

**Airframe Log Book**

**N71VK Textron Beech 95-C55 Baron, Serial TE-387**

August 01, 2019 Hobbs: 1058.7 TT (Airframe) {corrected}: 3959.6

- Time Correction: The Hobbs Meter for N71VK has been changed twice: after December 6, 1984 and again on October 6, 1993 @ Hobbs 982.0 As of August 1, 2019, corrected TT (Airframe) is 3959.6.

- Performed Annual Inspection in reference to Part 43 Appendix (D) -

- Performed ELT Inspection per FAR 91.207 Part (D), steps 1,2,3,4; Replaced Elt Battery with new #11-17945 BP-1010 Battery; battery good until August 2021.

- Cycled gear and ran emergency extension test on gear. Greased landing gear. Checked landing gear box; checked oil level in gear box. Cleaned and inspected wheel bearings; replaced wheel bearings on main gear, using Timken Bearing Cups, P/N 13836-20629 and Timken Bearings, P/N 13889-20629. Checked brake pads & filled brake reservoir, using 5606 hydraulic oil. Replaced Nose Tire and Inner Tube, using Goodyear Flight Special II Tire, P/N 301-016-420, 500.5 6 ply tire, Serial # 91722099 and Leak Guard Tube, 500.5, P/N GL-5067.

- Replaced both batteries on airplane, using (2) 12-volt Concorde Batteries, P/N RG-25XC.

- Cleaned and inspected fuel screens on both engines. Removed all inspection plates, checked all cables and lubricated pulleys. Oiled Trim chain.

- Inspected vertical fin mounts. Checked & inspected entire tail section. Lubricated rudder & elevator. Checked tail cone, inspected & lubricated worm gear and chain. Inspected rudder trim panel. Inspected panel between fuselage and Vertical Stabilizer.

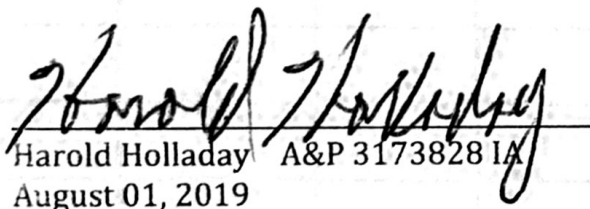
- Replaced Landing Light, using Whelen LED Parmetheus Plus PAR 36, 28 v, P/N P36P2L. Replaced Taxi Light, using Whelen LED Parmetheus Plus PAR 36, P/N P36P2t. Remover seats & floor of airplane; visually inspected the underfloor area and checked the condition of cables. Lubricated pulleys & adjusted cable tension. Removed all inspection plates under wings, visually inspected cables and lubricated pulleys. Replaced Rod Ends, using (4) new Rod Ends/M/HM6M and (1) new Rod End M/HM4M.

- Researched applicable AD's:

- **07-08-08 RECURRING (Landing Gear Uplock Rollers):** CW; Complied with by inspection and lubrication. Uplock rollers are greasable type. AD is due every 100 hrs TIS; next due at 1158.7 Hobbs

- **13-16-01 RECURRING (Elevator Balance Weights):** CW; Complied with by inspection. AD is due every 100 hrs TIS; next due at 1158.7 Hobbs

- I certify that this airframe has been inspected in reference to a Annual Inspection and was determined to be in an airworthy condition.

  
Harold Holladay A&P 3173828 IA  
August 01, 2019

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**Airframe Log Book**

**Beechcraft Baron N71VK Model #: 95-C55 Serial #:N71VK**

Installed cockpit sunvisor assemblies in reference to STC 3599NM, by Rosen Sunvisor Systems.

I certify that this airframe has been inspected and was determined to be in an airworthy condition.



**Harold Holladay A&P 3173828 IA**

**Date: 15 June 2020**

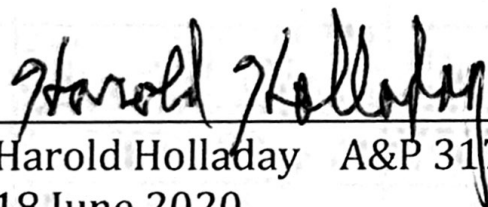
**Airframe Log Book**

**N71VK Textron Beech 95-C55 Baron, Serial TE-387**

Removed old cables for RH Mixture, RH Alternate Air, PH Prop Control, RH Throttle, Control LH Mixture, LH Prop Control, LH Alternate Air, and LH Throttle Control. Replaced the listed cables with the following new cables: RH Mixture Control Cable, JO# 61966; RH Alternate Air Control, JO 61967; RH Prop Control, JO# 61968; RH Throttle Control Cable, JO61955; LH Mixture Control Cable, JO#61965; LH Prop Control, JO#61969; LH Alternate Air Control, JO#61971 and LH Throttle Control Cable, JO # 61970.

