

873

AIRFRAME

The Standard



AIRCRAFT LOG

ASA-SA-2

AIRCRAFT RECORD - GENERAL INFORMATION

MANUFACTURER BEACH MODEL 58 SERIAL TH-887

REGISTRATION NUMBER N23556 DATE MFG. 1978

ENGINE(S) CURRENTLY INSTALLED.

MFG _____ MODEL _____ SERIAL _____

MFG _____ MODEL _____ SERIAL _____

PROPELLER(S) CURRENTLY INSTALLED.

MFG _____ MODEL _____

HUB MODEL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

The Standard



AIRCRAFT LOG

BE 58 - 23556

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.)
JAN 12 1988	2173.5		2173.5	<p>RETRACTION & EMERGENCY EXTENSION TEST ON GEAR PERFORMED - OK. LUBED UP LOCK ROLLERS SERVICED RIGHT MAIN STRUT. C/W AD 76-07-12 SWITCH CK - OK. C/W S.I. 6990 REV II APT BULKHEAD INSPECTION - OK. OPERATIONAL CK - OK ELT Due @ JUNE, 1988.</p>
<p>AERO-TECH ROUTE 5, BOX 203B DANVILLE, KY. 40422</p>			<p>I certify that this <u>Mechanic</u> was inspected in accordance with A/AN <u>Annual</u> inspection and was determined to be in air worthy condition. Gregory P. Dorega A&P 407924939 IA</p>	
2-19-88	HOUR METER - 2197.0			<p>REPLACED NOSE GEAR STEERING ARM ASSM. WITH NEW UNIT P/N 35-825052-6. THE END. WIFE Hammered A&P 2213514</p>
<p>AERO-TECH ROUTE 5, BOX 203B DANVILLE, KY. 40422</p>				

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JUNE 3, 1988 HOUR METER - 2219.1 HR. RE-LINED BOTH BRAKES WITH NEW CLEVELAND PIN 66-44 LININGS. REPLACED BOTH WHEEL CYL. O-RINGS ON LEFT BRAKE WITH NEW MS 28775-222 O-RINGS. BLEED LEFT BRAKE SYSTEM. W. J. Hammond AIP 2213514

AERO-TECH, INC.
RT 5 BOX 203B
DANVILLE, KY. 40422
(606) 854-6170

01-31-89 TT 2254.9 —
 HR. meter 2254.9 —
 Chg AP 84-26-02 "paper induction air filter" by R/R both filters with PIN 96-389005-1. Due next at 2754.9 TT Hrs.

Completed a 100 HR inspection this date. Routine 100 HR servicing completed. R/R the following: EGT Brkt. with Mech BP-1025. NEW EXP. DATE JAN. 91. Op. etc. etc. @ Gear unsafe light with GE 327. To certify this airplane has been inspected EAW on 100 HR inspection and was determined to be, to the best of knowledge, airworthy.

W. J. M. M. AIP 360481254

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.)
2-1-89	89	HOUR	METERED	-2254.9 HRS. TOTAL TIME - SAME
C/W BEECH SERVICE INSTRUCTION NO. 0990 REV. 11				
BY INSP AS PER ACCOMPLISHMENT INSTRUCTIONS PARA.				
1, 2, 3 & 6. NO CRACKS NOTED. AD 84-09-01 CHECKED				
AND DETERMINED PREVIOUSLY COMPLIED WITH. AD 88-21-02				
CHECKED & DETERMINED PREVIOUSLY COMPLIED WITH.				
AD 82-07-03 DUE FEB. 1989 (NOT COMPLIED WITH AT				
THIS INSPECTION). AD 76-07-12 C/W BY INSP. OPS. CK.				
OF SWITCH OK. ELT BATT DUE JAN 1991. AD NOTES				
CHECKED THROUGH ISSUE 89-02M OF ATP.				
I CERTIFY THAT THIS AIRCRAFT HAS BEEN				
INSPECTED IN ACCORDANCE WITH AN ANNUAL				
INSPECTION AND WAS DETERMINED TO BE, TO THE				
BEST OF MY KNOWLEDGE, IN AIRWORTHY				
CONDITION. WEA Howard AEP 2213514 JA				

