<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING</th>
<th>TACH TIME</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/17/89</td>
<td>505.1</td>
<td></td>
<td></td>
<td>Oxygen bottle P/N 1CC3AA, S/N 17674 removed, hydrostatic tested, refilled and re-installed, Bacon Equip. Co., W.O. 11768, next test due 1/17/94. Signed: I.F. Uffarla, ASP # 14/104</td>
</tr>
<tr>
<td>1/20/89</td>
<td>505.1</td>
<td></td>
<td></td>
<td>Pilot and Co-Pilot altimeters removed, calibrated and re-installed, Instrument Services W.O. 23723 &amp; 23724. Signed: I.F. Uffarla, ASP # 14/104</td>
</tr>
<tr>
<td>2/1/89</td>
<td></td>
<td></td>
<td></td>
<td>Replaced E.L.T. Battery, next replacement date: 2/91. Signed: NARCO EN 10</td>
</tr>
<tr>
<td>DATE</td>
<td>RECORDING TACH TIME</td>
<td>TODAY'S FLIGHT</td>
<td>TOTAL TIME IN SERVICE</td>
<td>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</td>
</tr>
<tr>
<td>------</td>
<td>---------------------</td>
<td>----------------</td>
<td>-----------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>19</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Aug 1, 1969. NOS ALK ING. 505. TOTAL TIME 1897.

**Annual Inspection:**
- Serviced brakes, battery, and tires.
- Repaired wheel bearings, replaced brake discs and linings.
- Installed landing gear, transmission and rigging gear.
- Landing gear extension checked satisfactorily.

**Logbook Entry:**
- **Oct 23, 1969:**
  - Made an entry in the logbook.

**Conclusion:**
- **ACARS log**:
  - Found King 1160 cleaned with ACA hollam.
  - Mach indicator continues to indicate 1100, 250 PSI, 1500.

**Certify:**
- ELT BATT 0.91
- FAR 91.171 0.91
- FAR 91.172 0.91
- O2 HYDRO 1.94
- N2 HYDRO 0.9
- WEIGHT ?

**Certified**
- Has been inspected in accordance with a Annual Inspection and was determined to be in an Air-Worthy Condition.
- Date: Aug 1, 1969

**Signed:**
- John Doe

**Cert. No:**
- 14.1360803
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>19-6-90</td>
<td>AIRCRAFT VS 318 - TOTAL TIME 19.11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Description of Inspections, Tests, Repairs and Alterations**
Entries must be endorsed with name, rating and certificate number of mechanic or repair facility. (See back pages for other specific entries.)

- **Aug 3, 1990**
  - **ANNUAL INSPECTION**
  - Serviced tire pressure and suspension coil.
  - **LANDING GEAR INSTALLATION**
  - Inspected and serviced.
  - **AC DRAIN**
  - Inspected and serviced.
  - **HELICONE CONDITION**
  - Inspected and serviced.

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

**Date:** Aug 3, 1990

**Signed:** Dr. Hughes

**Cert. No.:** 12-1246803
## Depth of Field Measurements

<table>
<thead>
<tr>
<th>Date</th>
<th>Recording Tach Time</th>
<th>Today's Flight</th>
<th>Total Time in Service</th>
<th>Description of Inspections, Tests, Repairs and Alterations</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-6-90</td>
<td></td>
<td></td>
<td></td>
<td>This altimeter complies with FAR Part 43 Appendix E.</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>-1000</td>
<td>-1000</td>
<td>16000</td>
<td>15940</td>
</tr>
<tr>
<td>1000</td>
<td>2000</td>
<td>18000</td>
<td>17940</td>
</tr>
<tr>
<td>500</td>
<td>485</td>
<td>20000</td>
<td>19960</td>
</tr>
<tr>
<td>1000</td>
<td>990</td>
<td>22000</td>
<td>21980</td>
</tr>
<tr>
<td>1500</td>
<td>1600</td>
<td>25000</td>
<td>24830</td>
</tr>
</tbody>
</table>

### Maintenance Release

- **Component:** Encoding Altimeter
- **Serial No.:** 01720
- **Part/Model No.:** MESS 0169700

- New [ ]
- Overhaul [ ]
- Repair [ ]
- Calibrate [ ]
- Functional Test [ ]

The Aircraft Appliance identified above was overhauled, repaired, or functional tested as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under work order no. 9724.

**Date:** 11-6-90

**Authorized Signature:** [Signature]
10-6 5:08:00

Recording

Tach time

Date

10-6

Total time in service

Todays Flight

Recording

Tach time

Airframe: Jacket bearing, removed and emergency system. All connections, checked and approved.

Replacement: GLT BAT NAC-517, 10-10-70

Replacement: GLT BAT NAC-517

Replacement: GLT BAT NAC-517

Replacement: GLT BAT NAC-517

Replacement: GLT BAT NAC-517
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-6</td>
<td>569.0 NDBS</td>
<td></td>
<td></td>
<td>Performed annual inspection in accordance with the manufacturer's service manual checklist. All applicable ADs complied to date.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Airframe, Jacked, removed wheels, greased bearings, checked tension and emergency equipment checked electrical system, and battery system, all controls and oiled and cabled, flaps, trim, inspection plates and checked structure, checked cockpit bends, lights and instrument operation.</td>
</tr>
</tbody>
</table>

Data: 10/6/91, Total Aircraft Time: 569 Hrs. I certify this aircraft has been inspected in accordance with a current inspection and was determined to be in airworthy condition.