Removed old RH fuel pump; replaced with overhauled Dukes Fuel Pump, P/N 4150-00-1, Serial #: 3276. Removed old LH Fuel Pump; replaced with overhauled fuel pump P/N 4150-00-1 OH, Serial #: 3541.

I certify that this airframe has been inspected and was determined to be in an airworthy condition.



**Harold Holladay A&P 3173828 IA**

**18 June 2020**

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**IFIC ENTRIES.)**

**Airframe Log Book**

**N71VK Textron Beech 95-C55 Baron, Serial TE-387**

Hobbs: 1088.5 TT (Airframe): 3989.4

Checked ELT; battery is good until August 2021.

Cycled gear and ran emergency extension test on gear. Lubricated landing gear. Checked landing gear box; checked oil level in gear box. Cleaned, inspected and repacked wheel bearings. Checked brakes. Inspected batteries. Cleaned and inspected fuel screens on both engines. Removed all inspection plates, checked all cables and lubricated pulleys. Oiled trim chain.

Inspected vertical fin mounts. Checked & inspected entire tail section. Lubricated rudder & elevator. Checked tail cone, inspected & lubricated worm gear and chain. Inspected rudder trim panel. Inspected panel between fuselage and Vertical Stabilizer.

Removed all inspection plates under wings, visually inspected cables and lubricated pulleys.

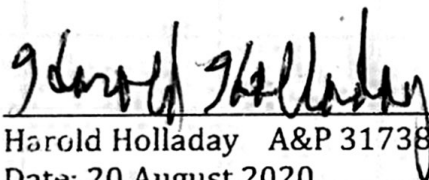
Performed Heater Decay Test; heater tested ok.

Researched applicable AD's:

**07-08-08 RECURRING (Landing Gear Uplock Rollers):** PCW, previously complied with. NOT YET DUE. AD is due every 100 hrs TIS; next due at 1158.7 Hobbs

**13-16-01 RECURRING (Elevator Balance Weights):** PCW; previously complied with. NOT YET DUE. AD is due every 100 hrs TIS; next due at 1158.7 Hobbs

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



Harold Holladay A&P 3173828 IA

Date: 20 August 2020






DATE 2020	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	<b>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS</b> ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
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Installed Garmin GMA-350 Audio Panel S/N 1UF00574 and associated mount, hardware and wiring IAW Garmin I/M. Installed GTN 750XI S/N 1ZA020683, GA 35 GPS antenna S/N 193961 and all associated wiring and racks IAW STC SA02019SE-D and Garmin GTNXi Part 23 AML STC Installation Manual 190-01007-D0 Rev 1. Configured to aircraft and Ground Tested IAW I/M and this STC. Installed GMU 11 P/N 010-01788-01 S/N 56J014064, G-5 (HSI) P/N 011-03809-00 S/N 4JQ043209, G-5 Batt (HSI) P/N 361-00085-00 S/N DO09EO27D007M, G-5 (ADI) P/N 011-03809-00 S/N 4JQ043298, G-5 Batt (ADI) DO09EO27D0092 and associated mounts, hardware and wiring IAW Garmin G5 I/M and STC SA01818WI. Installed Trim Servo P/N 0106-T2 S/N 00106-2039-00001CEFGJ, S-Tec 3100 Computer S/N 01326-2039-00003 and ground checked IAW Stc SA09755DS and S-Tec IM ST-964-II-0001. Configured and ground checked IAW I/M and this STC. Installed Fuel Flow Transducer (#1) P/N 494-10001-00 S/N 196792, Fuel Flow Transducer (#2) P/N 494-10001-00 S/N 220112, oil temp (#1) sensor P/N T3B3-2.5G S/N A4916, oil temp (#2) sensor P/N T3B3-2.5G S/N A4773, oil pressure sensor (#1) P/N 011-04202-30 S/N 4TK005482, oil pressure sensor (#2) P/N 011-04202-30 S/N 4TK005508, manifold pressure sensor (#1) P/N 011-04202-00n S/N 4TG002258, manifold pressure sensor (#2) P/N 011-04202-00 S/N 4TG002235, Garmin GEA #1 P/N 011-03454-01 S/N 68L001194, GEA #2 P/N 011-03454-01 S/N 68L001190 IAW Garmin EIS I/M. Installed GTX-345 ADSB In/Out/BT Transponder S/N 3EG040625 and associated mount, hardware and wiring IAW Garmin GTX-345 STC# SA01714WI and Install Manual 190-00734-10 Rev:14. Configured to aircraft and Ground Tested IAW I/M and this STC. Installed GSB 15 P/N 010-02201-11 S/N 63M152612 in IAW Garmin I/M and STC.