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				ATC Transponder tests as required by FAR 91.172, IAW FAR 43, Appendix F have been performed.
				Date <u>12 APR 89</u> Mode <u>BENDIX BX2000</u> IN <u>1274</u>
				Date <u>N/A</u> Mode <u>N/A</u> IN <u>N/A</u>
				<u>James E. Kellatt</u> For Avionics, Inc., FAA Repair Station 1083
				Altimeter(s), static system, and altitude reporting equipment tests as required by FAR 91.171 IAW FAR 43, Appendix E have been performed.
				Static system test date <u>12 APR 89</u>
				Altimeters:
				LH S/N <u>1566</u> Date <u>12 APR 89</u> Tested to <u>20,000</u>
				RH S/N <u>N/A</u> Date <u>N/A</u> Tested to <u>N/A</u>
				Air Data Computer: <u>ENCODING ALT</u>
				S/N <u>1566</u> Date <u>12 APR 89</u> Tested to <u>20,000</u>
				<u>James E. Kellatt</u> For Avionics, Inc., FAA Repair Station 1083

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4-21-89	HOBBS	(AIRCRAFT)	2274.5 HRS.	_____
HOBBS	(HEATER)	-	425.9 HRS.	COMPLIED WITH AD
# 82-07-03		BY	INSPECTION	AS PER PARAGRAPH
b.	HEATER	RETURNED	TO SERVICE.	WMA Hammered
				A+P 2213514
10/10-89	2284.8			REMOVED Prop # DZ 565. Complied with AD #
				77-12-06. Replaced HUB with overhauled HUB
				# DZ 233. Reinstalled on R/ side. See Prop
				Log; MAINT release for Details.
				HARTZell Service Center
				Repair Station # SJ3R843L
				Bob Lacy REPAIRMAN # 288627259
03-01-91	Hobbs	2307.4		C/W SE, # 0990 Rev. II by visual inspection. Due next
_____	TT	2307.4		at next regularly scheduled inspection.
_____	_____	_____	_____	C/W SB # 2269 by visual and dye penetrant inspections
_____	_____	_____	_____	Due next at TT 2807.4
_____	_____	_____	_____	Completed a 100 HR inspection, in conjunction with an
_____	_____	_____	_____	annual inspection this date. Routine 100 HR servicing

(cont.)

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— (cont.) — performed. "R/R #1 flood lamp with GE 313 @ Baggage lamp with GE 307" All work done IAW mfg. maint. manual. [EHT battery due Jan. 91. Transponder due April 91. Pitot/static due April 91] I certify this airframe has been inspected IAW a 100 HR inspection and was determined to be, to the best of my knowledge, airworthy. —
 JMB, M/As AP 360481252

3-1-90 HOBBS-2307.4 - TT-2307.4 HRS TIGHTENED SCREWS AT LEFT FUEL SENDING UNIT AND RE-SAFETIED. CLEARED OUT RADP ANTI-ICE LINES TO BOTH PROPS. OPS. OK OF LINES. R/R ONE PIN 203382-1 RECEPTICLE & ONE PIN 202331 FLASH TUBE IN RT STROBE. TIGHTENED & RE-SAFETIED NOSE SCIZZORS. R/R RT & LEFT DUCTS PN 111716-AX6X30 FROM ACT AIR TO AIR BOX WITH NEW DUCTS. AD NOTES RESEARCHED BY ATP AUCOM THROUGH 2-27-90. SEE LIST IN BACK OF THIS BOOK. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE, TO THE BEST OF MY KNOWLEDGE, IN AIRWORTHY CONDITION. ECT BATT DUE JAN 1991. WMC Hummer AP 2213514 IA

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October 10, 1990			Hobbs 2342.9	<p>Installed servicable propeller on left engine with 459.7 since overhaul Serial # DZ401 and Installed overhauled propeller Serial # DZ233 on right engine. Replaced left nav. light lamp. Patched de-ice boots as required. Resealed left brake wheel cylinder (brake). Installed new nose tire Serial # 1762358. Removed Serial # 32421136. Replaced nose tire tube. Replaced left brake linings. Replaced Forward Cabin door seal. Aircraft weighed this date. Copy of weight and balance placed in Pilot's operations Handbook. New empty weight 3693.7 Empty weight center of gravity 78.9". Useful load 1706.24</p> <p>J. Mark Coll AEP 41151616</p>

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11-17-90	2407.2			<p> C/W AD 76-07-12 Bendix mag switch by ops check, Replaced taxi lite, anti collision bulbs, repaired connections on OAT indicator post lite, replaced left main wheel, tire, and brake disc, tire s/n 91021660 replaced right main tire s/n 00052049 and serviced. Gear extension and retraction check C/W, emergency extension check good. Installed new brake pads on left gear, removed and replaced brake reservoir cap gasket, serviced nose strut with fluid and air. Lubricated all 100 hr. items per maint. manual. I certify this airframe has been inspected per a 100 hour inspection and has been determined to be in an airworthy condition. </p> <p style="text-align: right;"> Thomas J. Felt AEP 408960059 </p>

