ENGINE
MAINTENANCE RECORDS

Log No. __________

Aircraft Registration No. N95658

Engine Manufacturer TCM

Model 1D-520-C8

Serial No. 571134

Date installed on aircraft __________

Time Between Overhuals (TBO) 1400 Hours

If used on multi-engine aircraft:

□ Right    X Left

Waco Regional Airport  P.O. Box 5219  Waco, Texas 76708
254/752-8381  FAX 254-752-3307  1-800-445-9713

"LOGBOOK FORMAT REPRINTED WITH THE PERMISSION OF AEROTECH PUBLICATIONS, INC., THE ADLOG (TM) SYSTEM, COPYRIGHT 1979."
Above referenced engine overhauled to new parts limits per FAR 43.2 (a) (1) (2) to conform w/TCM SM X30094A. All gears cleaned, polished when required, inspected, magnafluxed and no cracks found. Finish and dimensional limits within RAM Gear Inspection Specification No. 1818, Rev. E dated 5/18/98. Installed new RAM camshaft p/n 1058-1A, s/n F01006 as direct PMA replacement of TCM camshaft. AD 97-26-17 c/w ultrasonic inspection per MSB96-10 due at next overhaul or when crankshaft removed. AD 99-19-01 C/W and found N/A per crankshaft date of manufacture I/A/W TCM CSB 99-30. Installed crankshaft P/N 642396OH, S/N B795. AD 2000-23-21 N/A to crankshaft serial number / date of manufacture I/A/W TCM Mandatory Service Bulletin MSB00-3C. Engine assembled with heavy style crankcase p/n 65253E-1 modified to RAM p/n 1157-26OH per STC SE7325SW. Installed new Nickel cylinders. Cylinder hold-down nuts replaced and torqued per Overhaul Manual Supplement. Engine accessories exchanged for remanufactured units with exception of vacuum pump, hydraulic pump, prop governor and tach generator which were not installed per this work order. New Slick magnetos p/n 6310 installed. SB94-8A on magneto timing procedure c/w per timing to data plate TC degree requirements with TDC locator and protractor with pointer. AD 86-13-04 R3 N/A per New ECI cylinders installed. Installed modified connecting rods P/N 1162-1 with bearing P/N 630826 as RAM-FAA-PMA approved replacement. Installed RAM/FAA/PMA rocker arms p/n 1842-3 and 1842-4. AD 98-01-08 N/A per installation of RAM/FAA/PMA rocker arms. Cadmium plating of engine hardware and associated lines and fittings per QQ-P-416C Class 2, Type II. AD 93-08-17 no applicable to IO-520-CB per engine model. C/W AD 79-05-09 per installation of new current design oil pressure plunger assy. Installed .030 inch undersize starter adapter spring P/N S539800M30 per STC SE0984SC. Category 1 thru 3 TCM Service Bulletin Compliance listing in RAM Manual. Above referenced engine was made eligible for 1700 hr. TBO per TCM SIL98-9. AD 88-03-06 is N/A per oil filter installed this date. AD 91-19-03 is N/A per oil filter installed this date. All aluminum alloy engine parts were coated per RAM Specification No. 1142. Installed spring loaded induction clamps p/n 1170-2. See 337 and attached Form 8110-3 DER Approval. Installed RAM-FAA-PMA rocker box cover gaskets p/n 1387-1. C/W AD 93-15-15 per TCM-SB MSB95-6 installation of fuel pump drive coupling p/n 653359. AD 93-10-02 (MSB93-12) N/A per new ECI cylinders installed. Engine ground run on test stand per RAM Specifications for 5 hours. Engine run-in with Phillips 20W-50 Type M mineral oil. See RAM Recommended Oil Grade Maintenance Tip MT-1 for recommended oils. Engine approved for return to service for RAM Aircraft test flight procedures. Engine preserved per Service Bulletin SIL99-1 temp. storage up to 90 days. Pertinent details on file under Project No. 90/2339.
<table>
<thead>
<tr>
<th>Date</th>
<th>Make &amp; Model</th>
<th>Tail Number</th>
<th>Tach</th>
<th>Total Time</th>
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<tbody>
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<td>08-01-02</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1902.1</td>
<td>5038.2</td>
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<tr>
<td></td>
<td>Engine S/N 571134 installed on the left side of aircraft N956SB this date.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Mechanics Signature William A. Mathis Certificate # A&amp;P 408114484</td>
<td></td>
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<tr>
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<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>1952.1</td>
<td>-6088.2</td>
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<tr>
<td></td>
<td>Engine S/N 571134. TSMOH: 50.0, TT: 3450 est. Changed from mineral oil. Drained and serviced with 10 qts Aeroshell W 100 this date.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mechanics Signature William A. Mathis Certificate # A&amp;P 408114484</td>
<td></td>
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<td>12-02-02</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2009.0</td>
<td>5145.1</td>
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<td></td>
<td>ENGINE S/N 571134. Engine time since new is 3506.9 est. Engine time since major overhaul is 106.9. Performed 100 Hour Inspection iaw Beechcraft Baron maintenance manual. Compression check as follows: 72/80, 72/80, 70/80, 74/80, 74/80, 74/80. Drained oil, replaced oil filter, serviced with 10 qts Aeroshell W 100 oil. Performance check ok. No leaks found on engine run. I certify that this engine has been inspected iaw a 100 Hour Inspection and is approved for return to service this date.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Mechanics Signature Mitchell J. Lewis Certificate # A&amp;P 2700243</td>
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**SUB-TOTALS** this page

