AIRFRAME MAINTENANCE RECORDS
## AIRFRAME MAINTENANCE RECORDS

<table>
<thead>
<tr>
<th>Log No.</th>
<th>1</th>
</tr>
</thead>
</table>

**Aircraft Registration No.** N75651

**Aircraft Mfg.** Beechcraft  
**Model** E-55  
**Serial No.** 7E9576

1. **Engine Mfg.** Rem  
   **Model** IO-520 C3  
   **Serial No.** 521184

2. **Engine Mfg.** Rem  
   **Model** IO-520 C3  
   **Serial No.** 521184

1. **Propeller Mfg.** Haertell  
   **Model** PHC-C39F-20F  
   **Serial No.** E035741

   **Hub Design No.**  
   **Hub Serial No.** H65044  
   **Blade Serial No's.** H65046  
   H65047  
   H65040

2. **Propeller Mfg.** Haertell  
   **Model** PHC-C39F-20F  
   **Serial No.** E03575A

   **Hub Design No.**  
   **Hub Serial No.** H65500  
   **Blade Serial No's.** H65491  
   H65492

(All applicable information must be filled in)
### DESCRIPTION OF WORK PERFORMED

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-18-01</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1819.9</td>
<td></td>
</tr>
</tbody>
</table>

Removed nose landing gear to facilitate the changing of the upper and lower bushings and repack seals.
P/N 504270 Wiper; P/N 8-327N300-9 Backup Ring
P/N M83461/1-327 O-Ring; P/N 60-820056 Bearing
P/N M83461/1-226 Gasket; P/N 60-820065 Space
P/N 60-820067 Ring; P/N 96-820032 Decal Instr.
P/N AN175-17A Bolt; P/N 112416-01124 Extrusion Seal
Reinstalled nose landing gear as per Beech Service Manual.

Mechanics Signature: Randall Field
Pilot #: 587-80-1364

Inspected the removal of the nose landing gear, the replacement of parts and the replacement of the nose landing gear IAW Beech Service Manual, and I found this aircraft in airworthiness condition.

Mechanics Signature: Donald Grant
Certificate #: 56264682712

---

### TOTAL brought forward from previous page

Phone 228-863-7737

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-05-01</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1830</td>
<td>4966.1</td>
</tr>
</tbody>
</table>

Opened all panels. Replaced all o-rings in right brake caliper. Inspected aircraft. Lube all cables and pulleys. Cleaned, inspected and repacked all wheel bearings. Performed gear retraction check, no defects noted. Removed interior, inspected, no defects noted. AD 90-08-14 Inspected left and right wing spar, no defects noted. Inspected left and right wing attach bolts, no defects noted. Replaced left and right vacuum system filters
P/N D9-14-5. Replaced left and right instrument system filters
P/N UF-7. Closed all panels. Serviced one 12 volt battery.
Removed and replaced second 12 volt battery, P/N G25, S/N G02001712. Rewired heater hobbs meter to operate only when heater is in operation. Determined correct heater time to be 41.4.
Performed ELT operation check IAW 91.207. I certify that this aircraft has been inspected in accordance with a 100 Hour Inspection and is approved for return to service this date. LAST ENTRY

Mechanics Signature: William A. Mathis, Sr.
Certificate #: A&P 408114484

---

SUB-TOTAL this page

TOTAL—Carry forward to next page
### ATC Transponder tests and inspections as required by FAR 91.413 I/A/W FAR 43, Appendix "F", have been performed:

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-05-01</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1830</td>
<td>4966.1</td>
</tr>
</tbody>
</table>

AC: Airframe AD Compliance List - All listed AD's complied with:
- AD 96-20-07 effective 11-14-96 Inspected Janitrol heater, determined AD not applicable due to model S50
- AD 2200-18-02C Effective 09-22-2000 Inspected logbooks no skin replacement.
- AD91-15-20 Effective 09-03-1991 Repetitive inspections no longer required by installation of kit 58-9007-1S.
- AD2001-23-10 Effective 12-13-2001 Inspected left and right flap flex shaft assemblies, neither assembly effected by AD.

Mechanics Signature: William A. Mathis, Sr.  Certificate # A&P 408114484

### The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 I/A/W FAR 43, Appendix "E" have been performed:

**Para (a) Static System**

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-3-01</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Para (b) Altimeter (s)**

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-3-01</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Para (c) Integrated System**

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-3-01</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mechanics Signature: Donald W. Grant  Certificate # IA 280428312

---

**SUB-TOTAL this page**

**TOTAL—Carry forward to next page**
<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-09-02</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Removed #2 voltage regulator P/N 60-389017-1, S/N 2325, Replaced with new P/N 36-380096-1, S/N 80173809G. Ran engines. Ops check OK. LAST ENTRY.

Mechanic Signature: Donald W. Grant
Certificate #: IA 280428312

No further information on this page.
<table>
<thead>
<tr>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL IN SERVICE</th>
<th>TACH OR RECORDING METER TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DESCRIPTION OF WORK PERFORMED—**
**SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK**

**TOTAL** brought forward from previous page

*This page not used*

**SUB-TOTAL** this page

**TOTAL**—Carry forward to next page
<table>
<thead>
<tr>
<th>DATE</th>
<th>TOTAL TIME IN SERVICE</th>
<th>TACH OR RECORDING METER TIME</th>
<th>DESCRIPTION OF WORK PERFORMED—SIGNATURE &amp; CERTIFICATE NO. OF PERSON PERFORMING WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>AURIC AVIONICS &amp; INSTRUMENTS</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>FAA CRS # UAWR246L</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5801 Walter Beech St. Suite 103</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Lakefront Airport</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>New Orleans, La. 70126-8024</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(504) 245-0072</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12/4/01</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>N956SB Beech E55 S/N TE956</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Removed the existing defective Narco ELT. Installed a new ACK E-01 ELT System S/N</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>39725. No change to weight and balance. All ops tested nominal after installation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Aircraft approved for return to service.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>ELT batteries due: March 2008</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Remote battery due: November 2010</td>
</tr>
</tbody>
</table>

Victor Schiffer IV  
Repairman 2455082

**SUB-TOTAL this page**

**TOTAL—Carry forward to next page**
<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>08-01-02</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1902.1</td>
<td>5038.2</td>
</tr>
</tbody>
</table>

1. Removed left propeller S/N EB3594A from aircraft.
2. Removed right propeller S/N EB3595A from aircraft.
3. Removed left engine S/N 244474-R from aircraft.
4. Removed right engine S/N 244471-R from aircraft.
5. Installed engine remanufactured by RAM S/N 571134 on left side.
7. Installed overhauled propeller governor S/N 814372 on left engine.
8. Installed overhauled propeller governor S/N 814373 on right engine.
9. Installed propeller S/N EB3594A on left engine after overhaul.
10. Installed propeller S/N EB3595A on right engine after overhaul.
11. Replaced all hoses on left engine. Replaced all hoses on right engine.
12. Installed Shadin Company Digital Fuel Management System IAW STC SE487GL. See 337 this date.

Mechanic Signature: William A. Mathis, Sr. Certificate #: A&P 408114484

---

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>08-01-02</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1902.1</td>
<td>5038.2</td>
</tr>
</tbody>
</table>

15. Installed cabin door.
17. Installed all new baffling on both engines.
18. Removed and replaced right engine throttle control cable.
19. Removed and replaced right engine mixture control cable.
20. Removed and replaced right engine propeller control cable.
22. Opened all panels as required for 100 Hour Inspection.
23. Lubed all cables and pulleys.
24. Cleaned, inspected and repacked all wheel bearings.
25. Performed gear retraction check. No defects noted.
27. Inspected left and right wing spar. No defects noted.
28. Inspected left and right wing attachment bolts. No defects noted.
29. Replaced left and right vacuum filters.
30. Serviced aircraft batteries.

---

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>08-01-02</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1902.1</td>
<td>5038.2</td>
</tr>
</tbody>
</table>

31. Performed ELT operation check IAW 91.207.
32. Installed optional equipment 5th and 6th passenger seats.
33. Replaced engine mount donuts on both engine mounts.
34. Closed all panels.
35. Performed engine run. No leaks noted.

I certify that this aircraft has been inspected in accordance with a 100 Hour Inspection and approved for return to service this date.

Mechanic Signature: William A. Mathis, Sr. Certificate #: A&P 408114484
### Description of Work Performed

**Date** | **Make & Model** | **Tail Number** | **Hobbs** | **Total Time** |
--- | --- | --- | --- | --- |
**11-15-02** | Beechcraft Baron | N956SB |  |  |
**11-18-02** | Beechcraft Baron | N956SB |  |  |
--- | --- | --- | --- | --- |
**Date** | **Make & Model** | **Tail Number** | **Tach** | **Total Time** |
--- | --- | --- | --- | --- |
**12-12-02** | Beechcraft Baron | N956SB | 2009.0 | 5145.1 |
--- | --- | --- | --- | --- |
**Date** | **Make & Model** | **Tail Number** | **Tach** | **Total Time** |
--- | --- | --- | --- | --- |
--- | --- | --- | --- | --- |

- Replaced throttle warning switch.
- Replaced nose tire.
- Complied with 100 Hour Inspection law Beechcraft Baron checklist. Performed lubrication requirements law Beechcraft maintenance manual. Replaced left engine inboard aft exhaust pipe. Replaced right engine crankcase breather tube. Adjusted right aileron control rod. Replaced navigation light on tail. Performed landing gear retraction check. No defects noted. Replaced landing gear shimmy damper. All maintenance performed law Beechcraft Baron maintenance manual. Performed operational check of ELT. ELT checks good. I have reviewed all applicable AD's. Next recurring AD is AD 90-08-14 Wing Spar Inspection due at Hobbs 2330.

I certify that this aircraft has been inspected law 100 Hour Inspection Requirements and is approved for return to service this date.

---

**Mechanics Signature** Mitchell J. Revis  
**Certificate #** A&P 2700243

---

**TOTAL brought forward from previous page**

---

**TOTAL—Carry forward to next page**
**DATE** | **TOTAL TIME IN SERVICE** | **TACH OR RECORDING METER TIME** | **DESCRIPTION OF WORK PERFORMED—**
---|---|---|---

TOTAL brought forward from previous page

**Inspection and was determined to be in airworthy condition this date 12 Dec, 2012.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-20-02</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Installed fire extinguisher and bracket.

Mechanics Signature  Mitchell J. Rewis  Certificate #  A&P 2700243

---

**Date** | **Make & Model** | **Tail Number** | **Hobbs** | **Total Time**
---|---|---|---|---
| 04-28-03 | Beechcraft Baron | N956SB | 2057.3 | 5193.4 |

Replaced landing gear selector switch. Performed retract. Next replacement due at 10193.4 hours.

