

THE
adlogTM

AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**AIRFRAME
MAINTENANCE
RECORDS**



AIRFRAME MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N7937M

Aircraft Mfg. BEECH Model 35-C33A Serial No. CE79

Engine Mfg. CONT Model IO-550-B4(F) Serial No. 281825-R

Engine Mfg. CONT Model IO 550 B4 F Serial No. 675391 NEW

Propeller Mfg. Mc Cawley Model D3A32C409-C Serial No. _____

Hub Design No. 3 Hub Serial No. 901935

Blade Design No. 82NDB-2 Blade Serial No's. _____

Propeller Mfg. _____ Model _____ Serial No. _____

Hub Design No. _____ Hub Serial No. _____

Blade Design No. _____ Blade Serial No's. _____

(All applicable information must be filled in)



AEROTECH PUBLICATIONS INC.

www.adlog.com
PO BOX 1359 / SOUTHOLD, NY 11971-0965
(631) 765-9375
1-800-235-6444
FAX: (631) 765-9359

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

DATE

TOTAL
TIME
IN
SERVICETACH OR
RECORDING
METER
TIME

TOTAL brought forward from previous page

N7937M

September 15, 2006

TTAF 4365 TTE 0.0

100 Hr. And annual inspection completed this date in accordance with Beechcraft P/N 98-32227H Insp. Form. All routine insp/maint. items complied with; removed engine model IO-550B4F s/n 281825-R with a total time of 937 hours... Installed zero time RAM Engine model number IO-550B4F s/n 675391 which included new lord mounts and fuel / oil hoses; reinstalled overhauled prop governor s/n 751540. Replaced vacuum reg. filter "inline" filter, induction air filter, gyro filter p/n 1J4-7, filter p/n D9-18-1, p/n 133-5-1 & foam filter to induction system, repacked main and nose wheel bearings, replaced r/h main tire serviced struts, , reinstalled O/H gear motor model # IS14400 s/n AGB-10357, replaced the following additional parts; fuel pump air intake hose # 115167CXZ060585, battery box vent hose # 111716AX2XZ14, reinstalled O/H McCauley prop. Model # D3A32C409-C s/n 9019335 install placard in cockpit for Prop Service Bulletin, replaced Merl Stark 7 ELT battery next replacements due 9-08. Complied with AD 76-07-02, Bendix ignition switch, also AD 72-22-01, up lock roller inspection, Ground Run/Test Flight operational check Normal

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

9-15-06

Hal Brannon IA417621366A&P

Hal Brannon 3045231

DATE	TTAF	TTE	DESCRIPTION OF WORK PERFORMED
10/16	4388	23hr	Changed oil w/ avio shell 100 Plus 12qts. Replaced oil filter CH48109-1 Checked for leaks Owner/Pilot Holder

N7937M

October 5, 2006

TTAF 4385 TTE 20.0

Reinstalled O/H Prestolite Alternator p/n ALX-9524 and s/n D112284.

Hal Brannon 3045231

SUB-TOTAL this page

TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK																																																			
			<p>TOTAL brought forward from previous page</p> <p>I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED THE ALTIMETER PILOTS S/N <u>510018</u> COPILOTS S/N <u>NIA</u> WAS/WERE TESTED TO <u>50</u> KFT. SIGNATURE <u>[Signature]</u> DATE <u>10/31/06</u></p> <p>I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY. XPDR #1 MOD <u>KT76C</u> S/N <u>6732</u> #2 MOD <u>NIA</u> S/N <u>NIA</u> SIGNATURE <u>[Signature]</u> DATE <u>10/31/06</u></p> <p>TOMLINSON AVIONICS OF FLORIDA, INC. 521 DANLEY DR., FT. MYERS, FL. 33907 FAA CRS # V6TR097X</p> <table border="1" style="float: right;"> <thead> <tr> <th>Altimeter</th> <th>Range</th> <th>Low Temp C°</th> </tr> </thead> <tbody> <tr><td>000</td><td>-40</td><td></td></tr> <tr><td>000</td><td>-50</td><td></td></tr> <tr><td>000</td><td>-60</td><td></td></tr> <tr><td>000</td><td>-65</td><td></td></tr> <tr><td>000</td><td>-70</td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> <tr><td>000</td><td></td><td></td></tr> </tbody> </table> <p style="text-align: right;">TOMLINSON AVIONICS OF FLORIDA, INC. PH. 941-936-6969 511 Danley Dr., Page Field Fort Myers, FL 33907 Repair Station No. V6TR097X</p>	Altimeter	Range	Low Temp C°	000	-40		000	-50		000	-60		000	-65		000	-70		000			000			000			000			000			000			000			000			000			000			000		
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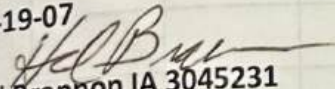
N7937 M