**TOTALS**—Carry forward to next page
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<thead>
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<td>Beechcraft Baron</td>
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<tr>
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<td>ENGINE S/N 571134. Engine time since new is 3596.9 est. Engine time since major overhaul is 196.9. Performed 100 Hour Inspection IAW Beechcraft Baron maintenance manual. Compression check as follows: 77/80, 77/80, 79/80, 79/80, 78/80, 78/80. Drained oil, replaced oil filter, serviced with 11 qts Aeroshell W 100 oil. Performance check ok. No leaks found on engine run. I certify that this engine has been inspected IAW a 100 Hour Inspection and is approved for return to service this date.</td>
<td></td>
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<tr>
<td></td>
<td>LEFT ENGINE: S/N 571134 Model IO-520-CB TSMOH 369.8. Performed 100-Hour Inspection IAW Beechcraft checklist. Compression check as follows: (1) 79/80, (2) 74/80, (3) 78/80, (4) 76/80, (5) 75/80, (6) 78/80. Removed, cleaned, gapped and reinstalled all spark plugs. Removed, cleaned, tested, and reinstalled all spark plugs. Removed, cleaned, inspected, and reinstalled all fuel injectors. Checked magneto timing. Checked all electrical wiring, hoses, and clamps. Checked all cylinders. Replaced oil filter. Drained and serviced engine oil with Aeroshell W 100. Inspected propellers. Checked all linkage. Ran for operational and leak check. All checks good. Researched all AD's for compliance and all parts and accessories for time limits. I certify that this engine has been inspected IAW a 100-Hour Inspection and is approved for return to service this date.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DATE</td>
<td>Make &amp; Model</td>
<td>Tail Number</td>
<td>Hobbs</td>
<td>Total Time</td>
</tr>
<tr>
<td>------</td>
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<tr>
<td>03-25-04</td>
<td>Beechcraft Baron</td>
<td>N956SB</td>
<td>2372.8</td>
<td>5508.9</td>
</tr>
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</table>

Left engine S/N 571134 TSMOH 470.7W Performed 100 inspection.
Compression test as follows: (1) 79/80, (2) 78/80, (3) 78/80, (4) 79/80, (5) 78/80, (6) 78/80. Removed all plugs and installed new RHB32E spark plugs. Drained oil, removed and inspected filter. Installed new CH48108-1 filter and serviced with 10 quarts Aeroshell W 100. Ops checked. All checks good. No leaks noted. All AD's complied with and terminated during overhaul. No new AD's issued as of this date. I certify that this engine has been inspected IAW a 100 Hour Inspection and found to be airworthy.