Mechanics Signature  Mitchell J. Rewis  Certificate #  A&P 2700243

---

**Date** | **Make & Model** | **Tail Number** | **Hobbs** | **Total Time**
---|---|---|---|---
| 06-20-03 | Beechcraft Baron | N956SB | 2099.0 | 5235.1 |

Complied with 100 Hour Inspection iaw Beechcraft Baron check-list. Performed lubrication requirements iaw Beechcraft maintenance manual. Performed landing gear retraction check. Adjusted landing gear down limit switch. Replaced one each aircraft battery. Replaced all spark plugs on both engines. Replaced connector and reattached wire to left engine throttle warning switch. Replaced carburetor air intake filters. Replaced pneumatic pressure system inline filters (2 each). Replaced pneumatic system intake filters (2 each). Retorqued wing mount bolts. Installed cabin door stop rod spring. Applied sealant to tear in cabin door seal. Performed operational check of ELT. ELT checks good. I have reviewed all applicable AD's. Next recurring AD is AD 90-08-14 Wing Spar Inspection due at Hobbs 2330.

I certify that this aircraft has been inspected iaw 100 Hour Inspection Requirements and is approved for return to service this date.

Mechanics Signature  Mitchell J. Rewis  Certificate #  A&P 2700243

---

SUB-TOTAL this page

TOTAL—Carry forward to next page
<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>06-26-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2099.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Re-installed anti-ice feed tube on RH prop. Part previously removed. Removed #1 voltage regulator and replaced with new unit, Beech Part No. 36-380096-1, S/N 80317120J. Replaced 3 #8-32 SS screws in RH cowling. All work IAW Beechcraft SM and AC 43.13-1b.

Mechanics Signature: Franklin C. Sandefur  Certificate #: A&P 2700775

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>08-20-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2159.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Drained oil, checked screens, and replaced oil filters. Serviced with 22 quarts Aeroshell W100 oil. Installed 2 CH48108 oil filters. Replaced RH dry air pump and inline filter. Ops checked. Ops checks good. No leaks noted.

Mechanics Signature: Frank C. Sandefur  Certificate #: A&P 2700775

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>08-27-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2165.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Mechanics Signature: Frank C. Sandefur  Certificate #: A&P 2700775

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>08-27-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Received auto pilot Model No. FC 213A, S/N 1273, from C. E. Avionics. Installed unit in aircraft and ground tested. Test OK.

Mechanics Signature: Frank C. Sandefur  Certificate #: A&P 2700775

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>09-23-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2196.2</td>
<td>5332.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Removed, cleaned, disassembled and inspected RH brake caliper. Replaced o-rings and back plate shim. Reassembled, reinstalled, and tested. All tests good.

Mechanics Signature: Frank C. Sandefur  Certificate #: A&P 2700775
<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>09-23-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2196.2</td>
<td>532.3</td>
</tr>
</tbody>
</table>

Performed 100 Hour Inspection IAW Beech SM and applicable FAR's. Performed ELT ops check IAW Far 91.207. ELT battery replacement due March 2008. Overhauled right brake caliper IAW Beech SM. Performed gear retraction test and adjusted gear doors. Greased all fittings IAW Beech SM. Complied with all AD's. See AD list dated 09/19/03 for details. I certify that this aircraft has been inspected IAW a 100-Hour Inspection and found to be airworthy.

Mechanics Signature: Frank Sandefur. Certificate #: A&P 2700775

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-01-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2196.6</td>
<td></td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-17-03</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Removed and replaced RH deice boot IAW Beechcraft installation procedures.

Mechanics Signature: William A. Mathis. Certificate #: IA 408114484

ATC Transponder tests and inspections as required by FAR 91.413 I/A/W FAR 43, Appendix "F", have been performed:

- Transponder #1 Model: GTX 330 S/N 84108620
- Transponder #2 Model: S/N __

Date: 12-9-03

Work Order No.: 6534

AURIC AVIONICS & INSTRUMENTS
5801 WALTER BEECH ST. NEW ORLEANS, LA 70126
FAA APPROVED REPAIR STATION NO: UAWR246L
AURIC AVIONICS & INSTRUMENTS
FAA CRS # UAWR246L
5801 Walter Beech St. Suite 103
Lakefront Airport
New Orleans, La. 70126-8024
(504) 245-0072

12/9/2003
N956SB
Beech E55 S/N TE956

Removed the existing King KT76 Transponder and installed a new Garmin GTX330 Transponder P/N 010-00230-01 S/N 84108620. Submitted FAA Form 337 dated this date. ICA and FMS placed with aircraft paperwork. Performed FAR 91.411 and 91.413 tests and inspections. Change to weight and balance was determined to be negligible.

Victor Schillet IV
Repairman 2455082

The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 I/A/W FAR 43, Appendix “E” have been performed:

APPENDIX “E”

Para (a) Static System 12-9-03 (date)

Para (b) Altimeter (s)
Pilots 3493 - 1 CP’s 11
S/N R7552 S/N 11
Tested to 20,000 feet
Date 12-9-03

Para (c) Integrated System Test 12-9-03 (date)

Signature [Signature]
Work Order No. 6534
AURIC AVIONICS & INSTRUMENTS
5801 WALTER BEECH ST. NEW ORLEANS, LA 70126
FAA APPROVED REPAIR STATION NO: UAWR246L

---

**REG #** | **N956SB** | **REGENT AVIATION**
--- | --- | 529 EATON STREET
MODEL | Beech E-55 | ST. PAUL, MN 55107
SERIAL # | TE-956 | FAA REPAIR STATION # YRJR 826K

**LOGBOOK INSERT**

1. Flushed prop/window anti-ice system of TKS with iso alcohol.
2. Removed Lt/Rt prop anti ice delivery tubes and fabricated and installed new lines.
3. Replaced alcohol tank to pump supply line with newly fabricated line.
4. Performed operational/leak checks and found good.

The Aircraft and/or Component(s) identified above in the scope of this work order were repaired and/or inspected in accordance with current applicable Federal Aviation Regulations and were determined to be airworthy for return to service. Details of the work order are on file at this facility.

**DATE** 11/25/2003
**SIGNED** Thomas W. Thunstrom CRS YRJR826K

**DATE** 11/25/2003
**W/O** 14291
**HOBBS** 2250.9
**A/C TT**
**CYCLES**
### DESCRIPTION OF WORK PERFORMED

**Signature & Certificate No. of Person Performing Work**

**TOTAL** brought forward from previous page

Phone 228-863-7737  Fax 228-863-7744

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Hobbs</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-05-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2271.9</td>
<td>5408.0</td>
</tr>
</tbody>
</table>

Opened all panels and removed interior for annual inspection. Lubed all flight controls, applicable pulleys, and cables. Inspected aircraft IAW Beechcraft and Ratech inspection guide. Checked all AD's for compliance. Compiled with AD 90-08-14; no defects noted. Serviced aircraft batteries, performed ELT operational check. Battery replacement due March 2008. Performed check of all aircraft avionics. Checked aircraft records for compliance of time items. Jacked aircraft, removed left main gear, disassembled, cleaned, inspected, reassembled IAW manufacturer's overhaul manual. Removed right main gear, disassembled, cleaned, inspected, and reassembled IAW manufacturer's overhaul manual. Removed nose gear, disassembled, cleaned, inspected, reassembled IAW manufacturer's overhaul manual. Reinstalled all gear after overhaul, performed gear retraction check. Repacked all wheel bearings. Removed left fuel selector valve, disassembled, cleaned, inspected, and reassembled IAW manufacturer's overhaul manual. Removed right fuel selector valve, disassembled, cleaned, inspected, reassembled IAW manufacturer's overhaul manual. Reinstalled left and right fuel selector valves; operational check performed IAW manufacturer's maintenance manual. Removed left fuel boost pump, disassembled, cleaned, inspected, and reassembled IAW manufacturer's overhaul manual. Removed right fuel boost pump, disassembled, cleaned, inspected, and reassembled IAW manufacturer's overhaul manual. Reinstalled and operational check of left and right fuel boost pumps IAW manufacturer's maintenance manual. I have inspected this aircraft IAW an Annual Inspection and find it approved for return to service this date.

Mechanics Signature: William Allen Mathis  Certificate #: LA 408114484

Phone 228-863-7737  Fax 228-863-7744

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>02-02-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Removed LH brake caliper. Disassembled, cleaned and inspected. Replaced all o-rings, bleed screw, and bleed screw fitting. Reinstalled, serviced system and bled. Tested system, ops check good. All work performed IAW Beech SM and AC43.13-1B.

Mechanics Signature: Franklin C. Sandefur  Certificate #: A&P 2700775

**SUB-TOTAL** this page

**TOTAL**—Carry forward to next page
<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>02-16-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Replaced LH dry air pump with new unit P/N 1442CW-1. Replaced associate in-line filter. Replaced # 1 regulator with new unit, P/N 36-38096-1. Stop drilled crack in right nose gear door. Fabricated and installed temporary doubler over crack IAW Beech SM and AC 43.13.1B</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanics Signature</td>
<td>Franklin C. Sandefur</td>
<td>Certificate #</td>
<td>A&amp;P 2700775</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>04-05-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Removed damaged headliner for repair. Inspected headliner after repair, reinstalled headliner in aircraft. All work done IAW Beech SM and AC 43.13-16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanics Signature</td>
<td>Franklin C. Sandefur</td>
<td>Certificate #</td>
<td>2700775</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>04-06-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inspected flap motor and gear box assembly, lubed gear box and associated hardware. Verified flap motor wiring and connections, tested flaps in all positions. Tested travel in both directions. All tests good. Flaps are operating normally</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanics Signature</td>
<td>Franklin C. Sandefur</td>
<td>Certificate #</td>
<td>2700775</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>04-20-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Checked RH brake system for function and leaks. Cleaned and checked all fittings. Serviced and bled system IAW Beech SM. Ops checked good.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanics Signature</td>
<td>Franklin C. Sandefur</td>
<td>Certificate #</td>
<td>A&amp;P 2700775</td>
<td></td>
</tr>
</tbody>
</table>
TOTAL brought forward from previous page

Phone 228-863-7737
Fax 228-863-7474

<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>04-26-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Inspected left main wheel and gear. Replaced worn brake linings on both sides with new Cleveland 066-02200 brake linings. Replaced 2 P/N 177-0300 lining retaining pins. Ops checked, ops check good

Mechanics Signature: Franklin C. Sandefur
Certificate #: A&P 2700775

07/08/04
N956SB
Beech E55 S/N TE956

AD 90-08-14 (SB 53-2269, rev 2) FUSELAGE- WING FORWARD SPAR CARRY-THRU STRUCTURE INSPECTION AND/OR REINFORCEMENT complied with this date. TT 5592.7, Hobbs 2456.6. No cracks noted. This inspection due again no later than TT 6092.7, Hobbs 2956.6.