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12-2-90 2457.2 Hobbs - Checked Lights, Tires, Battery, and Brakes. ^{RTR} Serviced
 Serviced items above. Alcohol Reservoir Serviced. Ground Run checked good.
 Kenneth J. Kutschow
 A+P 268545615

END

12-28-90 2507.3 Hobbs. - Right Deice Boot has numerous pin holes. Applied
 EC-801 to boot. Checked for leaks after EC 801 setup, checked
 good. Empennage Deice line in Rear Fuselage was rerouted and
 re-connected. Boots in Empennage were previously in op. Ops check after wards checked
 good. C/W AD 90-08-14 Carry thru - Spur by Inspection. No cracks found.
 Next Dye check due at 2807.4 Hobbs. C/W AD 76-07-12 R₂; Magneto
 Switch by Ops check, both checked good. Installed New ELT Battery Expires 1-93.
 Gear extension and retraction, normal and emergency, performed, checked good. All Fluid
 levels checked. All 100 HR inspection item lubricated as per Beechcraft Service Manual.
 Squawk Sheet on file.

I certify this ~~100 HR~~ ^{Aircraft} ~~100 HR~~ ^{A+P} has been inspected
 in accordance with a 100 HR inspection
 and was determined to be in an airworthy
 condition.
 Kenneth J. Kutschow A+P 268545615

Fill in all applicable information

To be inserted in:

- Airframe log
- Engine log
- Avionics log

Stevens Aviation

APT. _____
 LOC. BNA
 R/S# U1B3368K
 Aircraft Type Beech
 Aircraft Serial No. TH 887
 Aircraft Registration ("N") No. N23556

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED - SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING
1-3-91			2531.4 Hrs	C/W A.D. 82-07-03 Para "E" Decay Test. ck'd sat at Heater Hrs. of 588.3
THE AIRCRAFT AND / OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY				
UNDER WORK ORDER NO. <u>11067</u>				For STEVENS AVIATION R/S VIB3368K Nashville, Tenn. 37217
DATE <u>1-3-91</u>				
SIGNED			<u>[Signature]</u>	
				Next Heater Decay Due <u>1088.3</u> <i>Heater Hobbs</i>

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1-17-91		2557.2	Hobbs	Installed New R/H Landing Light. Ops check good, Kenneth F. Rutan ATP 268545615
				END
1-31-91		2557.2	Hobbs	Seal Replaced at top of Rear PAX door entrance. Step behind Right Flap Welded where crack was found and reinstalled. Installed Patch after stop drilling crack on Inboard side of Nacelle (RH) Near leading Edge of Firewall, IAW STD Practices and 4343142A. Kenneth F. Rutan ATP 268545615
				END
2-6-1991		2566.5	Ho TBS	Replaced Heater Blower motor P/N 3007/27039 (new) replaced Cabin overhead lite BUSH, Replaced left Engine TACH Generator with serviceable unit. adjusted left & right Prop RPM. adjusted door micro Switch for lite- E. B. Palmer ATP 1912257
				-END-

DATE 19 <u>91</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.)
3/1	2605.4	HOBBS		C/W 100 HR AIRFRAME INSPECTION, REPLACED ALL BRAKE PADS, REPLACED TAIL NAV. LITE BULB, GEAR RETRACTION CHECK C/W, EMERGENCY GEAR EXTENSION C/W. LUBRICATED GEAR AND FLIGHT CONTROLS. SB 2269 C/W per 100 HR requirements, BENDIX MAG SWITCH OPS CHECK C/W PER AD 76-07-12. C/W AD 84-26-02 BY INSPECTION OF PAPER AIR FILTER
				I certify this <u>AIRFRAME</u> has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in an airworthy condition. <u>Thomas R. Ladd</u> Thomas R. Ladd
				AP 408960059
				END

N23556 Beech 58
 March 1, 1991 Hobbs 2605.4 Airframe total time 2605.4
 I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE
 WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE
 IN AIRWORTHY CONDITION.

Mark Cobb
 MARK COBB
 IA 411151616

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.)
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LOG BOOK ENTRY

04-05-91 Barron N23556 SN TH887 Hobbs 2671.0

Removed defective pilots airspeed indicator, Manf. United Instruments PN 8030, SN 64720. Installed exchange unit Manf. Sigma Tek, PN EA517623LBEC, SN T4998.

