



ARTEX AIRCRAFT SUPPLIES, INC.
14405 Keil Rd. NE Aurora, OR 97002
(503) 678-7929 800-547-8901

LOG BOOK ENTRY _____

F I T BATTERY

REPLACEMENT DATE

OCT 2009

The Standard



AIRCRAFT LOG

REPLACE ELT BATTERY BY:

DEC 31 1990



ARTEX AIRCRAFT SUPPLIES, INC.
14405 Keil Rd. NE Aurora, OR 97002
(503) 678-7929 800-547-8901

LOG BOOK ENTRY

11-21-01

E.L.T. BATTERY

REPLACEMENT DATE

NOV 2003



ARTEX AIRCRAFT SUPPLIES, INC.
14405 Keil Rd. NE Aurora, OR 97002
(503) 678-7929 800-547-8901

LOG BOOK ENTRY

E.L.T. BATTERY

REPLACEMENT DATE

FEB 2007

CHEMICALLY STRIPPED DOWN TO METAL,
SOAP WASH, TREAT WITH ETCH & ALODINE,
PRIME WITH ANTI-CORROSSIVE PRIMER,
BASE COLOR AND TWO TRIM COLORS. END.

CUSTOM PAINTED BY
**Central Florida Aircraft
Refinishing, Inc.**

P.O. BOX 315, 3807 FOURTH AVE.
KISSIMMEE MUNICIPAL AIRPORT
KISSIMMEE, FLORIDA 32742-0315
PHONE (407) 847-2402

STRIP AND PAINT
BASE COLOR #570-535 Matterhorn White
STRIPE COLOR #572-511 Flight Blue
STRIPE COLOR #571-527 Medium Gray
~~STRIPE COLOR~~

CONTROLS BALANCED & CHECKED

N# N71VK Date 10/4/93
A & P # 2184898

David R. Harmon

AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER Beechcraft MODEL 95-C55 SERIAL TE-387

REGISTRATION NUMBER ~~N111D~~ N71VK DATE MFG. _____

ENGINE(S) CURRENTLY INSTALLED.

LFT MFG Continental MODEL IO-520-CB2B SERIAL 244447-R ^{installed} 8-22-89
~~125405-8-C~~

RT MFG Continental MODEL IO-520-C SERIAL 125816-7C

PROPELLER(S) CURRENTLY INSTALLED.

MFG McCaulley MODEL 2AF34C55-LMO

HUB MODEL _____ SERIAL 694482 RT SERIAL 697606

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

The Standard



AIRCRAFT LOG

DATE 19 <u>84</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
10-15-84		Aircraft	Total Time 2082.2	Clock time 164.4 Changed aircraft registration number from Canadian number "CF-DYN" To U.S. number "N11DY". C/VV AD 78-05-06 500 hour fuel cell leakage test on left main tank and both aux tanks as per A.D., right main tank - N/A. Complete A.D. listings in back of log. I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in Airworthy condition Mark Ardizzone A&P 452157668 ELT Batt - 4-28-86
12-4-84				Clock Time 164.4 Completed 337 form to cover aircraft engine heater installation see 337 dated 12-4-84. Mark Ardizzone A&P 452157668

DATE 1984	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
12-6	2082.2			I FIND THE AIRCRAFT MEETS THE REQUIREMENTS FOR THE CERTIFICATION REQUESTED AND HAVE ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED DECEMBER 6, 1984. THE NEXT ANNUAL INSPECTION IS DUE DECEMBER 1985 Carl T. Kell DAR-11-FS-SU

DATE 1985	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-28				Removed KXP-750, KFS-570 control, #2 KX160 NAV/COM, KS-505, KI-201 Indicator, Installed, KI-203 VOR Indicator, KX-155 in instrument panel, KT-76A and Blind encoder Trans Cal-D120-P2-T in R.H. Instrument Panel. Installation completed using MFG. & A.C. 43.13.112A chapters 2, 3 as guide lines. CRS-202-104 Tepoma Avionics, Inc. James P. Bush
3/25/85				I CERTIFY TRANSPONDER MFR <u>King</u> MODEL <u>KT-76A</u> SERIAL <u>43655</u> AS <u>INSTALLED</u> IN THIS AIRCRAFT HAS BEEN TESTED IN <u>ADHERENCE</u> WITH FAR 43 APPENDIX F AND MEETS THE <u>STANDARDS</u> OF FAR 91.172. <u>Tepoma Avionics</u> CRS <u>202-104</u> <u>McKinney</u> AIRPORT, <u>McKinney</u> TEXAS. BY <u>James P. Bush</u>