The Pitot / Static, Altimeter, Transponder and Automatic Pressure Altitude Reporting systems were tested and found to comply IAW PART 43 Appendix E and F, as required by FAR 91.411, FAR 91.413, and Part 91.227(ADS-B Out). Systems were tested to 25,000 feet. The Installed ADS-B out system has shown to meet the equipment performance requirements of 14 CFR section 91.227

Pilots ADI G-5 S/N 4JQ043298

Pilots HSI G-5 S/N 4JQ043209

Standby Altimeter S/N N4377

Encoder Model G-5 ADI S/N: 4JQ043298

Transponder Model GTX-345 S/N 3EG040625

  
Stuart Douglas

Approved for return to service  
For Abilene Aero Inc. GSTR469E

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**Airframe Log Book****N71VK Textron Beech 95-C55 Baron, Serial TE-387**

Hobbs: 1170.8 TT (Airframe): 4071.7

Checked ELT; replaced ELT Battery, using Narco BP 1010.

Cycled gear and ran emergency extension test on gear. Lubricated landing gear. Checked landing gear box; checked oil level in gear box. Cleaned, inspected and repacked wheel bearings. Checked brakes. Filled brake reservoirs.

Replaced tires and tubes on Main Gear, using (2) Goodyear Flight Special Tires, 6.50-8, 8 ply, P/N 658C81-3 and (2)

Leak Guard Tubes, 650/700-8, P/N GL-6515B.

Inspected batteries.

Cleaned and inspected fuel screens on both engines.

Inspected vertical fin mounts. Checked &amp; inspected entire tail section. Lubricated rudder &amp; elevator. Checked tail cone, inspected &amp; lubricated worm gear and chain. Inspected rudder trim panel. Inspected panel between fuselage and Vertical Stabilizer.

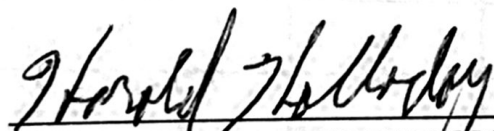
Removed all inspection plates under wings; inspected interior of wings. Inspected cables and lubricated pulleys.

Removed interior and inspected cables in underfloor area. lubricated pulleys.

Replaced Indicator Assembly, using P/N 50-524045-8 and USB Panel Power Adapter, 6-30V, P/N 11-14866.

Checked exterior lights. Cleaned Beacon Light.

Researched applicable AD's:

**90-08-14 RECURRING (Wing Spar Structure)** Complied with by inspection. AD is due every 500 hours TIS; next due at Tach: 1670.8 and TT (Airframe): 4571.7**07-08-08 RECURRING (Landing Gear Uplock Rollers):** CW - Complied with by Inspection. AD is due every 100 hours TIS; next due at Tach: 1270.8**13-16-01 RECURRING (Elevator Balance Weights** CW- Complied with by Inspection AD is due every 100 hrs TIS; next due at Tach: 1270.8**I certify that this airframe has been inspected in reference to an Annual Inspection and was determined to be in an airworthy condition.**