William Allen Mathis
IA 2833841

SUB-TOTAL this page

TOTAL—Carry forward to next page

* COMPLETED A ROUTINE ANNUAL INSPECTION PER BEECHCRAFT B-55 100 HR./ ANNUAL INSPECTION GUIDE 118662H.
* COMPLETED ALL ROUTINE SERVICE ITEMS AS CALLED FOR BY THE MAINT. MANUAL.
* SERVICED R/H & L/H PROP ACCUMULATORS TO 100 p.s.i./A/W BEECHCRAFT M/M.
* SERVICED ALL STRUTS W/ NITROGEN TO PROPER LEVEL.
* REPLACED R/H & L/H ELEVATOR TRIM TAB BUSHINGS & ASSOC. HARDWARE I/A/W BEECH M/M.
* CHECKED ALL CONTROL CABLE TENSIONS & CONTROL SURFACE TRAVELS.
* C/W BEECHCRAFT LUBRICATION SCHEDULE, ALL ITEMS EXCEPT 900 HR. REQUIREMENTS.
* SERVICED BATTERY & CLEANED TERMINALS.
* INSPECTED LANDING GEAR MOTOR BRUSHES FOUND TO BE WITHIN LIMITS.
* INSTALLED NEW STALL STRIP ON L/H WING P/N 130411-00900.
* ISOLATED FUEL SENDING UNITS ON R/H & L/H WINGS, FUEL QUANTITY SYSTEM OPERATES NORMAL.
* REPAIRED CRACK IN CABIN STEP.
* OVERHAULED SHIMMY DAMPER & INSTALLED NEW ROD P/N 35-825138.
* SERVICED MAIN LANDING GEAR BOX WITH MOBIL 836 OIL.
* INSTALLED NEW L/H FUEL VENT HEAT P/N 60-381002.
* CLEANED ALCOHOL SYSTEM LINES AND PUMP FILTER, OPERATIONAL CHECK GOOD.
* REPAIRED R/H NOSE GEAR DOOR WITH PATCH I/A/W AC43.13-1B.
* PROPERLY INSTALLED A PATCH MID FUSELAGE BELLY I/A/W AC43.13-1B.
* REMOVED BATTERY BOX AND CLEANED CORROSION AND INSTALLED A PATCH AND PAINTED WITH ACID PROOF PAINT, REINSTALLED WITH NEW VENT LINE.
* REPLACED PNEUMATIC INLET FILTERS ON R/H & L/H SIDE P/N D9-14-5.
* REPLACED BROKEN STATIC WICK P/N 35-5010-3.
* PERFORMED A FULL GEAR RIGGING & CHECK OUT I/A/W BEECHCRAFT MAINT. MANUAL CHAPTER 32.
* CLEANED UNDER ALL FLOOR BOARDS AND LUBED CABLES & PULLEYS.
* INSPECTED E.L.T. FOR OPERATION AS PER F.A.R. 91.207, NO DEFECTS NOTED. ALSO INSPECTED FOR CORROSION. AS PER A/C 91.44, NO DEFECTS NOTED. O/P’S CHECKED GOOD AFTER REINSTALLATION.
* C/W A.D 95-04-03, "WING SPAR INSPECTION", R/H FWD. SPAR ONE BOLT HAS A CRACK, NO DEFECTS NOTED ON L/H FWD. OR R/H & L/H AFT. SPAR
* C/W A.D 95-04-07 JANITROL HEATER, NO DEFECTS NOTED. HOBBS 577.20.
* C/W A.D 95-14-15 CABIN DOOR HANDLE, FOR PROPER INSTALLATION.
* C/W A.D 98-04-24 AIRFRAME ICING, BY INCORPORATING REV’S. IN P.O.H.
* SEE AIRCRAFT FILE FOR COMPLETE A.D NOTE LISTING AND SIGN OFF.
* ALL WORK WAS COMPLETED I/A/W BEECHCRAFT MAINT. MANUAL OR APPLICABLE F.A.R.’S.
* PREFLIGHT & TEST FLIGHT CONDUCTED AND APPROVED FOR RETURN TO SERVICE.
* I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED I/A/W AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AIRWORTHY CONDITION.

Christopher Emanczyk
Jet Harbor, Inc.
A/P92366871
Performed an Annual inspection and lube I.A.W. Beechcraft inspection guide, checklist, and lube chart. Inspected and performed ELT check. Battery due (08).
A.D. search performed. C/W A.D. 90-08-14 (wing spar) per S.B. 2269. After cleaning the affected areas, an extensive inspection was performed using approved NDT methods. NO cracks or indication of damage were found. Next compliance due in 500Hrs (6161.8).

Repaired cracks on trailing edge of L/H and R/H elevators per Beech technical support and AC 43.13-1B (chg 1) PAR 4-58(D).
Replaced L/H elevator trim tab bushing P/N 105740X-ZM0290 and bolt P/N NAS464P4-8.

Replaced (2) main ship batteries P/N G25
Replaced induction filters (2) P/N P127996
Replaced instrument Vac filters (2)
Replaced (2) main tires P/N 072-364-0
Replaced nose tire P/N 072-312-0
Replaced brake disc rotors P/N 164-02706
Replaced brake linings (8) P/N 066-09700
Replaced main/nose wheel cups P/N 08231 and 13836. Bearings P/N 08125 and 13889. All work done I.A.W maintenance manual(s). All function and leak checks good at this time. The work performed as described above has been inspected I.A.W. current FAA regulations and was determined airworthy at this time.

Jeff Winget 280602405IA
<table>
<thead>
<tr>
<th>DATE</th>
<th>TOTAL TIME IN SERVICE</th>
<th>TACH OR RECORDING METER TIME</th>
<th>DESCRIPTION OF WORK PERFORMED—SIGNATURE &amp; CERTIFICATE NO. OF PERSON PERFORMING WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TOTAL brought forward from previous page</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AIRCRAFT MAINTENANCE, INC  
200 AIRPORT RD. BLDG 5  
CLARKSVILLE, TN 37042  
931-431-3470

N956SB, MODEL E55, S/N TE956  
DATE 1/27/2006, HOBBS 2530.3

REMOVED AND REPLACED ELEVATORS FOR REPAIR BY AERO SURFACES, CRS # OG3R-753-L, WORK ORDER #011106, DATED 1/11/2006. REMOVED AND REPLACED TAIL STROBE FOR REPAIR BY KELLY AEROSPACE, CRS3 NV2R045L, WORK ORDER # APS-26576, DATED 1/10/2006. ADJUSTED FUEL MIXTURES AND IDLE SPEEDS. SERVICED LEFT MAIN NITROGEN. TEST RAN AIRCRAFT FOR OPERATION AND LEAK CHECKS.

ROGER L MILLER AP515580026

<table>
<thead>
<tr>
<th>DATE</th>
<th>TOTAL TIME IN SERVICE</th>
<th>TACH OR RECORDING METER TIME</th>
<th>DESCRIPTION OF WORK PERFORMED—SIGNATURE &amp; CERTIFICATE NO. OF PERSON PERFORMING WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TOTAL brought forward from previous page</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AIRCRAFT MAINTENANCE, INC  
200 AIRPORT RD. BLDG 5  
CLARKSVILLE, TN 37042  
931-431-3470

N956SB, MODEL E55, S/N TE956  
DATE 6/20/2006, HOBBS 2530.8

REPLACED RIGHT WING UPPER OUTBOARD MAIN SKIN WITH A PANEL FABRICATED FROM .020” 2024 T3 ALCLAD. REPLACED RIGHT HAND FLAP SKIN, FLAP ACTUATOR ATTACH NOSE RIB, ACTUATOR ATTACH BRACKET, AND FLAP STEP AREA REINFORCEMENT PANELS WITH NEW PARTS FROM BEECHCRAFT. SEE FAA FORM 337 IN AIRCRAFT RECORDS FOR THESE REPAIRS. REPAIRED CABIN STEP ATTACHMENT AREA ON FUSELAGE. REPLACED RIGHT INBOARD LANDING GEAR DOOR WITH A NEW ASSEMBLY. DOOR HINGES AND ACTUATING ROD REPLACED WITH SERVICEABLE PARTS. JACKED AIRCRAFT AND INSPECTED LANDING GEAR AND LANDING GEAR RETRACT AND EXTENSION SYSTEM, ADJUSTED LANDING GEAR RETRACTION RIG AS NECESSARY. ALL WORK PERFORMED IN ACCORDANCE WITH BEECHCRAFT BARON SHOP MANUAL AND FAA AC 43.13-1B. TEST RAN AIRCRAFT FOR OPERATION AND LEAK CHECKS.

ROGER L MILLER AP515580026

<table>
<thead>
<tr>
<th>DATE</th>
<th>TOTAL TIME IN SERVICE</th>
<th>TACH OR RECORDING METER TIME</th>
<th>DESCRIPTION OF WORK PERFORMED—SIGNATURE &amp; CERTIFICATE NO. OF PERSON PERFORMING WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TOTAL brought forward from previous page</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SUB-TOTAL this page

TOTAL—Carry forward to next page
<table>
<thead>
<tr>
<th>Description</th>
<th>Overhaul and Certify Customer Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection Record</td>
<td>Date</td>
</tr>
<tr>
<td>PRELIMINARY</td>
<td>JAN 09 2006</td>
</tr>
<tr>
<td>HIDDEN DAMAGE</td>
<td>JAN 09 2006</td>
</tr>
<tr>
<td>IN PROCESS</td>
<td>JAN 1 0 2006</td>
</tr>
<tr>
<td>FINAL INSPECTOR</td>
<td>JAN 1 0 2006</td>
</tr>
<tr>
<td>MAINTENANCE RELEASE</td>
<td>JAN 1 0 2006</td>
</tr>
<tr>
<td>THIS ITEM IS AIRWORTHY</td>
<td>JAN 1 0 2006</td>
</tr>
</tbody>
</table>

**FUNCTIONAL TEST**

- **INPUT VOLTAGE**: 28
- **LOAD**: 50
- **FPM**: 160
- **OUTPUT VOLTAGE**: 160
- **STROBE VOLTAGE**: 130
- **1 LAMP**: OK
- **2 LAMP**: X
- **3 LAMP**: 4

**OSCILLOSCOPE TESTS**

**INTENSITY (cd)**

**ENGINE 1**: F
**ENGINE 2**: F

**INSPECTOR STAMP**: [Stamp]
**DATE**: JAN 1 0 2006

**SPECIAL INSTRUCTIONS**

No lens sent in with unit.

**Warranty Determination**

---

**Insp.** [Signature] **Date**: JAN 1 0 2006

**Mechanic** [Signature] **Date**: JAN 0 9 2006
<table>
<thead>
<tr>
<th>QUAN</th>
<th>PART NO. &amp; DESCRIPTION</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>96-610006 - 9</td>
<td>1157.00</td>
</tr>
<tr>
<td>1</td>
<td>10</td>
<td>1157.00</td>
</tr>
<tr>
<td>1</td>
<td>12</td>
<td>986.00</td>
</tr>
<tr>
<td>2</td>
<td>96-610006 - 3</td>
<td>580.00</td>
</tr>
</tbody>
</table>

**Customer Name:**
Jacob Stanton

**Address:**
550 Hazelwood Rd

**Phone:**
931-431-3417

**Work Form No.:**
011106

**Operation:**
Ja- Skin Right & Left Elevator

**Labor Instructions:**
Replace damaged ailerons with factory new parts.

**Freight:**

- **Truck:**
- **UPS:**
- **Federal Express:**

**Comments:**
The component identified above was repaired and inspected in accordance with current FAA regulations and was returned to service.