This aircraft or component has been inspected and work described above found airworthy for return to service.

4-5-91 *Robert A. Peckham*
Date Signed for Carpenter Avionics, Inc. Repair Station RH4R492M

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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)
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04-05-91

Barron

LOG BOOK ENTRY
N23556

SN TH887

Hobbs 2671.0

I certify that the altimeter(s)

Left,

Mfg. IDC

PN# 571-25005-012

SN# 1566

~~Right,~~

~~Mfg. _____~~

~~PN# _____~~

~~SN# _____~~

has/~~have~~ been tested, inspected and found to comply with Appendix E, Para. B of FAR 43. The altimeter(s) was/~~were~~ tested to a maximum altitude of 35,000 feet.

I certify that the ATC transponder(s)

#1 Mfg. RENDIX

Model TR 2061A

SN# 1274

~~#2 Mfg. _____~~

~~Model _____~~

~~SN# _____~~

has/~~have~~ been tested, inspected and found to comply with Appendix F of FAR 43. The altitude reporting correspondence checks required have been performed to

18,500

feet, This aircraft meets criteria outlined in FAR, part 43, Appendix E, Para. C.

I certify that the static system(s) pilot's/~~copilot's/alternate~~ was/~~were~~ tested and inspected and found to comply with Appendix E para. A of FAR 43.

This aircraft or component has been inspected and work described above found airworthy for return to service.

4-5-91

Robert A. Pedersen

Date

Signed for Carpenter Avionics, Inc. Repair Station RH4R492M

DATE 19 <u>91</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.)
April 23, 1991		HOBBS	2701.3	<p>Aircraft 100 hour inspection complied with IAW Beech inspection guide. Landing gear lubed and gear run extension and retraction check CW. Inspected spar carry thru per AD 90-08-14/SB 2269. No defects noted. Repaired ELT switch, ops checked good. Repaired cargo net tie down, replaced left and right vacuum system filters in nacelles, rigged nose gear doors, CW flap ops check and lube. Reinstalled interior side panel into track, tightened vacuum system line in side panel area. AD 84-26-02 Rbr Filter inspection CW, AD 76-07-12 Bendix Magneto Switch by ops check. Installed all inspection panels.</p> <p>I certify this AIRFRAME has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in an airworthy condition.</p> <p>Thomas R. Todd Thomas R. Todd</p>

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N 23556

Beech BE58

SER# 714887

9 MAY 1991

1) Replaced bulbs in right nav. light
and tail nav. light. Operation checked good.

The work identified above was performed in accordance with current FAA Regulations and was found airworthy for return to service.


Work Order No. 6912 Date 5/9/91 Sig *C. E. Swett*
AMR COMBS BIRMINGHAM, AL 35217 CRS BDTR177K

5-23-91 Hobbs 2788.3 Installed New Brake Pads on Left and
Right Main Gear. Serviced all struts with MIL 5606 + Nitrogen.
Installed New EGT Gauge PN 205-10 SN-136579 per Manufacture
instructions. TAC Air Kenneth F. Rutledge

AMP 268545615

END

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.)
5-23-91	Hobbs	2789.1		<p>Installed overhauled Tachgenerator PN MS 25038-2 and installed overhauled Tach instrument SN 233548 Ops checked good. PN IU 236-001-1 SN 2384 Kenneth L. Kuntz TAC AIR AIB 268545615</p>
END				
6-4-91	Hobbs	2800.0	TACAF 2800.0	<p>Heater Hobbs 726.4 Performed 100 HR inspection per Beechcraft Shop Manual and Standard practices. Labeled all gear, and performed gear retraction check including emergency extension. System normal. Performed 100 HR inspection on Heater. Repositioned light receptacle on Tach gauge + reinstalled wedge lights & instrument. Ops checked good. ADF lights replaced by Carpenter's Avionics. Reinstalled radio. Replaced Right Engine EGT probe. Removal vacuum gauge, cleaned lines, checked instrument + reinstalled. Repaired Hour meter post life wire by soldered. Clock lamp replaced - ops checked good. EGT light - installed proper (+) positive wire to post light. Installed new electroluminescent panel. Ops checked good. Repaired right landing light bracket. Performed dye check on Carry thru Spar per AD 90-08-14 + Beechcraft SB 2269 No cracks found. Replaced Rotating Beacon switch. Ops checked.</p>
Next dye check due at 3307.4				(CONT.)