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

---

**THE FOLLOWING WORK WAS PERFORMED I/A/W CONT. MAINT. MANUAL AND BEECH B-65 MAINT. MANUAL.**

- Compression check as follows #1 76 #2 72 #3 75 #4 79 #5 76 #6 72.
- Drained oil, removed filter no contaminates found.
- Serviced with 17 qts. Aeroshell 100W & installed CH48108 filter.
- Cleaned all injectors as per called out in Beechcraft Maint. Manual.
- Tighten all exhaust hanger hardware as required.
- Cleaned, gapped and tested all 12 spark plugs, all checked good.
- Checked all spark plug reads with high tension tester.
- Checked mag timing.
- Washed engine down.
- Lubricated all eng. controls.
- Checked all engine controls for proper travels.
- Ran engine up no leaks noted.
- See aircraft file for complete A.D note listing and sign off.
- I certify this engine has been inspected I/A/W an 100 Hr. Inspection and to be in airworthy condition.

Christopher Etmanczyk
Jet Harbor, Inc.
A/P 592366871

**DATE**: 09/24/2004  **TACH**: 5623.80  **SMOH**: 585.60  **N#:** 956SB
**ENG**: LEFT  **MODEL**: IO-520-CB  **S/N**: 571134

**SUB-TOTALS** this page

**TOTALS**—Carry forward to next page
11/01/05
N#: 956SB
Hobbs: 2525.7
L/H Eng: IO-520-CB

A/C: Beech E55
S/N: TE956
ACTT: 5661.8
S/N: 571134
Eng TSMO: 623.6

Performed an Annual inspection I.A.W. Beechcraft Maintenance Manual. Compression checks as follows: #1 68/80—#2 61/80—#3 75/80—#4 65/80—#5 75/80—#6 65/80. Drained oil. Removed and cut open filter. No metal noted. Installed new filter P/N CH48108. Serviced sump with XC20W50 oil. Cleaned and gapped spark plugs. Cleaned injectors. All work done I.A.W maintenance manual, checklist, and lube charts. 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 280602405 AP/IA

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

N956SB, MODEL E55, S/N TE 956
LEFT ENGINE MODEL IO-520-CB, SN 571134
DATE 6/20/2006, HOBB 2530.8

REPLACED ALL LIFTERS WITH USED SERVICEABLE LIFTER ASSEMBLIES. DRAINED OIL AND REMOVED OIL FILTER TO INSPECT FOR METAL AND OTHER CONTAMINATES. REPLACED OIL SUMP GASKET WITH A NEW GASKET, INSTALLED A NEW CH48108 FILTER AND SERVICED OIL SYSTEM WITH 12 QTS AEROSHELL 100W. WASHED ENGINE AND TEST RAN FOR OPERATION AND LEAK CHECK.

ROBERT O WYATT AP 408628958

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

N956SB, MODEL E55, S/N TE 956
LEFT ENGINE MODEL IO-520-CB, SN 571134
DATE 8/7/2006, HOBB 2578.6

DRAINED OIL AND REMOVED OIL FILTER TO INSPECT FOR METAL AND OTHER CONTAMINATES, INSTALLED A NEW CH48109 FILTER AND SERVICED OIL SYSTEM WITH 12 QTS AEROSHELL 100W. WASHED ENGINE AND TEST RAN FOR OPERATION AND LEAK CHECK.

ROGER L MILLER AP 515580026

Page No. __________

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

N956SB, MODEL E55, S/N TE 956
LEFT ENGINE MODEL IO-520-CB, SN 571134
DATE 8/7/2006, HOBB 2578.6

DRAINED OIL AND REMOVED OIL FILTER TO INSPECT FOR METAL AND OTHER CONTAMINATES, INSTALLED A NEW CH48109 FILTER AND SERVICED OIL SYSTEM WITH 12 QTS AEROSHELL 100W. WASHED ENGINE AND TEST RAN FOR OPERATION AND LEAK CHECK.