Harold Holladay A&amp;P 3173828 IA

Date: 12 November 2021

DATE	IONS NUMBER OF ENTRIES.)
19__	<p><b>Airframe Logbook N71VK Engine Monitor Hobbs: 1212.1 Date: 05 December 2022</b></p> <p><u>Current Configuration:</u></p> <p>Beech Baron 95-C55 Serial #: TE-387</p> <p>Left Engine: Continental IO-520-C Serial #: 1258167C</p> <p>Left Prop: McCauley 2AF34C55-NO Serial#: 754195</p> <p>Right Engine: Continental IO-520-C Serial # 231907R</p> <p>Right Prop: McCauley 2AF34C55-NO Serial #: 723874</p> <p>Janitrol Heater Model: S-50 Pressure Decay Test not required for Model S-50. No applicable Ads at this time</p> <p><u>Current Time:</u></p> <p>Hobbs: 84.1 TT (Airframe): 4074.2</p> <p>SMOH (Left Engine): 14.8 TT (Left Engine): 2948.6 SMOH (Left Prop): 14.8</p> <p>SMOH (Right Engine): 14.8 TT (Right Engine): 1748.9 SMOH (Right Prop): 14.8</p> <p>Performed annual inspection in reference to Part 43 Appendix (D) and Beechcraft Maintenance Checklist for Baron 55:</p> <p>Removed inspection plates to check pulleys, cables and general condition of interior of both wings.</p> <p>Tested ELT; ELT Battery tested good.</p> <p>Put airplane on jacks. Checked tension on landing gear gearbox. Checked tension on uplock rollers. Cycled landing gear. Performed both regular and emergency gear down. Cranked gear down manually to check for correct performance and smoothness of operation. Checked oil level in gearbox.</p> <p>Removed all wheels. Cleaned, inspected and packed wheel bearings. Checked brakes and filled brake reservoirs, using 5606 Oil. Replaced tire and tube on Nose Wheel, using 500.5 Michelin Condor Tire, P/N 072-312-0, Authorized Release Certificate 22/9024/NKE/N/B and 500.5 Leak Guard Tube. Checked air pressure in all three tires. Balanced all tires &amp; wheels. Replaced wheels.</p> <p>Checked Sealed Concorde Battery; no corrosion found.</p> <p>Removed seats to inspect cables in underfloor area. Removed panel behind baggage compartment to inspect interior of rear fuselage area. Inspected Janitrol Heater. Oxygen System is inoperable. Replaced rear panel and replaced seats.</p> <p>Checked Control yokes and columns. Checked fuel indicator and instrument gauges. Inspected air ventilation and heater ducts.</p> <p>Checked nav lights, landing lights, beacon light and taxi light. All lights were functioning properly.</p> <p>Checked Stall Warning and Pitot Heat.</p> <p>Inspected entire tail section of aircraft: inspected tail cone; inspected and lubricated worm gear and chain.</p> <p>Inspected vertical fin.</p> <p><u>Researched applicable AD's and complied with the following applicable AD's:</u></p> <p><b>90-08-14 (Wing Spar Structure): RECURRING; NOT YET DUE.</b> PCW – Previously complied with on 02 November 2021.</p> <p>Next due in 500 hours TIS, at Hobbs: 1670.8 and TT (Airframe): 4571.1</p>

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**91-15-20 (Engine Mounts) RECURRING.** PCW- Previously complied with on 02 November 2022 at time of engine overhaul. Cleaned mounts, checked for cracks; no cracks were found. Sanded and painted metal mounts; then installed (4) new rubber engine support mounts, P/N J-10788, Authorized Release Certificate # 81600226. **AD is due every 100 hr TIS; next due at Hobbs: 1312.1**

**07-08-08 ( Landing Gear Uplock Rollers) RECURRING:** CW, Complied with by inspection and lubrication of Uplock Rollers. Note: Uplock Rollers are the greasable type. **Due every 100 hrs TIS; next due at Hobbs: 1312.1**

**13-16-01 (Elevator Balance Weights): RECURRING – NOT YET DUE.** PCW on 02 November 2021 at Hobbs: 1170.8. **Next due every 100 hrs TIS; next due at Hobbs: 1312.1**

I certify that this airframe, N71VK, has been inspected in reference to an Annual Inspection and is found to be in Airworthy Condition.

*Harold Holladay*  
Harold Holladay A&P 3173828 IA  
Date: 05 December 2022

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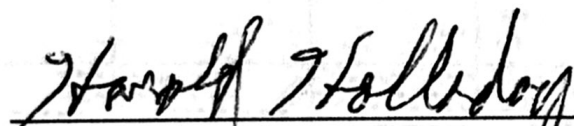
Airframe Logbook N71VK TT (Airframe): 4108.6

Beechcraft Baron 95-C55 Serial #: TE-387

Inspected airplane to comply with AD 90-08-14 and Mandatory Service Bulletin SB53-2269 R2. Found crack from rivet to rivet, about 3/8 inch in length, on the aluminum cover. Installed Front Carry Thru Spar Doubler Kit, P/N 58-4008-1-S, Serial #: 818, installed in accordance with Installation Instructions included in Doubler Kit. Right Stringer was damaged. Repaired the Right Stringer in accordance with Engineering Order #2023-B55-TE-387-01 Revision IR, dated 29 March 2023, signed by DER Raul Echevarria, DER # 632537688 and Substantiation Report for Stringer Repair (Static Substantiation), Report # JSV-2023-003 by Engineer S. Javadoff, issued by Echevarria, Inc, Lighthouse, FL. FAA Form 8110-3, signed by Raul Echevarria, DER # 632537688, as well as the above listed documents, were filed with the FAA Aircraft Registration Branch, Oklahoma City, OK, attached to a 337 form signed by Harold Holladay for the above Major Repair.

I certify that I have inspected this airplane and it is in airworthy condition.

This is a Hawker Beechcraft Improvement kit. Enter the kit number and the kit serial number shown below in the aircraft log book when the kit is installed on your Hawker Beechcraft.



Harold Holladay A&P 3173828 IA Date: 21 April 2023

KIT SERIAL NUMBER: 818

**58-4008-1 S**

Date: 10/7/2022

NCD