**Signed:**

- **PAY THIS AMOUNT:**

**Date:** JAN 1/2006
AEROSURFACES
6389 COHASSET ROAD, CHICO, CALIFORNIA 95923

COMPONENT DESCRIPTION

AIRWORTHY

Right Brachooner Elevator

PART # 06-610006-616

DATE JAN 1 2006

SIGNATURE

COMMENTS:

With Factory NEW parts

Power Balance:

AEROSURFACES
6389 COHASSET ROAD, CHICO, CALIFORNIA 95923

COMPONENT DESCRIPTION

AIRWORTHY

Left Brachooner Elevator

PART # 96-610006-615

DATE JAN 1 2006

SIGNATURE

COMMENTS:

Wire Top Section which contacted with Factory NEW Power Balance.
The component identified was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Pertinent details of the repair or rebuild are on file at this agency under work order No. 011104.

Date: JAN 11 2006
Signed

Inspector
1. Approving National Aviation Authority/Country: FAA/UNITED STATES

4. Organization Name and Address: Kelly Aerospace Turbine Rotables 3414 West 29th Street South Wichita KS 67217

5. Item: 
   1. BEARING POSITION LIGHT

8. Part Number: 39-0516-1

9. Eligibility: N/A

10. Quantity: 1

11. Serial/Batch Number: APS-11385

12. Status/Work: OVERHAULED

13. Remarks: SEE W/O. OVERHAULED & CERTIFIED IN ACCORDANCE WITH MD30-3 FULL DETAILS HELD ON WORK ORDER

*Certifies that the work specified in block 12/13 was carried out in accordance with EASA part - 145 and with respect to the work the aircraft component is considered ready for release to service under EASA Approval Certificate Number: EASA/145.4033*

14. Certifies the items identified above were manufactured in conformity to:
   - [ ] Approved design data and are in a condition for safe operation.
   - [ ] Non-approved design data specified in Block 13.

16. Approval/Authorization No.: N/A

18. Date (m/d/y): N/A

20. Authorized Signature: WILLIAM E. BRIGGS

22. Approval/Certificate No.: NV1R045L

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that higher airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130-3 (9-94) *installer must cross-check eligibility with applicable technical data. ISSN: 0552-00-012-9005
AERO SURFACES
6389 Cohasset Road
Chico, California 95973
Repair Station OG3R-735-L

The component identified was repaired and inspected in accordance with current F.A.A. regulations and was found airworthy for return to service. Pertinent details of the repair or rebuild are on file at this agency under work order No. 011104

Date JAN 11 2006
Signed
Inspector
<table>
<thead>
<tr>
<th>DATE</th>
<th>TOTAL IN SERVICE</th>
<th>TACH OR RECORDING METER TIME</th>
<th>DESCRIPTION OF WORK PERFORMED—SIGNATURE &amp; CERTIFICATE NO. OF PERSON PERFORMING WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>TOTAL brought forward from previous page</td>
</tr>
</tbody>
</table>

**AIRCRAFT MAINTENANCE, INC**  
200 AIRPORT RD. BLDG 5  
CLARKSVILLE, TN 37042  
931-431-3470  

N956SB, MODEL E55, S/N TE956  
DATE 9/18/2006, HOBBS 2620.2  

ADJUSTED CABIN DOOR LATCH MECHANISM. REPLACED SEALS IN EMERGENCY EXIT OPENINGS WITH NEW. REPAIRED LOOSE CONNECTION IN RIGHT OIL TEMP CONNECTION. REPLACED LAMPS AS NECESSARY ON INSTRUMENT PANEL. ADJUSTED ENGINE CONTROLS AND SETTINGS. SERVICED DEICE ALCOHOL RESERVOIR. REPAIRED COPILOT FRESH AIR CONTROL AND RIGGED. REPAIRED BROKEN WIRES AT RIGHT TACH GENERATOR. REMOVED AND REPLACED TACHOMETER FOR OVERHAUL BY CENTURY INSTRUMENTS, CRS T12R189L, W/O #126032, DATED 9/5/2006. REMOVED AND REPLACED #1 VOLTAGE REGULATOR FOR OVERHAUL BY HAZOTRONICS, CRS # VOT0R85K, W/O # B16U102, DATED 8/31/2006. RESECURED OVERHEAD VENT OUTLETS. REPLACED RIGHT VACUUM PUMP ASSY WITH NEW. TEST RAN AIRCRAFT FOR OPERATION AND LEAK CHECKS.  

ROGER L MILLER AP 515580026

---

**AIRCRAFT MAINTENANCE, INC**  
200 AIRPORT RD. BLDG 5  
CLARKSVILLE, TN 37042  
931-431-3470  

N956SB, MODEL E55, S/N TE956  
DATE 12/18/2006, HOBBS 2624.4, TT 5759.8  

WASHED AIRCRAFT AND INSPECTED FOR GENERAL CONDITION, SECURITY, RIG AND LUBRICATION. JACKED AIRCRAFT AND INSPECTED LANDING GEAR AND LANDING GEAR RETRACT AND EXTENSION SYSTEM. SERVICED NOSE STRUT WITH 5006 AND AIR. SERVICED TIRE PRESSURES. CLEANED, INSPECTED, AND GREASED WHEEL BEARINGS. CHECKED AND CLEANED FUEL STRAINERS. REPLACED VACUUM FILTER ELEMENTS. REPAIRED LEFT NAV LIGHT WIRE CONNECTOR. REPLACED RIGHT LANDING LITE LAMP. INSPECTED ELT IN ACCORDANCE WITH FAR 91.207D FOR CONDITION AND OPERATION. REPLACED ELT BATTERIES, DUE REPLACEMENT 12/2007. CHECKED AD COMPLIANCE THRU REVISION 2006-24. SEE AIRCRAFT RECORDS AND AD COMPLIANCE SHEETS FOR TIMES AND DATES. TEST RAN AIRCRAFT FOR OPERATION AND LEAK CHECKS.  

ROGER L MILLER AP 515580026

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  

ROGER L MILLER IA 515580026

---

SUB-TOTAL this page  

TOTAL—Carry forward to next page
Record of Maintenance and Return to Service

HAZOTRONICS

TOYVA GROUP, INC. 1622 E. WHALEY ST. LONGVIEW, TX 75601 PH(903) 758-6661. FX: (903) 236-9766

| Mfd/Part#  | B00387-1 |
| Serial #   | N965SB   |
| Customer   | Aircraft Maintenance |
| UNREPAIRABLE | 8130 Required |
| Repair     | Test     |
| SRC        | Holli Sheid |
| Technician | Keith Baker |
| Inspector  | Femi Ibilayo |
| Date In    | 08/28/06 |
| Out        | 08/31/06 |

Customer Notes / Reason for Removal
O/H and return

Recommendations to Customer

<table>
<thead>
<tr>
<th>Inspection</th>
<th>In Process</th>
<th>Final</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Case</td>
<td>Dirty</td>
<td>Cleaned</td>
<td>Initial Inspection</td>
</tr>
<tr>
<td>Connectors</td>
<td>Ok</td>
<td>Ok</td>
<td>Dirty, scratched, unit opened</td>
</tr>
<tr>
<td>Hidden Damage</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>VR</td>
<td>Intermittent</td>
<td>28.5V</td>
<td>Problem</td>
</tr>
<tr>
<td>OV</td>
<td>Inop</td>
<td>32.0V</td>
<td>VR intermittent</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Q3 leaky</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Repair</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Replaced D2, D3, and Q3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Soldered connections on circuit board</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Tested unit on 24 volt, 100 amp, alternator test stand</td>
</tr>
<tr>
<td>Calibrated Unit</td>
<td>Yes</td>
<td>Parts</td>
<td></td>
</tr>
<tr>
<td>Unit Passed All Functional Tests</td>
<td>Yes</td>
<td>D2, D3, Q3</td>
<td></td>
</tr>
<tr>
<td>Tested and Verified Correct Operation of Unit</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This unit was repaired and inspected in accordance with current FAA Regulations and approved for Return to Service by: [Signature] on August 31, 2006

HAZOTRONICS FAA CRS# VOT085K 1622 E. Whaley St, Longview, TX 75601.
AIRCRAFT MAINTENANCE, INC
200 AIRPORT RD. BLDG 5
CLARKSVILLE, TN 37042
931-431-3470

N956SB, MODEL E55, S/N TE956
DATE 7/19/2007, HOBBS 2724.5

REPLACED RIGHT MLG TIRE NEW. REMOVED AND REPLACED TACHOMETER FOR REPAIR BY CENTURY INSTRUMENTS. TEST RAN FOR OPS CHECK.

ROGER L MILLER AP518580026

### Altimeter/Static System Certification

**Work Order No. 1255**

**Merk’s Avionics Service**
Tel: (615) 305-1186
307 Roberta Drive
Hendersonville, Tennessee 37075
FAA CRS #Z6MR586V MAS Form #4

<table>
<thead>
<tr>
<th>Altitude (ft)</th>
<th>Reading (°F)</th>
<th>Tol</th>
<th>Altitude (ft)</th>
<th>Reading (°F)</th>
<th>Tol</th>
</tr>
</thead>
<tbody>
<tr>
<td>-1000</td>
<td>-1000</td>
<td>20</td>
<td>0</td>
<td>0</td>
<td>1600</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>10</td>
<td>1600</td>
<td>1000</td>
<td>1100</td>
</tr>
<tr>
<td>500</td>
<td>500</td>
<td>20</td>
<td>1600</td>
<td>15990</td>
<td>1110</td>
</tr>
<tr>
<td>1000</td>
<td>1000</td>
<td>20</td>
<td>1600</td>
<td>17980</td>
<td>1200</td>
</tr>
<tr>
<td>1500</td>
<td>1500</td>
<td>25</td>
<td>1600</td>
<td>19980</td>
<td>1300</td>
</tr>
<tr>
<td>2000</td>
<td>2000</td>
<td>30</td>
<td>2500</td>
<td>2000</td>
<td>1400</td>
</tr>
<tr>
<td>3000</td>
<td>3000</td>
<td>30</td>
<td>3000</td>
<td>3000</td>
<td>1500</td>
</tr>
<tr>
<td>4000</td>
<td>4000</td>
<td>30</td>
<td>4000</td>
<td>4000</td>
<td>1600</td>
</tr>
<tr>
<td>5000</td>
<td>5000</td>
<td>35</td>
<td>5000</td>
<td>5000</td>
<td>1700</td>
</tr>
<tr>
<td>6000</td>
<td>6000</td>
<td>35</td>
<td>6000</td>
<td>6000</td>
<td>1800</td>
</tr>
<tr>
<td>7000</td>
<td>7000</td>
<td>35</td>
<td>7000</td>
<td>7000</td>
<td>1900</td>
</tr>
<tr>
<td>8000</td>
<td>8000</td>
<td>35</td>
<td>8000</td>
<td>8000</td>
<td>2000</td>
</tr>
<tr>
<td>9000</td>
<td>9000</td>
<td>35</td>
<td>9000</td>
<td>9000</td>
<td>2100</td>
</tr>
<tr>
<td>10000</td>
<td>10000</td>
<td>35</td>
<td>10000</td>
<td>10000</td>
<td>2200</td>
</tr>
<tr>
<td>11000</td>
<td>11000</td>
<td>35</td>
<td>11000</td>
<td>11000</td>
<td>2300</td>
</tr>
</tbody>
</table>

