</table>

**TOTALS FORWARD**

<table>
<thead>
<tr>
<th>Date</th>
<th>WO #</th>
<th>Time in service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-183</td>
<td>2901</td>
<td>Habbs 53.7 Total 1570.3</td>
</tr>
</tbody>
</table>

**TOTALS TO DATE**

<table>
<thead>
<tr>
<th>Date</th>
<th>WO #</th>
<th>Time in service</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/24/83</td>
<td>2901</td>
<td>Habbs 53.7 Total 1570.3</td>
</tr>
<tr>
<td>TS - REMARKS</td>
<td>SIGNATURE</td>
<td>LICENSE NUMBER</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</td>
<td>----------------</td>
</tr>
<tr>
<td>RIGGED FLAPS &amp; AILERONS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REMARKS**

<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-26-83</td>
<td>Has been in accordance with a post inspection and was found to be in airworthy condition.</td>
</tr>
<tr>
<td></td>
<td>Removed defective flap indicator transmitter and installed a new part.</td>
</tr>
<tr>
<td></td>
<td>Re-dipped flaps &amp; ailerons neutral.</td>
</tr>
<tr>
<td></td>
<td>Adjusted R &amp; R oil pressure relief valves.</td>
</tr>
<tr>
<td></td>
<td>Installed new fuel pump gaskets.</td>
</tr>
<tr>
<td></td>
<td>Repaired cabin entrance door light &amp; warning light for communication panel.</td>
</tr>
<tr>
<td></td>
<td>Removed cleaned and re-installed R &amp; R 2 stage pressure regulators for the oxygen press system.</td>
</tr>
<tr>
<td>4-5-83</td>
<td>Changed control wheel ELEVATOR TRIM switch (Bendix 14).</td>
</tr>
<tr>
<td></td>
<td>Installed new press regulators.</td>
</tr>
<tr>
<td>5/24/83</td>
<td>R &amp; R Engine.</td>
</tr>
<tr>
<td></td>
<td>Jo Licence 1832060 P+P</td>
</tr>
<tr>
<td>5/31/83</td>
<td>Installed Andrews Inverter.</td>
</tr>
<tr>
<td></td>
<td>Jo Licence 1832060 P+P</td>
</tr>
<tr>
<td>5/31/83</td>
<td>Removed, repaired, re-installed. Jo Licence 1832060 P+P</td>
</tr>
<tr>
<td>DATE</td>
<td>NATURE OF FLIGHT</td>
</tr>
<tr>
<td>------</td>
<td>-----------------</td>
</tr>
<tr>
<td>4/5/83</td>
<td>ADF - Removed, Lycoming demounted, Jackson 1837060 APP</td>
</tr>
<tr>
<td>4/5/83</td>
<td>Installed Lycoming Heater hour meter (Nose wheel well) Tach Time - 102.5</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>7/5/83</td>
<td></td>
</tr>
</tbody>
</table>

`Jackson 1837060 APP`

**Tag:**

- **Part No.:** C2400-44VT
- **Nomenclature:** Compass
- **Serial No.:** 11261
- **R/O No.:** 11261
- **Date:** 5-23-83

**Remarks:**

- Overhauled by Edward Sterling
- EXECUTIVE INSTRUMENTS, INC.

**Tag:**

- **Serviceable Part**
- **F.A.A. Approved Repair Station No. 2055 Instruments**

**Additional Notes:**

- **11/8/83:** Hobbs 2 from Beech # 285 according to above work com.
I certify that this engine/aircraft has been inspected in accordance with a 100-hr. inspection and was determined to be in airworthy condition.

J. A. Livanec 1837060 A&P

4/20 Installed overhauled Compass Ja Livanec 1837060 A&P
4/20 Changed both mag. gear train Ja Livanec 1837060 A&P
4/24 Installed Beechcraft improvement kit 60-5026-15 serial #285 according to blueprint specs. Reference ST 173.