ROGER L MILLER AP 515580026

Page No. __________

TOTALS—Carry forward to next page
AIRCRAFT MAINTENANCE, INC
200 AIRPORT RD. BLDG 5
CLARKSVILLE, TN 37042
931-431-3470

N956SB, MODEL E55, S/N TE956
LEFT ENGINE MODEL IO-520-CB, S/N 571134
DATE 12/18/2006, HOBBBS 2624.4, TT 4122.3, SMOH 722.3

INSPECTED ENGINE FOR GENERAL CONDITION, SECURITY, RIG, AND LUBRICATION. DRAINED OIL AND
REMOVED OIL FILTER TO INSPECT FOR METAL AND OTHER CONTAMINATES. INSTALLED A NEW CH48109
FILTER AND SERVICED OIL SYSTEM WITH 12 QTS AEROSHELL 100W. COMPRESSION TEST #1 75/80, #2 76/80,
#3 77/80, #4 69/80, #5 74/80, #6 72/80. CLEANED, GAPPED, CHECKED, AND ROTATED SPARK PLUGS. CHECKED
AND ADJUSTED MAGNETO TIMING TO 22° BTC. CHECKED AD COMPLIANCE THRU REVISION 2006-24. SEE
AIRCRAFT RECORDS AND AD COMPLIANCE SHEETS FOR TIMES AND DATES. WASHED ENGINE AND TEST
RAN FOR OPERATION AND LEAK CHECK. ADJUSTED IDLE MIXTURE.

ROGER L MILLER AP 515580026

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION
AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

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
LEFT ENGINE MODEL IO-520-CB, S/N 571134
DATE 4/12/2007, HOBBBS 2670.4

DRAINED OIL AND REMOVED OIL FILTER TO INSPECT FOR METAL AND OTHER CONTAMINATES.
INSTALLED A NEW CH48109 FILTER AND SERVICED OIL SYSTEM WITH 128 QTS AEROSHELL 100W.
REMOVED AND REPLACED LEFT PROPELLER GOVERNOR FOR REPAIR. GREASED PROPELLER HUB.
WASHED ENGINE AND TEST RAN FOR OPERATION AND LEAK CHECK.

ROGER L MILLER AP 515580026

SUB-TOTALS this page

TOTALS—Carry forward to next page
Aircraft Accessories
OF OKLAHOMA, INC.
FAA APPROVED REPAIR STATION
CRS # RV3R28L
2740 N. SHERIDAN - TULSA, OK 74115
800-255-9924 - PH.918-835-9924 - FAX 918-835-3681

MAINTENANCE TRAVELER

OVERHAUL  REPAIR  EXCHANGE  SALE

CUSTOMER  AIRCRAFT MAINTENANCE  WORK ORDER # 27268  DATE 4-11-07

GOVERNOR
Constant Speed

P/N 210662 MFG. WOODWARD S/N 814372

Drive Gear ✓ Idler Stud ✓ Speeder Spring ✓ Spool ✓ Idler Gear ✓ Idler Bearing ✓ Relief Spring ✓
Return Spring ✓ Flyweight Pins ✓ RP Assemble ✓ Test 85

Feathering ✓ Unfeathering ✓ Synchronized —

Magnetic Pickup — — — — Potentiometer — — Micro SW — Lift Rod ✓ — Unfeathering Rod ✓
Unfeathering Valve ✓ Unfeathering Actuator ✓ Assemble ✓ Test 85

Turbo — — — — Primary — — — — Overspeed —

Lever Bleed Air — — Feather Switch — — Lever Assy. Orifice — — Link Bleed Air — — Plunger Beta Valve — —
(Shaft Air bleed Reset) — — Pin Locating — — Return Spring Air Bleed Link — — Eccentric Reset — —
Assemble — — — — Test — — — —

PART # & NAME  P.O.#  QUANTITY  COST
182799  SEAL  1  
182628  "  1  
1355-168  "  1  
182621  "  1  
182649  "  1  
206336  "  1  
210036  BRNG.  1  
180231  "  1  
3211-068  RACE  1  
210112  "  1  
210928  "  1  
3053-034  GASK.  1  
230625  "  1  
189522  NUT  1  

2 HRS LABOR

LABOR
PARTS
SUBTOTAL
TAX
FREIGHT
TOTAL

MECHANIC

INSPECTOR
# Authorized Release Certificate

## FAA Form 8130-3

### Aircraft Accessories of Oklahoma Inc.
2740 North Sheridan
Tulsa, OK 74115

<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>
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<tbody>
<tr>
<td>1</td>
<td>GOVERNOR</td>
<td>210662</td>
<td>N/A</td>
<td>1</td>
<td>814372</td>
<td>REPAIRED</td>
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</table>

### Remarks
The part identified above was repaired in accordance with FAA approved data. There are no applicable airworthiness directives. Work order 27268 showing the actual work performed is on file at this facility.