FRICTION

<table>
<thead>
<tr>
<th>Altitude (ft)</th>
<th>Reading (°F)</th>
<th>Tol</th>
<th>Altitude (ft)</th>
<th>Reading (°F)</th>
<th>Tol</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>-20</td>
<td>70</td>
<td>2000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>2000</td>
<td>-20</td>
<td>70</td>
<td>3000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>3000</td>
<td>-20</td>
<td>70</td>
<td>4000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>4000</td>
<td>-20</td>
<td>70</td>
<td>5000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>5000</td>
<td>-20</td>
<td>70</td>
<td>6000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>6000</td>
<td>-20</td>
<td>70</td>
<td>7000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>7000</td>
<td>-20</td>
<td>70</td>
<td>8000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>8000</td>
<td>-20</td>
<td>70</td>
<td>9000</td>
<td>-20</td>
<td>70</td>
</tr>
<tr>
<td>9000</td>
<td>-20</td>
<td>70</td>
<td>10000</td>
<td>-20</td>
<td>70</td>
</tr>
</tbody>
</table>

**Altimeter P/N: 5934-1**
**S/N: R7552**

**Date: 1-2-08**
**Signed: Merri Engler**

**Hysteresis:**
1st Test Point @ 50% of Max. Alt. (Tol. 75 ft.)
2nd Test Point @ 40% of Max. Alt. (Tol. 75 ft.)

**Press:**
28.10 - 1727
28.50 - 1340
29.00 - 963
29.50 - 392
29.92 - 0
30.50 - 581
30.90 - 893
30.99 - 974

**Diff (Tol. 25 ft.):**
1727
1340
963
392
0
581
893
974

**After Effect (Tol. 30 ft.):**
+10

This Altimeter/Static System meets the requirements of FAR 91.411 and FAR Part 43, Appendix E.

### Transponder Certification

**Merk’s Avionics Service**
Tel: (615) 305-1186
307 Roberta Drive Hendersonville, Tennessee 37075
FAA CRS #Z6MR586V MAS Form #3

<table>
<thead>
<tr>
<th>Work Order No.</th>
<th>1255</th>
<th>Aircraft Reg. No.</th>
<th>N956SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Type</td>
<td>BARON</td>
<td>Txpnd Position #1</td>
<td></td>
</tr>
<tr>
<td>Txpnd P/N</td>
<td>GTX 350</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S/N</td>
<td>84108620</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Check Box if Mode S (X)**

I certify the ATC Transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with Part 43, Appendix F. Details of this inspection are on file at this repair station.

**Date:** 1-2-08

**Signed:** Merri Engler

**SUB-TOTAL** this page

**TOTAL**—Carry forward to next page
N956SB

AIRCRAFT

1.Performed 100 hour/annual inspection in accordance with the scope and detail of FAR part 43 appendix d. Performed landing gear retract/extension test. Removed right side flap actuator, installed shim, reinstalled actuator and rigged flaps. Removed and reinstalled landing gear motor after overhaul from Kelly Aerospace work order #AGB-12319. Replaced the following parts: right and left engine air filters #P12590, main gear door seal kit #0651a, brake pads right side #666-09700, right engine exhaust clamp #06-095002-157, left elevator control horn #056-610004-005, right gear side brace bolt #056-610014-1, right gear side brace bushing #056-612122-1, nose gear steering idler arm bushing #A-779, nose gear yoke bushing #ANSGH-503, tube left main tire, main landing gear door seals #0651a, washers, springs and nuts in rear seats and vent holes on engine fuel pumps. ELT tested in accordance with FAR part 91.307 paragraph d. ELT battery due next October 2008. All work done in accordance with Beech service procedures and applicable FAR's.

Charles McGeahey 418665701 ARP-IA

November 1, 2008

N956SB

HR: 28625
TTF: 9988.6

AIRCRAFT

3. Performed 100 hour/annual inspection in accordance with the scope and detail of FAR part 43 appendix d. Performed landing gear retract/extension test. ELT tested in accordance with FAR part 91.207 paragraph d. ELT battery inspection due next November 2009. Replaced both beacon lamps #MS25593-554. Replaced both outer flap bumpers #4988. Replaced left inboard leading edge fuel cell gasket #FC125372. Replaced front left nose gear door hinge #062-4001-106. Replaced left side throttle switch #MS25553-2. Replaced left uplock cable #55-83509. Installed shims on nose steering idler arm #005518092XL. All work done in accordance with Beech service procedures. Applicable Airworthiness Directives thru 2008-22 have been complied with.

I certify that this AIRCRAFT has been inspected in accordance with the scope and detail of FAR part 43 appendix d. ANNUAL inspection criteria and have found it to be in AIRWORTHY condition.

Mack Air, LLC Shellyville, TN
Charles McGeahey 488565701 ARP-IA

Smyrna Air Center
300 Doug Warpole Rd
Smyrna, TN 37167
(615) 459-3337

Date: January 30, 2009
Beechcraft E55 N956SB
S/N: TE356
Hobbs: 2866.5

Removed, serviced, charged, and re-installed batteries IAW Beechcraft E55 MM. I certify the before mentioned maintenance was done IAW with Beech maintenance manual and found to be in airworthy condition. Details of accomplished work are on file at Smyrna Air Center under W.O. #21144.

David A. Clouse

CRS# RG4AR491M

SUB-TOTAL this page

TOTAL—Carry forward to next page
N956SB

Hour meter: 2807
TTAF: 5994.6

1. Approving National Aviation Authority/Country:
   FAA/United States

2. AUTHORIZED RELEASE CERTIFICATE
   FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG
   Form Tracking Number:
   0071762636-000001

3. Organization
   Name and Address
   RAPID PARTS INVENTORY
   AND DISTRIBUTION
   DALLAS DISTRIBUTION CENTER
   801 INDUSTRIAL BLVD, SUITE 100
   GRAPEVINE, TX 76051
   PC 8

4. Item Description
   Part Number
   0001: CABLE ASSEM-MAIN L
   35-815159
   DG OR UP LOCK
   Eligibility
   N/A
   Quantity
   10,000
   Status/Work
   NEW

5. Work Order/Contract/Invoice Number
   00024577641-000001

6. Remark AIRWORTHINESS APPROVAL - PARTS.

AIRCRAFT

Performed 100 hour annual inspection in accordance with the scope and detail of FAR part 43 appendix d. Performed landing gear retract/extension test. ELT tested in accordance with FAR part 91.207 paragraph d. ELT battery inspection. Replaced fuel pumps #MS25009-1524. Replaced both beacon lamps #MS25009-1524. Replaced both outer flap bumpers #49388. Replaced left inboard leading edge fuel cell gasket #FCR25722. Replaced front left nose gear door hinge #4905-14001-109. Replaced left side throttle switch #MS25058-2. Replaced left uplock cable #25-813000. Installed shims on nose steering idler arm #0065010022XL. All work done in accordance with Beech service procedures. Applicable Airworthiness Directives thru 2008-22 have been complied with.

I certify that this AIRCRAFT has been inspected in accordance with the scope and detail of FAR part 43 appendix d. ANNUAL inspection criteria and have found it to be in AIRWORTHY condition.

Mack Air, LLC
Shelbyville, TN
Charles McGaughy 4186-3581 A&P, IA

Smyrna Air Center
300 Doug Warpoole Rd
Smyrna, TN 37167
(615) 459-3337

Date: January 30, 2009
Beechcraft E55
N956SB
S/N: TE956
Hobbs: 2866.5

Removed, serviced, charged, and re-installed batteries IAW Beechcraft E55 MM. I certify the before mentioned maintenance was done IAW with Beech maintenance manual and found to be in airworthy condition. Details of accomplished work are on file at Smyrna Air Center under W.O. # 21144.

CRS# RG4R491M David A. Clouse

SUB-TOTAL this page

TOTAL—Carry forward to next page
AIRCRAFT Turbine Rotables 3414 West 29th Street South Wichita KS 67217

1. Item: N/A 2. Description: N/A 3. Part Number: N/A
4. Quantity: 1 5. Serial/Batch Number: 61074
8. FULL DETAILS HELD ON WORK ORDER
9. Certifies that the work specified in block 12/13 was carried out in accordance with EASA part 145 and with respect to the work the aircraft component is considered ready for release to service under EASA Approval Certificate Number: EASA 145,4052.

10. Authorised Signature: N/A 11. Approval/Authorisation No: N/A
12. Authorised Signature: N/A 13. Approval/Authorisation No: N/A

14. Remarks:
1. Certified that the work specified in block 12/13 was carried out in accordance with EASA part 145 and with respect to the work the aircraft component is considered ready for release to service under EASA Approval Certificate Number: EASA 145,4052.

15. Aircraft Identification:
16. Aircraft Identification: N/A
17. Aircraft Identification: N/A

18. Aircraft Identification:
19. Aircraft Identification: N/A
20. Aircraft Identification: N/A

21. Aircraft Identification:
22. Aircraft Identification: N/A
23. Aircraft Identification: N/A

User/Installer Responsibilities

It is important to understand that the aircraft or this document alone does not automatically constitute an Authority to Install the part/component assembly. Where the installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the installer adhere to the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 to 20 do not constitute installation certification. In all cases, the installer must ensure that the installation certification is completed in accordance with the national regulations of the country specified in Block 1.

EASA Form 1363-3 (5.09) *installer must check each item with applicable technical data.

Smyrna Air Center
300 Doug Warpole Rd
Smyrna, TN 37167
(615) 459-3337

Date: January 30, 2009
Beechcraft E55 N956SB S/N: TE956 Hobbs: 2866.5

Removal, serviced, charged, and re-installed batteries IAW Beechcraft E55 MM. I certify the before mentioned maintenance was done IAW with Beech maintenance manual and found to be in airworthy condition. Details of accomplished work are on file at Smyrna Air Center under W.O. # 21144.
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Part Number</th>
<th>Eligibility</th>
<th>Quantity</th>
<th>Serial/Batch Number</th>
<th>Status/Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DUAL ELECTRIC TACH</td>
<td>8DJ19</td>
<td>Various</td>
<td>1</td>
<td>2184</td>
<td>REPAIRED</td>
</tr>
</tbody>
</table>

13. Remarks:
Unit identified was overhauled and or functional tested in accordance with manufacturer. Procedure book number T.O. SE1-1-31 REV. 4-2-1958

14. Certifies the items identified above were manufactured to conformity to:
- [ ] Approved design data and are in a condition for safe operation.
- [ ] Non-approved design data specified in Block 13.