Above work complies with AD 83-08-05 Randy Kvasicek A&P 64560103


<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME IN AIR (Hours)</th>
<th>TIME IN FLIGHT (Min.)</th>
<th>NO. OF FLIGHT</th>
<th>Nature of Flight</th>
<th>Repairs - Adjustments</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15/18/54</td>
<td>TOPAZ S. 2574</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Remove + replace main + right main. Start + right + middle to correct pressure. Re-adjust with less drag. Add 1800 pounds.</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>4/3/54</td>
<td>TOPAZ S. 2574</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Remove right + left + middle to correct pressure.</td>
<td></td>
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</tr>
<tr>
<td>8/9/54</td>
<td></td>
<td></td>
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</tbody>
</table>
10 GEAR TIRE

REMARKS

<table>
<thead>
<tr>
<th>DATE</th>
<th>INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN</td>
</tr>
<tr>
<td></td>
<td>ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED</td>
</tr>
<tr>
<td></td>
<td>TO BE IN AIRWORTHY CONDITION. ALL APPLICABLE A.D.</td>
</tr>
<tr>
<td></td>
<td>NOTES HAVE BEEN COMPLIED WITH, AND ARE CHRONOLOGICALLY</td>
</tr>
<tr>
<td></td>
<td>IN BACK OF LOG BOOK ALONG WITH A DESCRIPTION OF THE</td>
</tr>
<tr>
<td></td>
<td>METHOD OF COMPLIANCE. 1/25/82 7E Mag. check</td>
</tr>
</tbody>
</table>

4/5/84 TACH TIME 288.9 TOTAL TIME 1426.4

DATE 3/14/84 SIGNATURE Freddie B. Clendenin

A&P 4/6/1/82 T.A.

4/13/84 HOBBS 307.8 Removed and replaced Brake Linings

6 on both main tires (12 each) Cleveland 66-44, Installed

Kandy J. Kuehn A&P 6450103


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Sa Right

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<tr>
<th>DATE</th>
<th>NATURE OF FLIGHT</th>
<th>No. of Pass.</th>
<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
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</table>
| I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE
  AIP AND WAS DETERMINED TO BE
  AIRWORTHY CONDITION. ALL APPLICABLE A.D. NOTES
  HAVE BEEN COMPLIED WITH, AND ARE CHRONOLOGICALLY IN
  BACK OF LOG BOOK ALONG WITH A DESCRIPTION OF THE
  METHOD OF COMPLIANCE. Performed Tach Check on 10-20-36.
  Inspected main wheel struts.
  TACH TIME 394.8, TOTAL TIME 1732.3
| DATE 11/20/36 | SIGNATURE Frank B. Blackwell |
| A&P         | 14-11-1936       |

<table>
<thead>
<tr>
<th>DATE</th>
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<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS — ADJUSTMENTS — REMARKS</th>
<th>SIGNATURE</th>
<th>LICENSE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/23-36</td>
<td>501.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>REPAIRED AND REPLACED UPPER CENTER SECTION SPARE CAP. FOR DETAILS SEE 337 DATED 4/23-36</td>
<td></td>
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</tr>
<tr>
<td>DATE 4/23-36</td>
<td>SIGNATURE John D.</td>
<td></td>
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<tr>
<td>WORKORDER NO. 4932</td>
<td>TOTAL TIME 1789.3</td>
<td></td>
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</table>
| I CERTIFY THAT THE ABOVE REPAIRS ARE AIRWORTHY AND AIRCRAFT IS APPROVED FOR RETURN TO
  SERVICE.
  SIGNED.
  CAMPBELL AVIATION SERVICES INC., ADDISON, TEXAS |
| TOTALS FORWARD |
| TOTALS TO DATE |
4-23-86 HM 491.8 Complied 100 hour/Annual PER BEECH Form PA-350-590001-71
TAF
1. 1 CW AD 82-07-03 JANITROL HEATER - PERFORMED PRESSURE
DECKY TEST - NO DEFECTS NOTED. NEXT DUE 4-88 ON 100 HRS OF
HEATER OPERATION.

2. BOTH PROPELLERS REMOVED FOR BUMPER. #N(L) #A #599 (R) #A #363, REINSTALLED
AFTER BUMPER BY BYAM PROD. SUC. UNDER L/60 #4898 #4899.