DATE 1985	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2/23				I have tested & Inspected Pilot Altimeter and Automatic Pressure reporting system and found that it complies with F.A.R. 91.36 Texoma Avionics, Inc. CRS-202-104 James Bush
2/23/85				I certify that each static system, Altimeter & automatic pressure reporting systems comply with appendix E of Part 43. Per tags Altimeter S/N 54841 was tested to 20,000 FT. on Nov 29, 1984, Altimeter S/N 67L 5530 was tested to 25,000 FT on Feb. 22, 1985 and Blind Encoder was S/N 50812 was tested to 20,000 FT on Jan. 30, 1985 Integration check performed per "C" of 91.171 satisfactory. Texoma Avionics, Inc. CRS-202-104 James P. Bush Pilot static leak check Certified to 20,000 FT. Texoma Avionics, CRS-202-104 James P. Bush

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4-25-85				Clock Time 212.9 Performed 50 hour inspection. Replaced all brake linings. Mark Ardizzone A&P 452157668
8-8-85				Clock Time 258.2 Performed 50 hour inspection. Replaced one beacon bulb, repacked nose wheel bearings, retorqued main ^{winch} spar to fuselage attach bolts to met values given in service manual. Mark Ardizzone A&P 452157668
11-13-85				Clock Time 259.5 Installed two new 6-25 Gill batteries in aircraft. Mark Ardizzone A&P 452157668

DATE 1956	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
-16				262.0 Ran Electrical check serviced batteries; cleaned fuel strainers, lubed all controls, greased landing gear; repacked wheel bearings; checked brake hydraulic fluid, C.W. AD 72-22-01 ch + lube of uplock rollers, 78-0506 leak test of unknown fuel cells; replaced left outbd elevator hinge and bolt. I certify that this aircraft has been inspected in accordance with a Annual Inspection and was determined to be in Airworthy Condition. Mark Ardizzone LA 45215 7668

DATE 1986	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-26	Clock Time 2		72.9	Removed Beechcraft D.G. and installed overhauled AIM D.G., see yellow tag dated Feb. 20 1986 for details. Weight change negligible. Mark Ardizzone A&P 452157668
9-10-86	Clock Time 300.4			Performed 50 hour inspection, serviced battery, ran electrical check, replaced all brake linings, replaced blown heater fuse and C.W. AD 82-07-03 - Central heater inspection and test. Mark Ardizzone A&P 452157668

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12-15	Clock	Time	314.4	Removed and replaced left aux fuel tank with new tank from Beechcraft serial # 86-08488 using all new gaskets Filled tank and checked for leaks none found. Mark Ardizzone AIP 452157668
3-18-87-	Clock	Time	315.4	Rap electrical check, serviced battery, cleaned gasculator screens, lubed all centrals, greased landing gear, repached all wheel bearings, serviced brake fluid, Replaced ELT Battery new date Nov-88 C.W. ADs 67-29-01 - by visual inspection of rudder spar web, 72-22-01-

Next Page

DATE 19-87	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				by check and lube of uplock rollers, repainted side panel beneath baggage door, and horizontal and wing leading edges. Removed right engine for overhaul, "see engine log". Installed, "Whelen strobe light" see 337 form this date for details.
				A certify that this aircraft has been inspected in accordance with a Annual Inspection and was determined to be in Airworthy Condition. Mark Ardigzone
				I/H 452157668

DATE 1987	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
9-23				Clock Time 352.7 Installed all new brake linings on both mains and "O" Rings on left main wheel cylinder. Bled entire brake system. Mark Ardizzone A&P 452157668
9-30-87				Clock Time 353.1 Installed foster air data LRN 500 baron see 337 this date for details Mark Ardizzone A&P 452157668

[illegible]

DATE 1988	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
6-7-88	385.6	hrs.		I certify that each static system, altimeter & automatic pressure reporting system comply with appendix "E" of Part 43 per tags attached. Altimeter s/n 54841 was tested to 20 KFT on May 23, 1988 and Baro encoder s/n 50812 was tested to 20 KFT on May 23, 1988. Static system checked to 20 KFT. on June 7, 1988. Texoma Avionics, Inc. CRS-202-104.
6-7-88	385.6	hrs.		I certify King KT-76A Transponder s/n 43655 as installed in this aircraft has been tested I/A/W Part 43 app. "F" and meets standards of 91.172 Texoma Avionics, Inc. CRS-202-104 Mc Kinney Airport, Mc Kinney, Tx. 75069. James R. Busch

DATE 1988	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
6-15	3855		2303.3	Ran electrical check, serviced batterys, cleaned fuel strainers, lubed all controls, greased landing gear, repacked all wheel bearings, serviced brake fluid, removed EGT gauge and had repaired by Alcor Inc. see yellow tag dated 5-17-88 for details, installed static discharge wick on elevators, removed and replaced right aux tank with new Beechcraft tank part # 95-920011-14, C.W. ADs 72-22-01 - check and lube of up lock rollers, A.D. 78-05-06 - is no longer applicable due to all fuel