[Signature]

Fecha: 10/6/91

Total Aircraft Time: 569 Hrs.

I certify this aircraft has been inspected in accordance with a current inspection and was determined to be in airworthy condition.
<table>
<thead>
<tr>
<th>DATE</th>
<th>Recording Tach Time</th>
<th>Today's Flight</th>
<th>Total Time in Service</th>
<th>Description of Inspections, Tests, Repairs and Alterations</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/9/92</td>
<td></td>
<td></td>
<td></td>
<td>Replace seals on left + right main gear + camshaft</td>
</tr>
<tr>
<td>4/12/93</td>
<td>508.0</td>
<td></td>
<td></td>
<td>Replacing and replacing both air filters.</td>
</tr>
<tr>
<td>5/6/93</td>
<td></td>
<td></td>
<td></td>
<td>Replace 2 plugs on bank cylinders</td>
</tr>
<tr>
<td>DATE</td>
<td>RECORDING TACH TIME</td>
<td>TODAYS FLIGHT</td>
<td>TOTAL TIME IN SERVICE</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>---------------------</td>
<td>---------------</td>
<td>----------------------</td>
<td></td>
</tr>
</tbody>
</table>

**DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**

Entries must be endorsed with name, rating and certificate number of mechanic or repair facility. (See back pages for other specific entries.)

The ATC transponder tests and inspections required by paragraph (a.1). FAR part 91.413 have been performed and found to comply with Appendix F. FAR part 43 and is approved for return to service.

Date 5/21/92 WD# 0778 P Insp. By  
for DUNCAN AVIONICS; Teterboro, NJ  CRS# XJRR155L

The altimeter system and altitude reporting equipment tests and inspections required by paragraph (a.2). FAR part 91.411 have been performed and found to comply with paragraph (a), Appendix E. FAR part 43 and is approved for return to service.

Date 5/21/92 WD# 0778 P Insp. By  
for DUNCAN AVIONICS; Teterboro, NJ  CRS# XJRR155L
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-21</td>
<td>2056.7</td>
<td></td>
<td></td>
<td>Performed annual inspection in accordance with the manufacturer's service manual checklist.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Replaced worn brake linings with new P/N 66-97, 125EA.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ELT 7.93 EXPS.</td>
</tr>
</tbody>
</table>

AD Compliance Record at Rear of Book

Airframe inspection, removed wheels, greased bearings and checked retraction and emergency extension, checked emergency system and battery, checked all controls and oil as needed. Removed all inspection plugs and checked structure, checked cockpit lights and instrument operation.

Date 10/21/92  Total Aircraft Time 2056.7

Aircraft has been inspected in a 10 annually inspection and was determined to be in airworthy condition.

Signature: [Signature]

N.A. 15-23-2000
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Entries must be endorsed with name, rating and certificate number of mechanic or repair facility. (See back pages for other specific entries)</td>
</tr>
</tbody>
</table>

AIRFRAME LOG

6-17-93 633 HM


Ref W/O #04-006600

APPROVED FOR RETURN TO SERVICE

[Signature]

Certified Repair Station #BWVR572C
REBOOT

UNITED BEECHCRAFT, INC.
P.O. Box 9163 WICHITA, KANSAS

AIRCRAFT: BEECH 60
N NUMBER: N7320D
SERIAL NO: P95
DATE: NOVEMBER 9, 1993
AC TIME: HOBBS: 685.2
DE Icer BOOT P/N: 25S-7D5057-01
25S-7D5057-02
25S-7D5057-05
25S-7D5057-06
25S-7D5057-10

REBOOT
**BFGoodrich Aviation Service Center Reboot Program**

<table>
<thead>
<tr>
<th>Aircraft: BEECH 60</th>
<th>Description of Work Performed:</th>
<th>Misc. Hardware:</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Number: N7320D</td>
<td>REPLACE PNEUMATIC DEICERS ON BOTH WINGS AND TAIL WITH NEW PARTS.</td>
<td></td>
</tr>
<tr>
<td>Serial No: P95</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date: NOVEMBER 9, 1993</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AC Time: HOBBS: 685.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>De-Icer Boot Pin: 25S-7D5057-01</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25S-7D5057-02</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25S-7D5057-05</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25S-7D5057-06</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25S-7D5057-10</td>
<td></td>
</tr>
</tbody>
</table>

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN INSPECTED AND APPROVED FOR RETURN TO SERVICE DATE: 11/9/93

INSPECTOR SIGNED: [Signature]