19. 14 CFR 43.9 Return to Service  [ ] Other regulation specified in Block 13

Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

16. Authorized Signature: [Signature]
16. Approval/Authorization No.: [No.]
17. Name (typed or Printed): [Name]
**CENTURY INSTRUMENT CORP.**
4440 SOUTHEAST BOULEVARD
WICHITA, KS 67210

<table>
<thead>
<tr>
<th>NAME</th>
<th>PART NO.</th>
<th>SERIAL NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dual Electric Tach</td>
<td></td>
<td>2189</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CUSTOMER</th>
<th>CUSTOMER PS/PO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Maintenance</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REPORTED DEFECT</th>
<th>SENT IN FOR WARRANTY</th>
<th>OVERHAUL</th>
<th>REPAIR</th>
<th>FUNCT. TEST.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right needle not move</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PRELIM. INSPECT.</th>
<th>WORK INSTRUCTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Visible Damage</td>
<td></td>
</tr>
</tbody>
</table>

**BY:** [Signature]

**QUOTE AND HOLD**

**OVERHAUL**

**REPAIR**

**FUNCT. TEST ONLY**

**PERFORM WORK NOTED BELOW**

**INTERNAL DEFECTS OR HIDDEN DAMAGE**

**ON TIME**

**START SPRING BROKE**

**BY:** [Signature]

**WORK DONE:**

**OVERHAULED OR**

**REPAIRED**

**IN ACCORDANCE WITH MFRS SPEC. OR AS NOTED:**

**DATE:** 7-17-07

**WORK ORDER NO. K**

**128613**
CENTURY INSTRUMENT CORP.
4540 SOUTHEAST BOULEVARD
WICHITA, KS 67210

WORK ORDER NO. K 128613

DATE: 7-17-07

NAME: Dual Electric Acth

MANUFACTURER: 

CUSTOMER: Aircraft Maintenance

REPORTED DEFECT: Right needle not move

PRELIM. INSPE: 

WORK INSTRUCTIONS:

- No visible damage

BY: J.M

INTERNAL DEFECTS OR HIDDEN DAMAGE:

- Starter spring broke

BY: J.M

WORK DONE:

IN ACCORDANCE WITH MFRS SPEC. — OR AS NOTED: T.O.51-31-31 REV 4-2-1958

QTY. NAME PARTS PART NO. TEST RESULTS

1 Starter spring 44956323PA

TECHNICIAN: 

THIS ITEM IS AIRWORTHY

INSPECTION REPAIRMAN: 

CERTIFICATE NUMBER: 2409318

DATE: 7-18-07

FORM-11 FOR REPAIR STATION NO. CRSTJ2R189L
Briefly stating the work performed:

**Smyrna Air Center**  
300 Doug Warpoole Rd  
Smyrna, TN 37167  
(615) 459-3337

**Date:** May 8, 2009  
Beechcraft E55  
N956SB  
S/N: TE956  
Hobbs: 2874.9

Removed, charged, serviced and re-installed battery to proper level IAW MM. Note battery date installed is 11/2005. **I certify the before mentioned maintenance was done IAW with Beech maintenance manual and found to be in airworthy condition.** Details of accomplished work are on file at Smyrna Air Center under W.O. # 21626.

---

**Smyrna Air Center**  
300 Doug Warpoole Rd  
Smyrna, TN 37167  
(615) 459-3337

**Date:** July 29, 2009  
Beechcraft E55  
N956SB  
S/N: TE956  
Hobbs: 2899.0

Found cylinder head temp probe defective, replaced with new P/N 102-00007, S/N 36870 IAW Beech E55 MM. Ops checked good. Re-set right engine magneto timing to 22 Degrees BTC IAW TCM IO-520-CB data plate. Repaired left engine left magneto harness by replacement of distributor cap #2T lead insulator P/N M3168 IAW Slick Master service manual F-1100. Ran engine and checked operation, found all functions normal. Paint touch up and repair complied with by Aero to Auto IAW AC43.13-1b. Installed new radome boot P/N PM32 IAW PM Research Shop Manual. Cleaned L/H O/B gear door mating surfaces of oil & dirt and re-secured seal strip to rear edge of outboard gear door lapping seam with 1300L adhesive IAW AC43.13-1b. Repaired both right and left engine tachometer indications by replacement of both engine tach generator cannon plugs with 2 ea. new cannon plugs P/N MS3108B10SL3S IAW Beechcraft E55 MM. Ran engines and checked tachometer operation, found both tachometer indications operational and smooth with RPM changes. Removed and re-installed batteries after service and charge IAW Battery manufacturer's MM. **I certify the before mentioned maintenance was done IAW with Beech maintenance manual and found to be in airworthy condition.** Details of accomplished work are on file at Smyrna Air Center under W.O. # 22038.

---

**Smyrna Air Center**  
300 Doug Warpoole Rd  
Smyrna, TN 37167  
(615) 459-3337

**Date:** August 3, 2009  
Beechcraft E55  
N956SB  
S/N: TE956  
Hobbs: 2899.0

Inspection of aircraft for Raytheon AD 2008-13-17, circuit breaker switches replacement, IAW SB 24-3735 finds the following switches are needed; (2ea) 35-380132-61, (1ea) 35-380132-63, (1ea) 35-380132-101, (4ea) 35-380132-103. Switches have been ordered under PO# 41515. According to AMOC dated 6-9-09, for this AD, Smyrna Air Centers FAA PMI was notified and this aircraft is approved to complete this AD no more than 90 days from the receipt of the last switch ordered. **I certify the before mentioned maintenance was done IAW with Beechcraft maintenance manual and found to be in airworthy condition.** Details of accomplished work are on file at Smyrna Air Center under W.O. # 22137-1.

---
14. Certifies the items identified above were manufactured in conformity to:

- [X] Approved design data and are in a condition for safe operation.
- [ ] Non-approved design data specified in Block 13.

15. Authorized Signature:
   
   Keith Drinan

16. Approval/Authorization No:
   
   ODARP230339CE

17. Name (Typed or Printed):
   
   Keith Drinan

18. Date (m/d/y):
   
   FEB/06/2009

19. 14 CFR 43.3 Return to Service

   Other regulations specified in Block 13

   Certifies that unless otherwise specified in Block 13, the aircraft identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items approved for return to service.

21. Authorized Signature:

22. Name (Typed or Printed):

23. Date (m/d/y):

---

**USER/INSTALLER RESPONSIBILITIES**

It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer work in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensure that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements in block 14 and 19 do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

* Installer must cross check eligibility with applicable technical data.
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Part Number</th>
<th>Eligibility</th>
<th>Quantity</th>
<th>Serial/Batch Nbr</th>
<th>Status/Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001</td>
<td>RESISTANCE TEMPERATURE DETECTOR, NIC</td>
<td>102-00007</td>
<td>N/A</td>
<td>1.000</td>
<td>36870</td>
<td>NEW</td>
</tr>
</tbody>
</table>

13. Remark: AIRWORTHINESS APPROVAL - PARTS.
SMYRNA AIR CENTER
300 Doug Warpole Rd.
Smyrna, TN 37167
(615) 459-3337
FAA CRS# RG4R491M

Transponder Certification

Work Order #: 22137  Acft Reg #: N9506B
Acft Type: BEECH E-55  Xponder Pos: 1
Xponder P/N: 61X330  Xponder S/N: 84108620
TERRA AT 3000 ENCODER  H/N0900-H0P21S/N0497

I certify that the ATC Transponder Tests and Inspections required by FAR 91.413 were performed and found to comply with Part 43, Appendix E.

Details of this inspection on file @ Smyrna Air Center.

Date: 10/3/09
Signed: [Signature]

MID-CONTINENT INSTRUMENTS

Altimeter Scale
Correction Card

<table>
<thead>
<tr>
<th>REFERENCE ALTITUDE IN FT</th>
<th>ALTIMETER READS</th>
<th>REFERENCE ALTITUDE IN FT</th>
<th>ALTIMETER READS</th>
</tr>
</thead>
<tbody>
<tr>
<td>-1000</td>
<td>-1015</td>
<td>15000</td>
<td>14960</td>
</tr>
<tr>
<td>0</td>
<td>10</td>
<td>16000</td>
<td>15960</td>
</tr>
<tr>
<td>500</td>
<td>510</td>
<td>18000</td>
<td>15940</td>
</tr>
<tr>
<td>1000</td>
<td>910</td>
<td>20000</td>
<td>15940</td>
</tr>
<tr>
<td>1500</td>
<td>1495</td>
<td>22000</td>
<td>15940</td>
</tr>
<tr>
<td>2000</td>
<td>1495</td>
<td>25000</td>
<td>15940</td>
</tr>
<tr>
<td>3000</td>
<td>4960</td>
<td>30000</td>
<td>15940</td>
</tr>
<tr>
<td>4000</td>
<td>4960</td>
<td>35000</td>
<td>15940</td>
</tr>
<tr>
<td>5000</td>
<td>4960</td>
<td>40000</td>
<td>15940</td>
</tr>
<tr>
<td>6000</td>
<td>4960</td>
<td>45000</td>
<td>15940</td>
</tr>
<tr>
<td>8000</td>
<td>4960</td>
<td>50000</td>
<td>15940</td>
</tr>
<tr>
<td>10000</td>
<td>4960</td>
<td>55000</td>
<td>15940</td>
</tr>
<tr>
<td>12000</td>
<td>4960</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Tested by: [Signature]
Date: 2/22/09

MID-CONTINENT INSTRUMENT CO. INC.
8400 E. 34th St. North
Wichita, KS 67226 USA
Tel 316-632-0101

MID-CENTINENT INSTRUMENTS WEST
16320 Stagg Street
Van Nuys, CA 91406 USA
Tel 818-786-2300
AAA Repair Station @ OL20861L

This instrument/altitude and pressure system meets the requirements of FAR 91.411 part 43 app. E

SUB-TOTAL this page

TOTAL—Carry forward to next page
SMYRNA AIR CENTER
300 Doug Warpole Rd.
Smyrna, TN 37167
(615) 459-3337
FAA CRS# RG4R491M

Transponder Certification

Work Order #: 22137  Acct Reg #: N9568B
Acct Type: BEECH E-55  Xponder Pos: 1
Xponder P/N: 67X2330  Xponder S/N: 84103620
TERRA AT3000 ENCODER P/N0300-407001 SN01497

I certify that the ATC Transponder Tests and Inspections required by FAR 91.412 were performed and found to comply with Part 43, Appendix E. Details of this inspection on file at Smyrna Air Center.