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6-15				cells have been changed, from effected model.
	O ² Bottle			I Certify that this aircraft
	hydrostatic	Due		has been inspected in
	lyz	8-89		accordance with a Annual
				Inspection and was determined
				to be in Airworthy Condition.
				Mark Ardizzone
				IA 452157668
7-25-88	Clock	398.6		C.W. AD. 82-07-03-
				Tangential heater inspection
				and PIDIT of heater burners
				can. Replaced left main
				brake linings.
				Mark Ardizzone
				ACP 452157668

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Aug. 22, 1989				Annual inspection completed this date. Repacked all wheel bearings, checked brake linings. Checked all cables, pulleys and rings. Serviced battery, tires, brakes and gear struts. Ran refraction test on landing gear. Replaced bulbs in R/B, inst. panel and R.H. landing. Replaced seal in R/H quick drain. Replaced cool flap actuator motor left side with 9H. C/W AD 89-05-02 per insp. of magnesium elevator control fittings, due each 100 hrs until replaced with alum. AD 82-07-23 on Jammed heater due 7/25/90. C/W AD 84-26-02 by insp. of induction air filter, replace at hr. meter = 758:2. C/W AD 76-07-12 by test of Bendix switch. C/W AD 72-22-01 for "C" by sub. Checked all AD's thru 89-15, see AD list in log book folder. Installed Factory Roman RT eng. - See eng log
				* Certify that this <u>Aircraft</u> has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. <u>HR. meter = 459:0</u> TOTAL TIME: <u>20376:8</u> Hrs. <u>8/22/89</u> <u>Steve Lopez</u> A&P/IA 1408244 Inspection Authorization

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7-1-70	Hubb's	541.4	4	Completed 100hr this date per Beech shop manual
	(TT)	2494.4		instructions. Lube AIRCRAFT per Lube chart in shop
	<u>INCORRECT</u>			manual. Perform landing gear retraction and
	Correct TT is	2459.2		emergency extension check. Reseal master brake
				cylinders. Replace ELT Battery (Due 9-92) and
				function test. Repaired nose bowls on both
				Engine cowlings. Removed both propellers for
				overhaul and A.A. checks. Replaced right prop-
				eller with overhauled Hub Ser #746510 from
				Thunderbird Prop. CRS #162R897K. Left Hand
				propeller Hub Ser #694482 overhauled by
				Aviation Prop. CRS #705-28A. C/W A.D. #67-29-01
				Rudder spar web inspection per PART(A), Due
				at 2749.4 TT. C/W A.D. #72-22-01 Landing gear
				uplock rollers per PART(C), Due at 2594.4 TT.
				C/W A.D. #76-07-12 Bendix ignition switches
				per Part 1 (A,B,C), Due at 2594.4 TT. —

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12-10-90				I CERTIFY THE ATC TRANSPONDER
TACH	542 HRS.			TESTS & INSPECTIONS REQUIRED UNDER
TT:	2459.8			FAR 91.413 91.413 HAVE BEEN
				ACCOMPLISHED & COMPLY WITH
				APPENDIX F PART 43
				<i>S W Taylor</i> 12-10-90
				RECERT 24 MO'S. FROM ABOVE
				DATE
				HANGAR ONE INC.
				2450 N. WESTSHORE BLVD
				TAMPA, FL.
				RS VG 4 R 595M
				UNDER W/O # 11071 SQ 2

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

ALTIMETER TEST

**I CERTIFY THAT THE STATIC PRESSURE
SYS, EACH ALTIMETER(S) INSTRUMENT &
EACH AUTOMATIC PRESS. ALTITUDE REPT
SYS. REQUIRED UNDER FAR 91.411 HAS
BEEN TESTED & INSP. AND FOUND TO
COMPLY WITH APPENDIX E, PART 43**

Signature _____

ALTIMETERS TESTED TO _____

MFG _____

RH _____ LH _____

PN _____

RH _____ LH _____

SN _____

RH _____ LH _____

DATE _____

RH _____ LH _____

AUTOMATIC ALTITUDE REPT. SYS. TESTED

TO 20000 BY AW Taylor

WO # 11071 DATE 12-10-90

RECERT. 24 Mos. from above date

HANGAR ONE, INC. RS# VG4R595M

2450 N. WESTSHORE BLVD.

TAMPA, FL 33607 813 878-4500

W013635

M4347

SCALE CORRECTIONS

Altimeter Reads	ADD	
	Room Temp.	Low Temp.
0	0	
500	0	
1000	0	
1500	5	
2000	10	
2500		
3000	20	
4000	30	
6000	40	
8000	60	
10000	70	

DATE:

10-23-90

ALTIMETER NO.