BFGOODRICH AIRCRAFT SERVICE CTR.
AKRON CANTON REGIONAL AIRPORT
REPAIR STATION N71F93K
W.O. #4096

BFGoodrich Aerospace

BFGoodrich Aviation Service Center • P.O. Box 267 • Greensburg, OH 44232
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/6</td>
<td>9:3</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13/12/93</td>
<td>693.8</td>
<td>21</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Ronson W.O. #: U141633
Signature: [Signature]
Ronson Aviation, Inc. CS8-ENG830D CLASS 3

<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TC TIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/6</td>
<td>9:3</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>13/12/93</td>
<td>693.8</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>DATE</td>
<td>RECORDED</td>
<td>REC.TACH</td>
<td>TOTAL</td>
</tr>
<tr>
<td>------</td>
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<td>-------</td>
</tr>
</tbody>
</table>

- **Approved for special flight permit by**
- **Inspection - Heater not to be used, 4/465**
- **Attached Thermo Jet Unit 465-92817**
- **Compared with inspection chain for Part-H3 applying**
- **Lubrication and landing gear, compressor gear, restriction**
- **Service, both aircraft battery and brake system**
- **C/w AD 35-22-05 by lubricating, OK'ing, wing, attaching bolts**
- **Tension, C/w AD 32-07-03, pressing, DC/AC Tension, ending**
- **C/w AD 76-7-12, main switch of switches, removed and replaced with a battery 11/86, checked and C/w AD 32-07-12**
- **Thru 9/12-5, save last back of book.**

---

I certify that this **AIRCRAFT** has been **inspected in accordance with a 100**
inspected in accordance with a **annual**
inspection and was determined to be in **airworthy condition.**
inspection and was determined to be in **airworthy condition.**

---

<table>
<thead>
<tr>
<th>DATE</th>
<th>REC.TACH</th>
<th>TOTAL</th>
<th>DESCRIPTION</th>
</tr>
</thead>
</table>

**License No. A&P #1632Z782**
**License No. 266652517**

**Signature: David O'Bannock**
**Signature: David O'Bannock**
<table>
<thead>
<tr>
<th>DATE</th>
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<th>TOTAL TIME IN SERVICE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>MAR-4</td>
<td>7/13</td>
<td></td>
<td></td>
<td>Installed PSEngineering PA1000U IFCS</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>JCA AC-43-13 &amp; MFGS Install Manual</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NO CHANGE to UT + BAL</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Replaced ELT ANT - Installed GPS ANT For</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Hand Held using Existing BNC BULKHEAD Conn</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Installed BOSE Flush Mount Headset</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Adapter JAU BOSE Install Instructions</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Installed Emergency Com. ANT SU Box</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4/20/94 743.1


**Signature**

**Notes**

- entries must be endorsed with name, rating and certificate number of mechanic or repair facility. (see back pages for other specific entries.)
<table>
<thead>
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<th>DATE</th>
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<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-25-84</td>
<td></td>
<td></td>
<td>Removed Slaving Acc. B328A-36 9/1/84 07</td>
</tr>
</tbody>
</table>

4 D.G. 3306-1 LN1515. Installed Overhauled
Exch. Units, #4N-3312 9-3/4/84 621 respectively.

O5V OK

MAINTENANCE RELEASE

The aircraft and/or component identified herein was repaired and inspected in accordance with current FAA Regulations and is approved for return to service. Pertinent details of the work performed are on file at this repair station.

Under Work Order No.: 3751

Date: 5-25-84

Top Flight Avionics, Inc.
1661 Airpark Road
Pontiac, Mi 48341

Signature: [Signature]

1661 Airpark Road
Pontiac, Mi 48341
<table>
<thead>
<tr>
<th>Date</th>
<th>Recording Time</th>
<th>Total Time in Service</th>
<th>Today's Flight Time</th>
<th>Description of Inspections, Tests, Repairs, and Alterations of Mechanic or Repair Facility (See Back Pages for Other Specific Entries)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-29-84</td>
<td></td>
<td></td>
<td></td>
<td><strong>N7320D</strong>&lt;br&gt;S/N 14-95&lt;br&gt;Hobbs: 790.3 7-8-94&lt;br&gt;Installed new suction and discharge hoses at air conditioner compressor. Installed new compressor and clutch assy. S/N on new A/C receiver/drier and expansion valve. Serviced system with freon 12. Removed debris from hot gas bypass valve. Ops check ok. <strong>Bill Okulete</strong> 2-10-84</td>
</tr>
<tr>
<td>10-27-84</td>
<td></td>
<td></td>
<td></td>
<td><strong>Bill Okulete</strong> 2-10-84</td>
</tr>
<tr>
<td>Date</td>
<td>Recording</td>
<td>Total Time in Service</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>------------</td>
<td>------------------------</td>
<td>--------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>10/27/20</td>
<td>19:24</td>
<td>164</td>
<td>Installed new fan on 26-288 AC heater</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Assisted in false fire</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Removed false fire</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Installed new expansion valve</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Replaced full of fire</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Removed False fire</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Installed new expansion valve</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Replaced false fire</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Installed new fan on 28-288 AC heater</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Assisted in false fire</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Removed false fire</td>
<td></td>
</tr>
</tbody>
</table>

**REPAIRS AND ALTERATIONS**
- Installed new expansion valve.
- Replaced false fire.
- Installed new fan on 26-288 AC heater.
- Assisted in false fire.
- Removed false fire.
- Installed new expansion valve.
- Replaced false fire.
- Installed new fan on 28-288 AC heater.
- Assisted in false fire.
- Removed false fire.

**DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**
- Entries must be endorsed with name, rating and certificate number of mechanic or repair facility (see back page for other specific entries).
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/29/94</td>
<td>8:49</td>
<td>869.8</td>
<td>2324.9</td>
</tr>
<tr>
<td></td>
<td>12/20/94</td>
<td>8:09</td>
<td></td>
</tr>
</tbody>
</table>

This altimeter static system - altitude reporting system has been tested in accordance with FAR 43 Appendix E.

This transponder model 814B S/N Ramo has been tested in accordance with FAR 43 Appendix F.

This aircraft is in accordance with FAR 91. 411

This aircraft is in accordance with FAR 91. 413

[Signatures]

I certify that this aircraft is in accordance with FAR 91.413 and airworthy condition.

[Signature]

License No. [Number]

[Date] 12/26/95
<table>
<thead>
<tr>
<th>DATE</th>
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<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/20/94</td>
<td>869.6</td>
<td>2326.9</td>
<td>Completed 100 HP INSPECTION, FLIGHT, FAR Part 43</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PIP, LUBRO A/C and Packard Wheel Brakes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Removed and replaced nose tire, completed gopro</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>RATATIONS OK, Service Aircraft Batteries and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Brake Fluid Reserve, LUBRO up lock Rollers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Checked and C/W AD's thru 94-20-4 C/W AD 95-20-03</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>By Lubro pack ring in rudder extension SW/W 72-07-03</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Press - Broken Test of Harness, AD 94-20-4 N/A to AD 76-7-12 by EC</td>
</tr>
</tbody>
</table>

I certify that this AIRCRAFT has been inspected in accordance with a 100 HR inspection and was determined to be in airworthy condition.

12/31/94

<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING</th>
<th>TOTAL</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/20/94</td>
<td>2326.9</td>
<td>12/20/94</td>
<td>License No. AIP 136326782</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/20/94</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Signature: David Scott

License No. AIP 136326782

Signature: Thomas Johnson

4/26/95 884.9 23420 LUBRO UP LOCK ROLLER, AIRPLUG MOUNT AIR FILTER

Signature: David Scott

AIP 136326782

Signature: Thomas Johnson
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1975</td>
<td>2-23</td>
<td>3771</td>
<td>2334.2</td>
<td>Installed Boundary Layer Research, Inc. V.G. Kit.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PER STA. 355757.48 SEE FORM 534 DATED 3-22-95.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Installed P.M. Research Nose Protector.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Overhauled Prop Generator PN 210556 SN 9883991/5 on</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R.H. Engine. SEE Aircraft Systems. THE RELEASE TAG</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>WORK ACCOMPLISHED UNDER WO # 23209. Replaced</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Left &amp; Right Flap Seals. Replaced Left &amp; Right Flap</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Flap Controls PN 2194. Replaced Right Gear Door</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PN 35-816285-4. Replaced Right Alcock</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Replacd PN 3526U, Replaced Right Elevator Nut</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Bearing PN: M32726LK#14. Replaced Left &amp; Right</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cock Door Actuator Rod end Bushings PN: M32737L</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Replaced all hood fasteners with new Stainless Steel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fassters &amp; Reconnect Replaced Pilot's Trim</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Switches with new Switch PN 23606. Replaced</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>All Windows. Replaced Both Landing Light Lens</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with new parts. Performed Engine ground Run.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>UP &amp; Gear Retraction Test. All Systems.</td>
</tr>
<tr>
<td>DATE</td>
<td>RECORDED TACH TIME</td>
<td>TODAY'S FLIGHT</td>
<td>TOTAL TIME IN SERVICE</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>----------------</td>
<td>----------------------</td>
<td></td>
</tr>
<tr>
<td>1985</td>
<td>2:23 (cont)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**

Entries must be endorsed with name, rating and certificate number of mechanic or repair facility. (See back pages for other specific entries.)

Operated satisfactorily at this time. All work was accomplished to F.A.W. the Mfg's manuals as required. Aircraft was stripped, pressure cleaned, etched, anodined, two coats of zinc chromate primer, two coats of Dupont inter # white, #6502, blue 7165, gold 5242.

Control surfaces balanced as required. Corrosion was noted in the following areas: left & right horizontal stabilizer top side, aft of de-ice boot edge, and the left & right side of the upper trailing edge. The leading edge of corrosion has perforated areas. The owner has areas affected.

Repaired bentix M4C N/P. Applied MTO electric trim reconnect switch. Bench tested M4C N/P, evaluated Nielson & He transformer.

LANCASTER FLIGHT CENTER
LANCASTER AIRPORT
LITITZ, PA, 17543
DATE 5/17/85
CERTIFICATE NO. L0241830
SIGNED Leroy E. Miller

2874/9717 Asp
Unlimited Aircraft, Inc.