### 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.

### Authorized Signature

**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 insures 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.

**FAA Form 8130-3 (6-01)**

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

**NSN:** 0052-00-012-9005
AIRCRAFT MAINTENANCE, INC
200 AIRPORT RD. BLDG 5
CLARKSVILLE, TN 37042
931-431-3470

N956SB, MODEL E55, S/N TE956
LEFT ENGINE MODEL IO-520-CB, S/N 571134
DATE 7/19/2007, HOBBS 2724.5

DRAINED OIL AND REMOVED OIL FILTER TO INSPECT FOR METAL AND OTHER CONTAMINATES.
INSTALLED A NEW CH48109 FILTER AND SERVICED OIL SYSTEM WITH 12 QTS AEROSHELL 100W.
WASHED ENGINE AND TEST RAN FOR OPERATION AND LEAK CHECK.

ROGER L MILLER AP 515580026
January 4, 2008

LEFT ENGINE

Performed 100 hour/annual inspection in accordance with the scope and detail of FAR part 43 appendix d. Replaced all sparkplugs #URH32E. Compression as follows: 1. 72/80 2. 76/80 3. 75/80 4. 75/80 5. 76/80 6. 70/80.
Drained oil, replaced oil filter CH48109-1 and refilled with Aeroshell 80W oil.
Cut oil filter to check for metal, none detected. Cleaned engine and ground run to check for leaks, none detected. All work done in accordance with Continental service procedures and applicable FAR’s.
Applicable Airworthiness Directives thru 2007-26 have been complied with.
I certify that this Engine 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 Smithville, TN
Charles McCaughy 418665781 A&P-IA

November 1, 2008
# AUTHORIZED RELEASE CERTIFICATE

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

## 6. Item:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Part Number</th>
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<th>Quantity</th>
<th>Serial/Batch Number</th>
<th>Status/Work</th>
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<tr>
<td>1</td>
<td>TCM STARTER ADAPTER</td>
<td>642083-A10</td>
<td>N/A</td>
<td>1</td>
<td>S/N A809027</td>
<td>OVERHAULED</td>
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</table>

## 13. Remarks:

This item was overhauled by Aerotech of Louisville, Inc. on W/O # 92171 Dated 09/26/2008

FAA Approved repair station number PU4R453M.

Overhauled unit per overhaul manual TCM OHM

## 19. 14 CFR 43.9 Return to Service:

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.

### 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 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.*
### Smyrna Air Center

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

**Date:** January 8, 2010  
**L/H Engine:** TCM IO-520-CB  
**S/N:** 571134  
**ETSO:** 1007.4  
**ETSN:** 4407.4  
**Hobbs:** 2909.5  

Complied with an Annual inspection using Beechcraft E55 inspection criteria as a guide. Complied with left engine differential compression check IAW TCM SB03-3. Results are as noted:  
1) 70/80,  
2) 71/80,  
3) 78/80,  
4) 70/80,  
5) 76/80, and  

*I certify this engine 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.

---

### Smyrna Air Center

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

**Date:** November 10, 2010  
**L/H Engine:** TCM IO-520-CB  
**S/N:** 571134  
**ETSO:** 1051.9  
**ETSN:** 4452.0  
**Hobbs:** 2954.1

Drained oil from left engine. Removed left engine oil filter, cut open filter and examined for particles, none were noted. Installed new oil filter P/N CH48108-1 and safetied filter. Serviced left engines with 11 quarts of Aeroshell 80W engine oil. Ground run, leak and operational checks were good. *I certify this engine has been serviced 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. #23267.