Signed: 10/2/09

SMYRNA AIR CENTER  615-459-3337  FAA CRS# RG4R491M

Altimeter / Static System Certification

Work Order #: 22137  Acct Reg #: N9568B
Acct Type: BEECH E-55  Altimeter Position: Right
Altimeter P/N: 5734-145-91  Altimeter Serial #: 87582

<table>
<thead>
<tr>
<th>TOLITUDE</th>
<th>READING</th>
<th>TOL.</th>
<th>ALTITUDE</th>
<th>READING</th>
<th>TOL.</th>
<th>FRICTION</th>
<th>TOL.</th>
<th>PRESS</th>
<th>DIFF.(TOL. 25 FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>20</td>
<td>-100</td>
<td>14000</td>
<td>100</td>
<td>1k</td>
<td>70</td>
<td>28.10</td>
<td>-1727</td>
<td></td>
</tr>
<tr>
<td>500</td>
<td>20</td>
<td>16000</td>
<td>110</td>
<td>120</td>
<td>2k</td>
<td>70</td>
<td>28.50</td>
<td>-1340</td>
<td></td>
</tr>
<tr>
<td>1000</td>
<td>20</td>
<td>18000</td>
<td>130</td>
<td>140</td>
<td>3k</td>
<td>70</td>
<td>29.00</td>
<td>-863</td>
<td></td>
</tr>
<tr>
<td>1500</td>
<td>25</td>
<td>20000</td>
<td>155</td>
<td>160</td>
<td>5k</td>
<td>70</td>
<td>29.50</td>
<td>-392</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>30</td>
<td>22000</td>
<td>180</td>
<td>190</td>
<td>10k</td>
<td>80</td>
<td>29.92</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>3000</td>
<td>30</td>
<td>24000</td>
<td>215</td>
<td>220</td>
<td>15k</td>
<td>90</td>
<td>30.50</td>
<td>+531</td>
<td></td>
</tr>
<tr>
<td>4000</td>
<td>35</td>
<td>26000</td>
<td>250</td>
<td>250</td>
<td>20k</td>
<td>100</td>
<td>30.90</td>
<td>+893</td>
<td></td>
</tr>
<tr>
<td>6000</td>
<td>40</td>
<td>30000</td>
<td>300</td>
<td>280</td>
<td>25k</td>
<td>120</td>
<td>30.99</td>
<td>+974</td>
<td></td>
</tr>
<tr>
<td>8000</td>
<td>60</td>
<td>35000</td>
<td>350</td>
<td>320</td>
<td>30k</td>
<td>140</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10000</td>
<td>80</td>
<td>40000</td>
<td>400</td>
<td>380</td>
<td>40k</td>
<td>180</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12000</td>
<td>90</td>
<td>45000</td>
<td>450</td>
<td>450</td>
<td>50k</td>
<td>250</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Press: 1st test point @ 50% max alt.
2nd test point @ 40% max alt.

Encoder MFG Trasca Pin 5SP120 S/N AH0408

encoder/altimeter and pitot/static system meets the requirements of FAR 91.411 part 43 app. E

SUB-TOTAL this page

TOTAL—Carry forward to next page
Date: January 8, 2010


Complied with Bendix Ignition switch AD76-07-12 by operational check. No defects noted. Next Inspection due @ 6145.6 TTAF.

I certify this aircraft has been inspected IAW Beechcraft E55 Maintenance manuals and has been determined to be in airworthy condition. Details are on file at Smyrna Air Center under W.O. #22137.

CRS# RG4R491M  David A. Clouse
**Smyrna Air Center**  
300 Doug Warpole Rd  
Smyrna, TN 37167  
(615) 459-3337

**Date:** June 17, 2010  
**N956SB**  
**Beechcraft E55**  
**S/N:** TE956  
**Hobbs:** 2935.1

Removed and re-installed the left engines O/B exhaust stack assy after warranty repair by Plane exhaust. Replaced right main landing gear tire with new tire P/N 072-364-0 (6.50-8/ 8 ply) S/N 8209W00737 IAW Beech E55 maintenance manual. Serviced tire with dry air to 54PSI. No leaks noted. Replaced right flap outboard fwd roller bearing with new bearing P/N BC56984 IAW Beech E55 maintenance manual.  
*I certify the before mentioned maintenance was done IAW with Beechcraft maintenance manual and found to be in airworthy condition.* Details of accomplished work are on file at Smyrna Air Center under W.O. # 23143.  

---

### Airframe Logbook  
**N956SB SN:** TE-956  
**March 10, 2011 Hobbs Time 2956.2 Total time 6092.3 Heater Hobbs Time 212.4**

Complied with Annual inspection in accordance with FAR 43. D using Beechcraft Baron service manual as reference. Replaced the following parts, left and right upper drag bushings pn# 35-810122-1, left and right lower drag brace bushings and bolts pn# 35-815124, NAS464-5-33, Nose gear top drag bushing and bolt pn#35-810122-1, AN175-14A, Nose gear drag leg to nose gear attach bolt pn#AN6-36, left gear spar attach bushings pn# 35-115184, 35-115062, Cabin door hinge support plates pn 002-430056-13, Cabin door hinge bushings and pins pn#35-400000,MS20392-2C63, right heated fuel vent pn# 60-381002, Replaced instrument light trays pn# 58-380022-13 in the following instruments , airspeed, altimeter, tachometer, and right fuel gauge, left brake pads 066-09700, fuel cap “o” rings MS29513-338 and taxi light pn# GE4596. Reinstalled tachometer pn# 96-384057-3; sn#2184 after overhaul by Instruments Inc. of Wichita, see work order B35793 for details. Replaced right tachometer generator with overhauled unit from Quality Aircraft Accessories, pn# EM8000, SN# C0811.1, see work order 117042 for details. Reinstalled right strobe assembly pn#30-0467-5, sn#APS9942 after servicing by Southwind Aviation Supply, see work order 16642 for details. **Complied with the following AD's,** 91-15-20 Engine mount, by inspection per AD, next inspection due at 6192.3, 90-08-14 wing spar structure, by inspection per AD, next inspection due at 6592.3, 76-07-12 ignition switch, by inspection per AD, next inspection due at 6192.3.  
*Inspected ELT in accordance with 91.207(d), next battery replacement, March 1013* I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

**Signature**  
Brian Ownby A&P 2783012 IA

---

**SUB-TOTAL** this page

**TOTAL**—Carry forward to next page
### Authorized Release Certificate

**FAA Form 8130-3, Airworthiness Approval Tag**

<p>| | | | | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Approving National Aviation Authority/Country:</td>
<td>2.</td>
<td>3. Form Tracking Number:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FAA/United States</td>
<td></td>
<td>8387/206</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Organization Name and Address:</td>
<td>5. Work Order/Contract/Invoice Number:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michelin North America, Inc.</td>
<td>DIDS8387N4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>515 Michelin Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenville, S.C. 29605</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michelin Siam Co., Ltd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>57 Moo 6 Nongplakaddee Rd.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nongplamore, NongKhae, Saraburi 18140 (TSAO PT 1283CE-DX)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>6.50-8/8/120</td>
<td>072-364-0</td>
<td>NA</td>
<td>1</td>
<td>8209W00737</td>
<td>NEW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Remarks:</td>
<td></td>
<td>Export: This part meets the special requirements of the United States of America</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Certifies the items identified above were manufactured in conformity to:</td>
<td>15. Authorized Signature:</td>
<td>16. Approval/Authorization No:</td>
<td>17. Name (Typed or Printed):</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☑ Approved design data are in a condition for safe operation.</td>
<td></td>
<td>DMR 511237 CE</td>
<td>M. Jittakorn Sukto</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☐ Non-approved design data specified in Block 13.</td>
<td>18. Date (m/d/y):</td>
<td>Aug/01/2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19. ☑ 14 CFR 43.9 Return to Service</td>
<td>20. Authorized Signature:</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☐ Other regulation specified in Block 13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21. Approval/Certificate Number:</td>
<td>22. Name (Typed or Printed):</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NA</td>
<td>23. Date (m/d/y):</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts part/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

*Installer must cross-check eligibility with applicable technical data.

FAA Form 8130-3 (6-01)

NSN: 0052-00-012-9005
## AUTHORIZED RELEASE CERTIFICATE

**FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG**

### 4. Organization Name and Address:

Hawker Beechcraft Corporation  
801 Industrial Blvd, Suite 100  
Grapevine, TX 76051

### 5. Work Order/Contract/Invoice Number:

0001674097-001210

### 6. Item  
7. Description  
8. Part Number  
9. Eligibility *  
10. Quantity  
11. Serial/Batch Number  
12. Status/Work

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Part Number</th>
<th>Eligibility</th>
<th>Quantity</th>
<th>Serial/Batch Number</th>
<th>Status/Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001</td>
<td>ROLLER ASSY</td>
<td>BC56984</td>
<td>N/A</td>
<td>8,000</td>
<td>N/A</td>
<td>NEW</td>
</tr>
</tbody>
</table>

### 13. Remarks:

AIRWORTHINESS APPROVAL - PARTS.

---

**User/Installer Responsibilities**

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1 it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

---

* Installer must cross check eligibility with applicable technical data.
Airframe Logbook
N956SB SN: TE-956
June 20, 2011 Hobbs Time 2985.4

Removed and reinstalled right strobe power supply pn# 60-2393-3, sn#APS-9939 after overhaul by Aerospace Turbine Rotables under work order #WO7736. All work accomplished in accordance with Beech Baron service manual. Operational check of strobe unit satisfactory. This aircraft is approved for return to service in reference to work perform.

signature
Brian Ownby A&P 2783012

---

Transponder Certification
Merlin's Avionics Service Tel: (615) 305-1186
307 Roberta Drive Hendersonville, Tennessee 37075
FAA CRS #Z6MR586Y MAS Form #3

Aircraft Type BARI
Txpond P/N# GTX330 S/N#

Check Box if Mode S (V)

I certify the ATC Transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with Part 43, Appendix F. Details of this inspection are on file at this repair station.