N7320D 1969 Beechcraft Duke SN: P-95
August 9, 1985


Edelmio Cruz Hernandez
A&P 14662341
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/28</td>
<td>06:14</td>
<td>2418:3</td>
<td></td>
<td>Completed 1st line inspection. Pitot FE 43 app'ed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lubricated aircraft and checked wheel bearings.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>completed clean aft paint. Serviced aircraft battery.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>and checked ALU, FW AD 95-22-03 by 2133, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>completed air intake, ALU AD 02-07-03 due 12/30 due.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Tota 2518:2, AD 90-02-09 by OP3319, AD 94-20-4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A to AL, Removed and replaced FLT battery with.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A. Removed and replaced all battery with.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>OPS checked pit.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Inspected in accordance with a FAA cert.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Performed an inspection and was determined to be in</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>airworthy condition.</td>
</tr>
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</tr>
</tbody>
</table>

Hobbs, 9331

12/28

Tota 2418:3 due 12/30

License No. A161363678

Signature: David D. Reynolds

12-29-25
Aircraft
Service Group Inc.
N 729 0 D
Jan 6, 1997

Phone 914.457.1212
Fax 914.457.9812

Hangar D, Orange County Airport
49 Hangar Road, Montgomery, New York 12549-2402
Beechcraft Duke 60; S/N 95
7T 2448 hrs
Hobbs: 996 hrs.


C/AW AD 96-20-07 Due 2518 Hrs.
C/AW AD 76-07-12 By Ops Next Due 1096

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

Edelmira Cruz Hernandez
A&P 14663241A
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
<th>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)</th>
</tr>
</thead>
</table>

### Aircraft Service Group Inc.

Hangar D, Orange County Airport
40 Hangar Rd., Montgomery, New York 12549-2402
(718) 244-1100

**Revised Weight and Balance**

<table>
<thead>
<tr>
<th>Item</th>
<th>U.S.</th>
<th>LBS</th>
<th>Metric</th>
<th>KG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>2342.6</td>
<td>1062.3</td>
<td>1062.3</td>
<td></td>
</tr>
<tr>
<td>2212.5</td>
<td>1004.4</td>
<td>455.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>924.0</td>
<td>418.0</td>
<td>193.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>788.6</td>
<td>356.6</td>
<td>162.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4978.0</td>
<td>2257.5</td>
<td>1067.5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Gross Weight: 6772.0 LBS
- Usefull Load: 1757.0 LBS
- Empty Weight: 4978.0 LBS

*Signature*

Edelmira Cruz Hernandez
ASP 14663241A
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/11/98</td>
<td>1051.0</td>
<td>2533.0</td>
<td>Completed 1/24th Inspection 1/19th For Part 43</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>APP 109, Complete GEAR REACTION, LUGGED AIRCRAFT</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PACKED WHEEL BEARINGS REMOVED AND REPLACED W/ NEW</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>OIRED FLT GOOD SIWED AIRCRAFT BATTERY ANO BRAKE SPROCKET</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CLEAN AD 25-22.05 BY LUBING AND CHECKING W/ OIL TANK 05/21/96</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>DUC T.T.D. 2/1/96 TO INTERNAL BOLTS 223.6 LBS, REMOVED AND REPLACED FLIT</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Duct 12th 1/29/96 AD 76-07-03 OP1 CHANGED, OP1 CHANGED FLIT CIC, CHECKED AND CLW AB37910C</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>I certify that this AIRCRAFT has been &quot;I certify that this AIRCRAFT has been 9/7/15-11</td>
</tr>
</tbody>
</table>

Inspected in accordance with a 100 HR. Inspection in accordance with an Annual inspection and was determined to be in inspection and was determined to be in airworthy condition." airworthy condition."

License No. A&P 13632078 License No. 7466453217
Signature: [Signature]
Signature: [Signature]
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDER TACH</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/24/99</td>
<td>1022.5</td>
<td></td>
<td>2544.5 hrs.</td>
<td>COMPLETED VARIOUS INSPECTIONS/INSPECTION J/ALW FAR PART 43</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PERformed AND BITE INSPECTION FORM, LBBD AIRCRAFT COMPLETED</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CABIN RETRACTION, LBBD CABIN, SERVICE AIRCRAFT BATTERY/</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>05/19, CHECKED, FUEL INJECTOR, FUEL BATTERY, DUN. 12/99</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C/W: 80-25-22-05 BY LBBD AND CHECKING WING BOLT triHION,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C/W: AD 95-20-07 AND</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>62-02-03 HEATING AND COoling TEST, DUE T.T.A. 2644.502 MARMA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>HUBB; 212.5 Charact. CHECKED, CHECKED AND C/W: AD: 95-20-07</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>ERRY that this AIRCRAFT has been</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>inspected in accordance with a 100 HRS.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>inspection and was determined to be in</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>airworthy condition. Annual inspection and was determined to be</td>
</tr>
<tr>
<td>3/24/99</td>
<td>1062.5</td>
<td></td>
<td>2544.5 T.T.A. 312499</td>
<td>ANNUAL AIRCRAFT in accordance with a 100 HRS.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>inspected in accordance with a Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>inspection and was determined to be in</td>
</tr>
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</table>