---

### Left Engine Logbook

N956SB IO-520-CB Sn#571134  
March 10, 2011 Hobbs Time 2956.2 TSO 1054.1 ETSN 4454.1

Complied with Annual inspection in accordance with Far 43.D using Beechcraft Baron service manual as reference. Compression as follows:  
1) 70/80  
2) 71/80  
3) 71/80  
4) 69/80  
5) 71/80  
6) 68/80  
Replaced oil filter with CH48109-1, cut filter to inspect for metal, none found. Ground run to check for leaks, none found. All work accomplished in accordance with TCM service procedures. All applicable ad's checked to date. I certify this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

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**Signature**

Brian Ownby A&P 2783012 IA

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**TOTALS—Carry forward to next page**

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**SUB-TOTALS this page**
Left Engine Logbook

N956SB IO-520-CB Sn#571134
May 15, 2012 Hobbs Time 3012.4 TSO 1110.4 ETSN 4510.3

Complied with Annual inspection in accordance with Far 43.D using Beechcraft Baron service manual as reference. Compression as follows: 1) 72/80 2)74/80 3)69/80 4)73/80 5)75/80 6)70/80. Changed oil and filter. Serviced with Aeroshell 100W, Avblend, and AA48109-1 oil filter, cut filter to inspect for metal, none found. Ground run to check for leaks, none found. All work accomplished in accordance with TCM service procedures. All applicable ad’s checked to date. I certify this engine 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>
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<tr>
<th>DATE</th>
<th>TOTAL TIME IN SERVICE</th>
<th>TOTAL TIME SINCE OVERHAUL</th>
<th>TACH OR RECORDING METER TIME</th>
<th>DESCRIPTION OF WORK PERFORMED—SIGNATURE &amp; CERTIFICATE NO. OF PERSON PERFORMING WORK</th>
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**Left Engine Logbook**

**N956SB IO-520-CB Sn#571134**

**September 3, 2014 Hobbs Time 3078.0 TSO 1176.0 ETSN 4575.9**

Complied with Annual inspection in accordance with Far 43.D using Beechcraft Baron service manual as reference. Compression as follows: 1) 74/80 2)74/80 3)73/80 4)75/80 5)73/80 6)72/80. Drained oil and changed filter, serviced with Aeroshell 100W and a Tempest oil filter, pn# AA48109. Cut filter to inspect for metal, none found. Ground run to check for leaks, none found. All work accomplished in accordance with TCM service procedures. **AD. 14-5-29**

**superior investment** **cst cylinders**-na, superior cylinders not installed. I certify this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

signature

Brian Ownby A&P 2783012 IA

**N956SB 11 Mar 2016 Hobbs: 3098.0 TTE: 4595.9 SMOH: 1196.0**

Left Engine

WO 8048

Compression: #1 65/80, #2 78/80, #3 77/80, #4 74/80, #5 78/80, #6 74/80

Engine inspected IAW FAR 43, Appendix D. All systems checked and serviced. Drained engine oil oil filter cut open and inspected, no abnormalities noted. Serviced engine with 12 quarts Aeroshell 100W and CH48109-1 filter. Engine washed down, run up and leak check OK.

ADs check thru 2016-05
2010-11-04 Hydraulic filters - N/A by engine overhaul date
2012-03-06 Fuel servo diaphragm - N/A affected part not installed

I certify this engine has been inspected IAW a 100 hour inspection and determined to be in airworthy condition.

signature

Emil M Dulan
A&P 3452805

**N956SB June 12, 2017 Hobbs: 3141.0 TTE: 4638.9 SMOH: 1239.0**

Left Engine

WO 8250

Compression: #1 60/80, #2 62/80, #3 74/80, #4 64/80, #5 70/80, #6 76/80

Engine inspected in accordance with FAR 43, Appendix D. All systems checked and serviced. Drained engine oil oil filter cut open and inspected, no abnormalities noted. Serviced engine with 12 quarts Aeroshell 100W and CH48109-1 filter. Engine washed down, run up and leak check OK.

ADs check thru 2017-11

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

signature

John D. Ellis
A&P 3073898 IA

**N956SB July 2, 2018 Hobbs: 3151.8 TTE: 4659.7 SMOH: 1259.8**

Left Engine

WO 8441

Compression: #1 64/80, #2 56/80, #3 58/80, #4 58/80, #5 68/80, #6 72/80

Engine inspected in accordance with FAR 43, Appendix D. All systems checked and serviced. Drained engine oil oil filter cut open and inspected, no abnormalities noted. Serviced engine with 11 quarts Aeroshell 100W and CH48108-1 filter. Run up and leak check OK.

ADs check thru 2016-12

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

signature

John D. Ellis
A&P 3073898 IA