Date 5-10-12
Signed [Signature]

TOTAL—Carry forward to next page
Airframe Logbook
N956SB SN: TE-956
May 15, 2012 Hobbs Time 3012.4 Total time 6148.5 Heater Hobbs Time 212.6

Complied with Annual inspection in accordance with FAR 43.D using Beechcraft Baron service manual as reference. Replaced the following items; flap motor, pn# 35-36151-57, sn# G513 with overhauled unit from the aviation group from work order 38730, right brake pads, pn#066-09700, right brake caliper “o”rings, pn# MS28775-222 and serviced with 5606 and bleed brakes, left landing light, pn# GE-4596, landing gear motor thrust washer,pn#105090CR032-4E, left and right printed fuel circuit board, pn#58-364041,58-364042 from Birks Aviation, invoice #6878, nose wheel tire using a condor 500x5 tire and using a new tube, nose wheel valve stem grommet,pn#217-00100, fuel cap “o” rings MS29513-338, aircraft batteries, pn#G-25. **Complied with the following AD’s**, 91-15-20 Engine mount, by inspection per AD, next inspection due at 6248.5, 76-07-12 ignition switch, by inspection per AD, next inspection due at 6248.5tt. Replaced elt batteries, pn# MN1300. Inspected ELT in accordance with 91.207(d), next **battery replacement, March 2018** I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

signature
Brian Ownby A&P 2783012 IA

<table>
<thead>
<tr>
<th>DATE</th>
<th>TOTAL IN SERVICE</th>
<th>TAČH OR RECORDING METER TIME</th>
<th>DESCRIPTION OF WORK PERFORMED—SIGNATURE &amp; CERTIFICATE NO. OF PERSON PERFORMING WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>TOTAL brought forward from previous page</td>
</tr>
</tbody>
</table>
Airframe Logbook
N956SB SN: TE-956

September 3, 2014 Hobbs Time 3078.0 Total time 6214.1 Heater Hobbs Time 212.9

Complied with Annual inspection in accordance with FAR 43.D using Beechcraft Baron service manual as reference. Replaced the following parts, right engine exhaust clamp, pn# 96-950011, right wing fuel placard, pn# 36-920053-7, nose strut placard, pn# 96-820032, Left and right fuel cap "o" rings, pn# M25988/1-010, M25988/1-338, both aircraft main batteries, pn# G-25, sn# G02821345, G02821347, left and right engine hoses using hose kits, pn# BE-55-L, BE-55-R from Precision hose Technology. Removed and reinstalled right wing inboard and outboard fuel senders, pn#58-380000-3, 58-380001-11 after overhaul from Airparts of Lockhaven on work orders # 141805, 142821. **Complied with the following AD's, 91-15-20** Engine mount, by inspection per AD, next inspection due at 6314.1, **90-08-14** wing spar structure, by inspection per AD, next inspection due at 6592.3, **76-07-12** ignition switch, by inspection per AD, next inspection due at 6314.1, **13-16-01-elevator balance weights**- inspected weights per ad and verified with weights were not replaced between the period of January 1, 1996 and December 31, 2005. **Replaced Elt batteries, pn# MN1300, next replacement 9-2016**, and inspected ELT in accordance with 91.207(d), **next battery replacement, March 1013.** IFR certification was done, **next IFR certification due 8-2016** I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

signature
Brian Ownby A&P 2783012 IA

Transponder Certification
Merlin's Avionics Service Tel: (615) 305-1186
307 Roberta Drive Hendersonville, Tennessee 37075
FAA CRS #Z6MR586Y MAS Form #3

<table>
<thead>
<tr>
<th>Work Order No.</th>
<th>3450</th>
<th>Acft.Reg.No.</th>
<th>N956SB</th>
<th>Aircraft Type</th>
<th>Baron</th>
<th>Txpnd Position</th>
<th>#/</th>
</tr>
</thead>
<tbody>
<tr>
<td>Txpond P/N#</td>
<td>GTX380</td>
<td>S/N#</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Check Box if Mode S (✓)
I certify the ATC Transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with Part 43, Appendix F. Details of this inspection are on file at this repair station.

Date 8-18-14
Signed

SUB-TOTAL this page

TOTAL—Carry forward to next page
Merlin’s Avionics Service
307 Roberta Drive
Hendersonville, Tennessee 37075

Altimeter/Static System Certification

Work Order No. 2950
Aircraft Type: B-APON
Altimeter P/N#: 3635-2
S/N#: 3635-10
Date: 8-18-14

Friction: 1/15

Press: 28.10

Diff (Tot. 25 Ft.): -1727

1K: +15

2K: +15

3K: +15

4K: +15

5K: +15

6K: +15

7K: +15

8K: +15

9K: +15

10K: +15

11K: +15

12K: +15

Press: 28.50

Diff (Tot. 25 Ft.): -1340

13K: +15

14K: +15

15K: +15

16K: +15

17K: +15

18K: +15

19K: +15

20K: +15

21K: +15

22K: +15

23K: +15

24K: +15

25K: +15

26K: +15

27K: +15

28K: +15

29K: +15

30K: +15

31K: +15

32K: +15

33K: +15

34K: +15

35K: +15

36K: +15

37K: +15

38K: +15

39K: +15

40K: +15

41K: +15

42K: +15

43K: +15

44K: +15

45K: +15

46K: +15

47K: +15

48K: +15

49K: +15

50K: +15

51K: +15

52K: +15

53K: +15

54K: +15

55K: +15

56K: +15

57K: +15

58K: +15

59K: +15

60K: +15

61K: +15

62K: +15

63K: +15

64K: +15

65K: +15

66K: +15

67K: +15

68K: +15

69K: +15

70K: +15

71K: +15

72K: +15

73K: +15

74K: +15

75K: +15

76K: +15

77K: +15

78K: +15

79K: +15

80K: +15

81K: +15

82K: +15

83K: +15

84K: +15

85K: +15

86K: +15

87K: +15

88K: +15

89K: +15

90K: +15

After Effect (Tot. 30 Ft.): +70

Case Leak (FPM Tot. 100 Ft.): 0

Hysteresis: 1st Test Point @ 50% of Max. Alt. (Tot. 75 Ft.)

2nd Test Point @ 40% of Max. Alt. (Tot. 75 Ft.)

This Altimeter/Static System meets the requirements of FAR 91.411 and FAR Part 43, Appendix E.

N956SB 11 Mar 2016 Hobbs: 3098.0 TTAF: 6234.1
W/O 8048

Aircraft opened and inspected IAW the scope and detail of FAR 43 Appendix D. All systems checked and serviced. Lubed aircraft as needed. Replaced inboard grease seal right main wheel. Cleared corrosion from battery box and touched up with acid proof paint. Replaced aircraft batteries. Replaced positive terminal nipple. Managed aircraft and performed retraction tests. Gear extension in both normal and emergency mode satisfactory. Removed mud daubers nest blocking L1 prop delce eather. Serviced delce tank. Aircraft run up and operational check satisfactory.

ADs checked thru 2016-05
76-07-12 Bendix switch - CW by grounding check; next due 3198 Hobbs
2010-22-03 Blade separation - N/A by engine model
2010-11-04 Hydraulic lifters - N/A by engine over haul date
2012-05-08 Fuel servo diaphragm - N/A affected part not installed

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

Emil M Dular
A&P 3452805 IA

N956SB 30 Aug 2016 Hobbs: 3127.2 TTAF: 6263.3
W/O 8145

Replaced broken tow pin with new p/n RA60-820029-1. Checked control yokes in cockpit for excessive play and found loose hardware securing center pin. Tightened hardware. O&P Check OK.

Emil M Dular
A&P 3452805 IA
AIRCRAFT RECORD

DETAILS EXTENDED FROM THE OPPOSITE PAGE

N956SB
W/O 8250
June 12, 2017
Hobbs: 3141.0
TTAF: 6277.1

Aircraft inspected in accordance with the scope and detail of FAR 43 Appendix D.
All systems checked and serviced. Lube aircraft as needed. Hoisted aircraft and performed retraction tests. Gear extension in both normal and emergency mode satisfactory. Replaced missing screw in cowling and spinner. Replaced nut plate in left front engine cowling, and two rivnuts in bottom left cowling. Fabricated patch and installed over a hole in the exhaust has rubbed into bottom left side of left cowling.
Damaged patch, fabricated new, and installed in the same location, right cowling.
Installed new camloc in left wing fuel gauge cover. Installed new brake pads all around. Removed turn buckle, sent for overhaul and reinstalled. Lube cabin air cable and vent valve. Shined left front gear door hinge. Bleed left brake.
Tightened loose airs in cabin. Aircraft run up and operational check satisfactory. ELT checked, batteries due Aug 2020.

John D. Ellis
A&P 3073898 IA

N956SB
W/O 8257
July 3, 2017
Hobbs: 3142.2
TTAF: 6278.3

Removed all panels, lines, tubes, and fittings necessary to remove both left wing fuel bladders. Removed bulkhead from inboard bladder, inspected baffles, baffle foam, and check valve. Installed baffle box into new bladder. Cleaned inside wing and retaped seams, corners, and rivet lines. Installed new bladders, P/N 002-920033-3 and 58-380003-11. Assembled all tubes, lines, fittings, and lower pannels needed for leakcheck and bladder support. Topped off with fuel, inspected for leaks then closed airplane up. Installed one new fuel sump valve and fabricated line, and installed new packing into bulkhead valve. Leak check and run up good.

John D. Ellis
A&P 3073898

N956SB
W/O 8279
August, 2017
Hobbs: 3150.2
TTAF: 6286.3

Removed all panels, lines, tubes, and fittings necessary to remove both right wing fuel bladders. Removed bulkhead from inboard bladder, inspected baffles, baffle foam, and check valve. Installed baffle box into new bladder. Cleaned inside wing and retaped seams, corners, and rivet lines. Installed new bladders, P/N 002-920033-4 and 58-380003-12. Assembled all tubes, lines, fittings, and lower pannels needed for leakcheck and bladder support. Topped off with fuel, inspected for leaks then closed airplane up. Installed one new fuel sump valve packing. Leak check and run up good.

John D. Ellis
A&P 3073898

N956SB
W/O 8441
July 2, 2018
Hobbs: 3161.8
TTAF: 6297.9

Aircraft inspected in accordance with the scope and detail of FAR 43 Appendix D.
All systems checked and serviced. Lube aircraft as needed. Hoisted aircraft and performed retraction tests. Gear extension in both normal and emergency mode satisfactory. Aircraft run up and operational check satisfactory. ELT checked, batteries due Aug 2020. 91.411 and 91.413 (pilot / static and transponder) due 8/21/16. A/DS checked thru 2/1/18.

76-07-12 Bendix switch - performed ground checking; next due 3261.8 tach
94-28-02 Paper induction air filters due 8/20/20 or 6777.1 AFTT.
90-06-14 Wing spar due 6592.3 AFTT.
91-15-20 Cracked Engine Mounts inspected para (a) and SB 2392 Rev1; next due 6377.1 AFTT.

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

John D. Ellis
A&P 3073898 IA

N956SB
W/O 8517
March 4, 2019
Hobbs: 3173.0
TTAF: 6309.1

Removed main wheel assemblies, disassembled, cleaned, inspected, then installed new tires and new tubes, 6.50-8 ply. Packed bearings with new grease, installed wheel assemblies.
Fuel flow erratic on right engine. Opened cowling doors and inspected wiring from fuel sending unit. Found a bare spot shorting on part of the exhaust system. Repaired wire, run up good, fuel flow steady.
Right hand strobe glare shield broken. Removed broken part by grinding the pull type rivets off. Installed rivnuts and installed new glare shield with machine screws. Removed co-pilot horizon, complaint that it was not working. Removed from panel and bench checked. Operation normal and quiet. Re-installed at the request of owner. Operational check good.

John D. Ellis
A&P 3073898

N956SB
W/O 8599
May 17, 2019
Hobbs: 3173.1
TTAF: 6309.2

Opened left cowling and removed top. Trouble-shot left air pump, drive sheared. Removed air filter housing, fuel control mount, then disconnected and removed air pump. Installed overhauled unit, P/N AA442GW-2, SN 048101. Assembled aircraft. Operational check good.

John D. Ellis
A&P 3073898