License No: AE9136324182
Signature: [Signature]

License No: 2666424917
Signature: [Signature]
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TIME</th>
<th>TODAY'S TIME</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/30/69</td>
<td>10:00:00</td>
<td>10:30:00</td>
<td>25:44:30</td>
<td>I certify that this aircraft has been tested and inspected in accordance with FAR 91.411 and FAR 43 Appendix E and is Approved: Disapproved: for return to service. Date: 3/30/69 Date due: 3/30/70 W/O USAI 9-030-241</td>
</tr>
<tr>
<td>Signature:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4/4/69</td>
<td></td>
<td></td>
<td></td>
<td>I certify that this aircraft has been tested and inspected in accordance with FAR 91.413 and FAR 43 Appendix F and is Approved: Disapproved: for return to service. Date: 4/4/69 Date due: 4/4/70 W/O USAI 9-030-241</td>
</tr>
<tr>
<td>Signature:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE
--- | --- | --- | ---
19. |  |  |  

**DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**

Entries must be endorsed with name, rating and certificate number of mechanic or repair facility. (See back pages for other specific entries.)

*8/30/2003*

9040 00-0 7-03

**HEALTH DECAY TEST**

Due 2002 or 1,000 hrs

Health Time 1,000h.

**JDRP 19060390**

Cam replaced 1,000, Ejector Fins Assembly

D & B - 10-15. Fuel Retraction Test

Compared both Grate, Fiter & both Vacuum Fiter - replaced F1 7 Test

Gear Wheel Bearing & Hub

Adjusted - adjusted both up gear wheel

Clearance. Replaced both wheel well back dents. Adjusted & cleaned vacuums

Low Press Regulator - 02 Oxygen

Revealed due hydrostat - removed bottle & filled.

**CHARTED 02 BOTTLE**

Phycho Stellar Tested

O.K. Sept 1, 2001
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDED TCH TIME</th>
<th>TODAYS TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>1000Z</td>
<td>1102Z</td>
<td>&quot;I certify that this _ _ _ _ _ _ has been inspected in accordance with an _ _ _ _ _ _ inspection, and was determined to be in an _ _ _ _ _ _ condition.&quot;</td>
</tr>
</tbody>
</table>

- Right wheel, nose wheel, and hydraulic system inspected. |
- Oxygen and bottle checked. |

(checked & op'd) Harry Graham AS/15449521 IA
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td>Completed Inspection P/N 1/49728 P/N 43</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>LCDY AIRCRAFT, COMPLETE GEAR REACTION TEST</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>REPLACED BRAKE PADS - RT &amp; LEFT GEAR - CLEANED &amp;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>GREASED WHEEL BEARINGS - LEFT &amp; RIGHT - REPLACED</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>LEFT NACELLE FUEL RADIATOR &amp; LEFT BOX CELL</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>REPLACED NAV LITE RT - TOP - NEW BATTERY</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>INSTALLED - 1/494D 2002-10-13 PLACED INSTALLED</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1/494D 2001-17-13 Fuel Leak By Visual Inspection 1/494D 2001-02-10 WING</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Bolt Not Installed 1/494G 2000-01-97 HEATER PRESSURE D #7-01</td>
</tr>
<tr>
<td>12-1408</td>
<td>1149</td>
<td></td>
<td>2631</td>
<td>I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED IN</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ACCORDANCE WITH AN ANNUAL INSPECTION AND DETERMINED</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TO BE AIRWORTHY</td>
</tr>
</tbody>
</table>

J. W. Brown

Date: DEC 04
**Boca Aviation**

**Airframe Logbook Entry**

**S/N P-65 Model: B60**

**N7320D Date: 08/15/03 Time: Hobbs: 1162.5**

**Maintenance Items C/W**

1. Removed and replaced left engine tailpipe after repair by aerospace welding W.O. #12026.
2. Resealed left and right brake calipers. Serviced brakes. All work performed I.A.W. M/M Chap. 32.
3. Aircraft was leak and ops checked. Leak and ops checked good at this time.

The airframe identified above was repaired in accordance with current Federal Aviation Administration regulations. This aircraft is approved for return to service at this time. Pertinent details of the repairs are on file at this agency under work # 14266.