3. BENCH CHECKED LEFT TACH GENERATOR AND DUAL TACH INDICATOR - BOTH OPERATE
NORMALLY.

4. REPLACED ELT BATTERY NEW DUE DATE 10-88.

5. REPAIRED ELEVATOR TRIM TAB FREE PLAY BY REPLACING BOLTS AND BUSHINGS.

6. CHECKED, RIGGED, AND INSPECTED ALL FLIGHT CONTROL TRAVELS, CABLE TENSIONS
AND PULLEYS.

7. REPAIRED LEFT BRAKE WHEEL CYLINDER AND SERVICED WITH FLUID.

8. REPAIRED PYRAMID CABIN AND PROPERLY SECURED TO CABIN FLOOR -
CONTINUED}
<table>
<thead>
<tr>
<th>DATE</th>
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<th>TIME OF FLIGHT</th>
<th>TIME IN AIR</th>
<th>Miles Flown</th>
<th>REPAIRS - ADJUSTMENTS - REMARKS</th>
<th>SIGNATURE</th>
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<tbody>
<tr>
<td>423-5</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9. RIGGED ENGINE CONTROLS TO MAINTENANCE MANUAL SPECS.</td>
<td></td>
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<tr>
<td>13</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10. REPLACED NOSE WHEEL BEARINGS AND RACES.</td>
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<tr>
<td>13</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11. ADJUSTED 22 IN LONG RETAIN BOLTS - NEW BOLTS INSTALLED IN BOTH WINGS AND TORQUED TO SPEC. TORQUE CHECK DUE WITH THE NEXT 90 TO 110 FLIGHT HOURS.</td>
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<tr>
<td>13</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12. CLEANED AND TREATED THE BATTERY BOX AND SERVICED THE ENTIRE SYSTEM.</td>
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<tr>
<td>13</td>
<td>Hz</td>
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<td></td>
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<td>13. REPLACED RIGHT MAIN GEAR UPLOCK CABLE AND RIGGED ENTIRE LANDING GEAR SYSTEM.</td>
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<tr>
<td>13</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14. REPLACED INVERTING LIGHTS AS REQUIRED.</td>
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<td>13</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15. REPLACED LEFT TREASURIZATION SHUT OFF CABLE AND NOZZLE.</td>
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<tr>
<td>13</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16. REPLACED LEFT FUEL SELECTOR CONTROL CABLE.</td>
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<td>13</td>
<td>Hz</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17. REPLACED RIGHT AXLE DEVICES BUSH BLOCK AND BRUSHES.</td>
<td></td>
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</table>

**TOTALS FORWARD**

**TOTALS TO DATE**
<table>
<thead>
<tr>
<th>NO.</th>
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</thead>
<tbody>
<tr>
<td>483-30</td>
<td>4/6/69</td>
<td>18. Replaced 2% an with new clip.</td>
</tr>
<tr>
<td>483-30</td>
<td>4/6/69</td>
<td>23. Repaired 90% of system by patching holes and repainting.</td>
</tr>
<tr>
<td>483-30</td>
<td>4/6/69</td>
<td>27. Generator and cleaning regulated systems.</td>
</tr>
<tr>
<td>483-30</td>
<td>4/6/69</td>
<td>29. Generator and cleaning regulated systems.</td>
</tr>
<tr>
<td>483-30</td>
<td>4/6/69</td>
<td>30. Generator and cleaning regulated systems.</td>
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</tbody>
</table>

*NOTE: Generator has been inspected in accordance with specifications and was determined to be in good working condition.*
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<tbody>
<tr>
<td></td>
<td>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR PART 91.171 HAVE BEEN PERFORMED. THE ALTIMETER WAS TESTED TO 13,000 FEET ON 4/9/86.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Tested system (Static) found static line on copilot's system to be reversed with cabin differential pressure line. Corrected problem and tested system. System checks ok.</td>
<td>J. Baldo, Addison Inst. 4/9/86 RO 202-48</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ADDISON INSTRUMENTS, INC. CRS # 202-48 ADDISON AIRPORT ADDISON, TX</td>
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<td>BY Unluckt</td>
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<td>DATE 4/9/86</td>
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<td>THIS TRANSCEIVER MODEL S/N N/A AS INSTALLED HAS BEEN CHECKED IN ACCORDANCE WITH FAR 43, APPENDIX F &amp; FOUND TO COMPLY WITH FAR 91.172 ADDISON INSTRUMENTS, INC. CRS # 202-48 ADDISON AIRPORT ADDISON, TX</td>
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**REMARKS**

**INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS**

<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td>7:30-86</td>
<td><strong>H6005 453.2</strong> 1. Replaced Battery PN 6296 (6W 60877606 ON)</td>
</tr>
<tr>
<td></td>
<td>RAR 1844.7 2. Retimed LE 411 mag</td>
</tr>
<tr>
<td></td>
<td>3. Replaced LE P3 411 Ignition Assy</td>
</tr>
<tr>
<td></td>
<td>4. Adjusted Primary Blows Assy</td>
</tr>
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<td></td>
<td>5. Ground Run checked OK</td>
</tr>
</tbody>
</table>

**DATE** 2-30-86  
**WORKORDER NO.** 5385  
**TOTAL TIME** 1044.2  
**CAMPBELL AVIATION SERVICES INC., ADDISON, TEXAS**

I certify that the above repair(s) are airworthy and aircraft is approved for return to service.

**SIGNED** [Signature]

**REPAIR STA. NO.** 202-137