

REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

Dec. 2, 1966

Lach time 2450:46

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

Justin C. Edgar Jr.
IA 1032974

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		TIME IN AIR		Miles Flown	REPAIRS — ADJUSTMENTS — REMARKS	SIGNATURE	LICENSE NUMBER
			Up	Down	Hours	Min.				
1968										
Jan. 12	RECORDING TACH							2574.58 HRS. Filed under Work Order No. 5407. Inspected as per Beech Inspection Form. Static system tests required by FAR Part 91.170 have been performed. The Altimeter was over hauled by Garner Instrument Co., Amarillo, Texas, AD 67-26-4 (Weston-Garwin Carruth Model 22-374 Altimeters) does not apply as this airplane has an altimeter 22-977. Re finished assist step. Replaced: door hinge plugs; bolt and bushing at Left hand gear door actuator arm; flap bumper right hand in board flap; right hand flap actuator bolt and and bushing; right hand brake wheel half and disc; left hand brake wheel half; door hinge fairings; nose gear steering "eye" bolt; bolt and bushing right hand rear nose door; both drag leg bolts and bushings (upper) both gears;		
TOTALS FORWARD										
TOTALS TO DATE										

continued on next page

REMARKS

DATE

1968

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

Jul 12 (Inspection Continued) Left hand gear door actuator rod. Cleaned rats nest from under front floor. Repaired pin in storm window latch. Re-rigged nose gear down indicator. Glued left hand outer window seal. Adjusted: trim cables (in tail); up lock cables; up lock rollers. Removed mouse from right hand outboard flap track. No applicable AD Notes pertaining to air frame. Complied with the following AD Notes: 62-17-1 Part A, (checked propeller hub weld area); 67-31-5 (checked 'Non-H' cylinders).

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

TRADE WIND AIRPORT
CAA REPAIR STATION No. 2394

Clayton L. Hefner

FLIGHT LOG

DATE 1969	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		TIME IN AIR		Miles Flown	REPAIRS — ADJUSTMENTS — REMARKS	SIGNATURE	LICENSE NUMBER
			Up	Down	Hours	Min.				
Jan. 14	RECORDING TACH				2654.08		HRS.	Filed under Work Order No 7004	Inspected	
								as per Beech Inspection Form. Reglued right hand center window seal. Replaced: rubber flap stop on right hand outboard track; soft and bushing nose gear steering rod idler arm. Dressed wing skin to prevent left hand flap track braces ^{from} rubbing. Cleaned instrument filters. Reglued one lightning hole patch and replaced one on inboard gear door. Tightened ADF antenna. Overhauled shimmy dampener. Complied with Beech Service Letter No. 66-13 (lubricated uplock rollers); Beech Service Bulletin No. 67-40 (Securing Woodruff Key in flap shaft); AD 6217-1 (Part A) (checked propeller hub weld area); AD 67-31-5 (checked Non 'H' cylinders). Note to owner: Nose		
	TOTALS FORWARD									
	TOTALS TO DATE									

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REMARKS

NSE
BER

DATE

1969

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

Jan. 14 (Inspection Continued) gear steering idler arms are worn at swivel point.

I certify that this aircraft has been inspected in

accordance with the Annual inspection

and was determined to be in airworthy condition.

TRADE WIND AIRPORT

CAA FORM 8710-1 (Rev. 11-67)

Herald D. Hogan

FLIGHT LOG

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REMARKS

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DATE

1970

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

127 Filed under Work Order No. R-8669 RECORDING TACH 2689.99 HRS.

Inspected as per applicable Beech inspection form.
 Installed dual yoke. Left main shock was too low.
 Reglued left window seal. Excess play in nose
 steering mechanism — rebushed, replaced belts.
 Nose gear light had cracked & cloudy lens. Screen
 cone antenna had unconnected wire. Fuel selector
 lamp was inoperative & protection was missing.
 Rudder pedal was squeaking when operated. Left
 up-lock cable tension was too tight. Left uplock
 roller was too tight. Complied with Beech
 Service Letter #66-13. Complied with: Beech
 Service Instruction # 133-286 (Installation of
 tank selection plenums); Beech Service Inst.
 continued next page →

(Annual Inspection Continued)

1-27 DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		TIME IN AIR		Miles Flown	REPAIRS — ADJUSTMENTS — REMARKS	SIGNATURE	LICENSE NUMBER
			Up	Down	Hours	Min.				
1977	# 0223-0110 (inspection of fuel selection valve plate) & Beech Service Bulletin # 67-410 (overhaul key on flap drive still secure).									
I certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.										
TRADE WIND AIRPORT CAA REPAIR STATION No. 2394 <i>Herold D. Hogan</i>										
TOTALS FORWARD										
TOTALS TO DATE										

REMARKS

DATE

1971

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

1/29 RECORDING TACH 2797.46 HRS. Fluea under Work Order No. R-1274 Inspected as per applicable inspection form. Repaired leak on right brake. Checked flaps & landing gear motor brushes. Resealed left brake. Replaced both brake linings. Complied with AD 70-3-5 part B+C. Lubed up lock rollers. Replaced bushing in forward right hand nose gear door hinge. Aired both main gear struts. Installed new type knob on the directional gyro. The altimeter was certified for IFR flight by Garner Instrument Co to 20,000 ft. and the static system was checked as per FAR 91.170

TRADE WIND AIRPORT
REPAIR STATION No. 2394

Herald D. Hogan

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FLIGHT LOG

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