**Mike Murrell for Boca Aviation**

**CRS #LCPR025G**
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
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<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>4-13-04 1171.7</td>
<td>2653.7</td>
<td></td>
<td>Performed a 100 H. Inspect in situ</td>
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<td>Bench + 1°. Coming Service Instructions</td>
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<td>+ Check Lists. Tagged Aircraft +</td>
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<td></td>
<td>Replaced Bottom Wing Belts. Customer supplied, Torqued +</td>
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<td>Checked J.A.W.</td>
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<td>Bench Service Instructions. Removed</td>
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<td>Aircraft from Tanks + supported</td>
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<td></td>
<td>Wires + Changed to Change Upper</td>
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<td></td>
<td>Forward Belt Cleaned All Drains</td>
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<td></td>
<td></td>
<td>Hours 9 in Bath Tubs. Fittings. Fitted</td>
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<td>Light Corrosion in Bath Tub Fittings</td>
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<td></td>
<td>Upper from Plumbing drains. Sanded + Scotch Brite Fittings. Painted with Zinck Cremate + Installed</td>
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<td>Front Upper Belt. Torqued J.A.W.</td>
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<td>Bench Service Instructions. Checked</td>
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<td>Rear Upper Belt Torqued + Zinck</td>
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<td></td>
<td></td>
<td>Cremate Bath Tubs. All Tubs. All Tubs continued</td>
</tr>
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**Continued**
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
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</tr>
</thead>
<tbody>
<tr>
<td>4/19/04</td>
<td>1171.7</td>
<td>2653.7</td>
<td>+ BELTS NORMAL AT THIS TIME. BELTS AREREQUIRED TO BE RE- TIGHTENED IN 150 HRS. REPAIRED + INSTALLED ALL BELT BATH TB3 ACCESS COVERS. COVERS SECURED AT THIS TIME. PRECISIONED 5 RETRACT + EXTENSION TESTS. FOUND LEFT M.L.C. OUT OF DOWN LOCK REF. 92 REVERSED LOCK REF. 4264LGEAR J.A.M. BEAR SPRING INSTRUCTIONS. DOWN LOCK CPS + POSITION ALL NORMAL AT THIS TIME. PRECISIONED 2 HAND CRANK EMC. EXTENSIONS. CPS NORMAL AT THIS TIME. NOTE: &quot;HAND CRANK WAS STUCK AFTER GEAR CHECK!! LUBED UP LOCK SYSTEM, ROLLERS + GEAR PINION PIVOT POINTS. LUBED FLIGHT CONTROLS + FLAPS. CHECKED FLIGHT CONT.</td>
<td></td>
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</tbody>
</table>

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*Note: The handwritten notes are not fully legible due to the handwriting style. The above transcription is a best estimate based on the visible content.*
<table>
<thead>
<tr>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>4-13-64</td>
<td>11:11.7</td>
<td>2652.7</td>
<td></td>
<td>Found center floor in aircraft work. Replaced center floor with new material, shaped + cut to size + installed fasteners + hardware as required. Found rear floor corroded from water leakage at door. Replaced rear panels as required + sanded + painted with zinc chromate sealer + coating 0.4 at this time. Run electronics to ops tanks. See previous notes for details! Checged lights + electrical system. Found stripe + electrical system components missing. Placed stripe system inOp. Rotating beacons + marine light ops normal at this time. Owner notified. Continued</td>
</tr>
<tr>
<td>4-13-64</td>
<td>11:11.7</td>
<td>2652.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DATE</td>
<td>RECORDING TACH TIME</td>
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<td>2004</td>
<td>1171.7</td>
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<td>2653.7</td>
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**REPAIRS AND ALTERATIONS**

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<tbody>
<tr>
<td>4-13-64</td>
<td>1171.7</td>
<td></td>
<td>2653.7</td>
<td>CHECKED CALIBRATION AND CALIBRATED TACH. AT THIS TIME. CHECKED FIXING T.C. POWER + FUEL FLOW. FUEL FLOW LINKAGE RIGGING OUT OF LIMITS. RESET USING L.Y. COMING TO C. LINKAGE RIGGING TOOL L.Y. COMING SERVICE INSTRUCTION. FUEL FLOWS + TACH IS POWER &amp; NEW NORMAL AT THIS TIME. FOUND M.A.P. 1.7 INCHES AS POWER IS INCREASED. FOUND LEFT LOW PITCH PREMETER STOP ADJUSTMENT OUT OF LIMITS. RESET &amp; CHECKED ADJUSTMENT. M.A.P. NEW METER AS POWER IS INCREASED TO T.C. POWER. REPAIRED PITCH &amp; REPAIRED SEAT TO MOVE FREELY &amp; LUCIFER PROPERLY TO TRIM. REPAIRED SEAT STEPS + = CONTINUED</td>
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<tr>
<td>Date</td>
<td>Recording Time</td>
<td>Total Time in Service</td>
<td>Today's Flight</td>
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<tr>
<td>4/3/00</td>
<td>11:40</td>
<td>20:53</td>
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<td>Safety check sealed all seat step +</td>
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<td>Cabinets + checked reinforced area +</td>
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<td>Checked 3L &amp; 4L, all other checked A/P. See A/B.</td>
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<td>Comulation 3L, 12L &amp; Check 7L 67L &amp; 12L Check</td>
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<td>Check 3L, 4L Check, 67L &amp; 12L Check</td>
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<td>Check 7L &amp; 12L Check.</td>
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<td>Check 12L Check.</td>
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<td>Check 12L Check.</td>
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<tbody>
<tr>
<td>4-3-04</td>
<td>17:17</td>
<td>2653.7</td>
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</table>

WING TOP FITTING BETWEEN WING +
FUSELAGE APPLIED WITH NEW SEAL
FROM R.A.B. THROUGH PIGMENT.
ALL BOLT TORQUE SETTINGS C.A.
AT THIS TIME. BOLT REPLACED MUST
DUE AGAIN AT 5-2009. RETORQUE
DUE AGAIN AT 150 HRS. OR 2803.7
T.T.O. AD 2002-26-01 INTENSE FLA.
BY ENGINE Type. NOT USED. AD
2002-10-13 P.C.U. PEGDRE ES INSTRUM.
I CARRYING THIS AIRCRAFT HAS BEEN IN-
SPECTED IN ACCORDANCE 100 HRS. INSPECTION
AND HAS BEEN DETERMINED TO BE IN AIR-
WORTHY CONDITION AT THIS TIME.