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTION ENTRIES MUST BE ENDORSED WITH MECHANIC OR REPAIR FACILITY. (SEE BACK)
<i>(Cont.) Reservoirs serviced and tires serviced.</i>				
<i>Complied with AD 76-07-12 on Bendix ignition switches by ops deck.</i>				I certify this <u>AIRFRAME</u> has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in an airworthy condition.
				 Kenneth T. Rutschow A&P 268545615
<i>END</i>				

Aircraft N23556

12 July 91 TACH Time 2880.5 Removed landing

gear retract motor Part # _____ Replaced landing

gear retract motor Part # ^{Serial # 130665} 96-380022. Jacked Aircraft

Functional check of landing gear Ok.

Jimmy G. Hall A/P 425297731

OPERATIONS
NUMBER OF
TRIP ENTRIES.)

Aircraft
5/1721144

5/103191824

left main

annual.

let in

... aft latch and trimmed lever, resized latches, gas checked good.
Installed new strobe light power pack M1-HDA-DF-M5 S/N 02320
gas checked good. Resoldered broken wire at panel lights rheostat +
replaced dimming transistor, light deck good. Replaced light bulb in
nose gear indicator, gas checked good. Repaired pilots storm window
latch. Installed new fire extinguisher, no weight change.
Installed new static wick on left elevator, repaired broken wire
at tail position light by soldering, repaired dice post patches
with cement. Complied with Beechcraft SB 2399 on elevator color

(cont.)

ELT Due JAN 93 Heater Hobbs 239.5

7-25-91 Hobbs 2898.0 TTAF-2898.0

Performed 100 HR inspection on airframe per Beechcraft Form PIN 1186626. Installed new main gear tires ^{L# 5N1721144} _{R# 3N103191824}. Cleaned + greased bearings and reinstalled on aircraft. Serviced left main strut with "5606" hydraulic fluid and nutroper per service manual. Repaired bucking on top of fwd. door, aft entrance, by welding "let" in on top + epoxied in place. Straightened skin at forward baggage door aft latch and trimmed lever, re-rigged latches, gas checked good. Installed new Strobe light power pack M11-HDA-DF-M# 5/N 02320. Gas checked good. Resoldered broken wire at panel lights rheostat + replaced dimming transistor, light check good. Replaced light bulb in nose gear indicator, gas checked good. Repaired pilots storm window latch. Installed new fire extinguisher, no weight change. Installed new static wick on left elevator, repaired broken wire at tail position light by soldering, repaired dice foot patch with cement. Complied with Beechcraft SB 2399 on elevator color

(cont.)

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codes. Complied with AD 90-08-14 per Beechcraft SB 2269 on carry thru spar. No cracks found. Next dye check due at Hobbs 3307.4. Complied with AD 76-07-12 on Bendix Ignition Switches by ops deck, checked good. Lubed and serviced all reservoirs and flight controls and landing gear. Performed 5 gear retraction checks, including 1 emergency crank down. Ops decked good.

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

Kenneth T. Rutschow
Kenneth T. Rutschow
A&P 268545615 /

END

8-23-91 2962.8 Hobbs Replaced four rivets on right main brake pad plates and installed four new brake pads. Serviced brake reservoir and serviced tires. Placed aircraft on jacks and readjusted gear yarning horns per Beechcraft service manual. Ops checked
(Note: aircraft was flown & marked at 12"14" manifold pressure. per SM.)

(continued next page.)

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDSORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
(cont.)	good.	TAC AIR		Kenneth T. Retention AYP 268545615
				END

DATE
1971

62-4-

Airframe log book entry

11-15-91 Hobbs 2980.8

Repaired damage to belly of aircraft. Removed and reinstalled both engines and props (see engine and prop logs). Jacked aircraft, swung gear. Installed Beech fwd. spar carry-thru reinforcement kits 58-4008-9S and 58-4008-11S on both sides of fwd. spar carry-thru as per kit instructions. Reinspection of spar as per AD 90-08-14 next due in 1500 hrs. at 4480.8 hobbs. Revised weight and balance. Test flew aircraft checked OK. Pertinent details of these repairs are on file under W/O 1687.

MAINTENANCE RELEASE

The Aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found air worthy for return to service.

W.O. # 1687 Hr. Meter 2980.8
 Date: 11-15-91 Signed: Paul [Signature]
 AMR Combs - Memphis, Inc. Repair Station # FKWR38D