Altimeter		
	Room Temp.	Low Temp.
12000	70	
14000	50	
16000	25	
18000	0	
20000	-60	
22000		
25000		
30000		
35000		
40000		
45000		
50000		

TESTED BY: M. Magague

[illegible]

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1941				
9-23	Mo bbs 644.3			Installed rebuilt Horizon PIN 5000 S/N T285421, Manf EDO, rebuilt by [REDACTED] Instrument Corp WO # A73244. Darryl Mayes ADP397822611
11/4/91				Removed King KMA-12B, KX-100 SYSTEM, AND SPERRY C-2 RME/COMPASS SYSTEM. INSTALLED King KMA-24 AUDIO/MARKER, KX-155 COM/NAV/GS, KI-209 VOR/ILS INDICATOR, BFG WX-900 STORMSCOPE, TELEX TC-200 INTERCOM, DAUTRON 855-2 OAT, AND TROLL FN-200 FAN AS PER MANUFACTURER'S SPECIFICATIONS. FORM 337 MADE AND A COPY RETAINED AT THIS REPAIR STATION. WEIGHT AND BALANCE DATA REVISED TO REFLECT CHANGES.
				WORK ORDER # 9879 DATE 11/4/91
				SIGNATURE 
				OCALA AVIONICS, INC. FMA REPAIR STA. VH4R596M OCALA, FLORIDA 32674

DATE 1942	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-1	1600.	751.1	2668.9	ACFT LUBED AND WHEEL BEARINGS REMOVED REPAIRED AND REINSTALLED. SERVED ALL SYSTEMS REPAIRED AND REINSTALLED VERT STAB ROT. BEACON REMOVED * LEFT HORIZ STAB HORN WORN SHOULD BE REPLACED WITH IN THE NEXT 15 HRS. AT 766.1 REPAIRED AND REINSTALLED AP 267803425
				REPAIRED AND REINSTALLED VERT STAB ROT. BEACON REPAIRED RIGHT AILERON. RETRACTION TEST DONG TEST OK. EMER. GEAR let down test CK GOOD. ALL PULLEYS CABLES CHECKED AND LUBED. REPLACED ELT BATTERY (REPLACE OGL 93) C/W AD 91-1701 PAINTING OF HORIZ STAB. C/W AD 59-05-02 MAGNESIUM ELEVATOR CONTROL FITTINGS SB 2242 R1. C/W AD 90-08-14 FORWARD SPAR CARRY-THRU WEB STRUCTURE Per SB 2269. C/W 67-29-01 RUDDER SPAR WEB INSP. Per PART (A). C/W AD 72-22-01 LANDING GEAR UPLOCK Rollers Per PART (C) C/W AD 76-07-12 BORDER IGN. SWITCHES Per PART (1) (A,B,C) REPAIRED AND REINSTALLED AP/267803425

DATE 19 <u>92</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2/1/92	Hobbs	751.1		EXHAUST MANIFOLD: INBOARD ON LEFT ENG. AND OUTBOARD ON RIGHT ENG. REMOVED SENT OUT FOR REPAIR AND REINSTALLED. <i>Ivan L. Batten</i> A/P 267803425
2/1/92				GEAR UP LOCK RELEASE CABLE FOR LEFT MAIN REMOVED AND REPLACED. <i>Ivan L. Batten</i> A/P 267803425
				Date <u>Feb 1 92</u> total time <u>751.1</u> I certify that this <u>Aircraft</u> was inspected in accordance with a <u>General</u> inspection & found airworthy. <i>Ivan L. Batten</i> Ivan L. Batten 338-18-6384 1A
2-17-92	Hobbs	761.7		DUE TO PART UNAVAILABLE I INSPECTED LEFT ELEVATOR HORN AND FOUND THE BOLT HOLES TO BE WITHIN ACCEPTABLE TOLERANCE, HORN WILL BE REPLACED AS SOON AS

[illegible]

DATE 19 <u>93</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
3-2	934.4		2897.4 2852.2	Completed RETRACTION TEST EMERGENCY GEAR CHECK OK LUBRICATED COMPLETE AIRCRAFT SERVICED SHOCK STRUT HYD FLUID, INFLATED STRUTS WITH NITROGEN, ALL CONTROLS CHECKED FOR CONDITION OPERATION &w Following ADs 89-05-02 MAGNESIUM ELEVATOR CONTROL FITTING OK AD 90-08-04 CRACKS IN FWD SPAR CARRY THRU OK AD 67-29-01 CRACKS IN RUDDER SPAR WEB OK AD 72-22-01 UPLOCK ROLLERS CHECKED & LUB AD 76-07-12 BENDIX IGNITION SWITCH OK ALL ADS CHECKED AND &w THRU 93-05 I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition." Date <u>3-2-93</u> License No. A&P1046134 I.A. Signature <u>Louis J. Lioelle</u>