F: signature
A&P 151403877
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<th>DATE</th>
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**Beech Duke 60 N7320D SN# P95**

Completed Annual Inspection as per FAR 43 Appendix D
Removed all inspection plates and engine cowlings and inspected and lubricated all flight control pulleys, bellcranks, cables.
Removed ELT and replaced battery, next due April, 2008.
Serviced battery and checked battery box. Jacked aircraft and performed landing gear retraction test. Removed wheels lubricated bearings. replaced brake pads both left and right sides.
Checked interior of aircraft including all windows, seats, tables. Performed operational check of all lights and anti-collision systems.

**Date- 3/10/06 Hobbs- 1183 AC Ttl. Time- 2665**

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

John Loftus 167606917 IA
<table>
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**DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**

ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

---

**Beech Duke 60 N7320D**

Completed Annual Inspection as per FAR 43 Appendix D.

Removed all inspection plates and engine cowlings and inspected and lubricated all flight control pulleys, bellcranks, and cables.

Serviced battery and checked cleaned battery box. Replaced ELT battery- next due April 2009. Jacked aircraft and performed landing gear retraction test. Checked interior of aircraft including windows, seats, and tables. Performed operational check of all lights and anti-collision systems. CW AD 96-20-07 and 82-02-03 Heater Decay Test. All ADs checked to date.

Date: 4/20/07 Hobbs- 1203 TT- 2685

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

John Loftus 167606917 IA

---

**Beech Duke 60 N732**

Completed Annual Inspection

Removed all inspection plates and engine cowlings and inspected and lubricated all flight control pulleys, bellcranks, and cables.

Serviced battery and checked cleaned battery box. Replaced ELT battery- next due April 2009. Jacked aircraft and performed landing gear retraction test. Replaced new O-Rings left gear. Checked interior of aircraft including windows, seats, and tables. Performed operational check of all lights and anti-collision systems.

Following avionics upgrade installed new GTX 327 Transponder for Garmin 396. CW AD 96-20-07 and 82-02-03 Heater Decay Test. All ADs checked to date.

Date: 7/26/08 Hobbs- 1230 TT- 2685

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

John Loftus 167606917 IA
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**Beech Duke 60 N7320D**

Completed Annual Inspection as per FAR 43 Appendix D.
Removed all inspection plates and engine cowlings and inspected and lubricated all flight control pulleys, belcranks, and cables.
Serviced battery and checked cleaned battery box. Replaced ELT battery- next due April 2009. Jacked aircraft and performed landing gear retraction test. Replaced left and right brake pads. Installed new O-Rings left gear. Checked interior of aircraft including windows, seats, and tables. Performed operational check of all lights and anti-collision systems (Strobes Inop). Performed following avionics upgrades- Removed Radar unit, and transponder. Installed new GTX 327 Transponder, new antenna and Panel Dock for Garmin 396. CW AD 96-20-07 and 82-02-03 Heater Decay Test. All ADs checked to date.

Date: 7/26/08 Hobbs- 1230 TT- 2712 H certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

John Loftus 167606917 IA

John Loftus
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**Description of Inspections, Tests, Repairs and Alterations**

Entries must be endorsed with name, rating and certificate number of mechanician or repair facility. (see back pages for other specific entries.)

Fachometer... Total Time 3/942 certify that this aircraft (engine) has been inspected in accordance with an ANNUAL (10) inspection and was deemed in airworthy condition.

Date: 3-1-78

Signed: [Signature]

Inspected aircraft in accordance with maintenance manual and inspection forms.

Lubed all control, propeller, instruments.

Lubed all wheel bearings, shock absorbing gears removed lift and refitted brake calipers with new brake pads.

Dismantled and cleaned, replaced all rings.

PN MS26775-132 replaced bolt flaps.

PN 66-0300 stainless steel bleeder.

PN 5606 removed, stepped replaced bolt and bearing PN 445 445A 49 25-915-250.

NO ELT on aircraft (Limited) replaced with R.D. 96-20-07 in radion panel deck.

87-02-03 decay test 76-07-12.
<table>
<thead>
<tr>
<th>DATE</th>
<th>RECORDING TACH TIME</th>
<th>TODAY'S FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
<th>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td></td>
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</tbody>
</table>

Entries must be endorsed with name, rating and certificate number of mechanic or repair facility. (See back pages for other specific entries.)

- Non-switch
- 85-22-05 wing bolts, helmet and seat caps
- Instrument attitude housing
- IPD, electrical
- Front lower and rear wing
- Zeroed
- replaced bolt 25-915-250
- Oil applied
- Marked deck
- 07-17-12