Nov 19, 2007

TTAF 4488.5

100 Hr. annual inspection completed this date in accordance with Beachcraft P/N 98-32227H inspection form. Complied with AD 2007-8-8 R by inspection of landing gear uplock rollers. Complied with AD 76-07-12 by operational check and ground out of Bendix ignition switch. Replaced vacuum filters P/N's 1J4-7 and D9-18-1 and foam filter to induction system P/N BA7112. Removed defective oil cooler P/N 8000960 reinstalled new unit S/N 2083051. Repacked main and nose wheel bearings. AD's checked thru Bi-weekly 2007-23 dated Nov.13, 2007.

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

11-19-07

 Hal Brannon IA 3045231

SUB-TOTAL this page
 TOTAL—Carry forward to next page

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			MAKE/MODEL: Beechcraft/35-C33A S/N: CE79 Reg: N7937M Date: Sept. 19, 2008
			Total Time: 4518.0
			100hr. and annual inspection completed this date in accordance with Beechcraft P/N 98-32227H maintenance inspection guide. Checked AD's through Bi-weekly 2008-19 dated Sept 15, 2008. Complied with AD 2007-8-8R by inspection and lubrication of uplock rollers. Complied with AD 76-07-12 by operational check of Bendix magneto switch. Replaced ELT battery, BP-1015 and performed operational check. Battery replacement due Dec. 2010. AD 2007-8-4R complied with per par 2B thru 2F of ASB 248. See Adlog for complete AD compliance. Replaced air filter with new filter part number BP-015.
			I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be airworthy condition.
			<i>Hal Brannon</i> Hal Brannon A&P 3045231-IA

ALL WORK DONE

Altimeter Mod. 99251-3252014-0
& Ser. # 510018

Altimeter Reads	Range Temp C°	Low Temp C°
-1000	0	
0	0	
500	-10	
1000	-10	
1500	-10	
2000	-10	
3000	-15	
4000	-20	
6000	-30	
8000	-40	
10000	-40	

Altimeter Reads	Range Temp C°	Low Temp C°
12000	-60	
14000	-80	
16000	-80	
18000	-100	
20000	-110	
22000		
25000		
30000		
35000		
40000		
45000		
50000		

Tested By: *p. Salazar*

TOMLINSON AVIONICS OF FLORIDA, INC.
PH 941-936-6969
511 Danley Dr., Page Field
Fort Myers, FL 33907
Repair Station No. V6TR097X

ALTIMETER, ENCODING SYSTEM AND
ST REQUIRED BY FAR 91.411 HAVE BEEN
TIMETER PILOTS S/N 510018
A WAS/WERE TESTED TO 20 K FT
Sign DATE 11/18/08
TRANSPONDER TEST REQUIRED BY FAR
RFORMED AND FOUND TO COMPLY.
6732 #2M# S/N
Sign DATE 11/18/08
ON AVIONICS OF FLORIDA, INC.
LEY DR, FT. MYERS, FL 33907
AA CRS # V6TR097X

P/N SM3308 S/N 2437,
LIGHT KIT P/N 90122-B, RESET

LAMP HOURS. REINSTALL OPS CHECK OK.

SUB-TOTAL this page

TOTAL—Carry forward to next page

TOMLINSON AVIONICS, FL INC.
521 DANLEY DR. PAGE FIELD
FT. MYERS, FL 33907
FAA APPROVED REPAIR STATION V6TR097X
239-936-6969

DATE	TOTAL TIME IN SERVICE	TACH OR HOURING METER TIME	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
2009		TOTAL brought forward from previous page	
3-25	4535		INSTALL NEW Concord Battery RG-35A Owner/Pilot 2816556 S Holden

MAKE/MODEL: Beechcraft/ 35-C33A S/N: CE79 Reg: N7937M Date: Oct. 15, 2009
Total Time: 4540.0

100hr and annual inspection completed this date in accordance with Beechcraft P/N 09-32227H maintenance inspection guide. Installed new brake linings on both left and right side. Clev. 66-105 linings. Repacked all wheel bearings. Inspected and lubed control cables and pulleys. Reinstalled insight strike finder after repair. Inspected ELT in accordance with FAR 91.207 (d). ELT battery due replacement Dec. 2010. AD 2009-19-7 does not apply and AD2009-16-3 does not apply ECI cylinders installed on this aircraft. AD 2007-8-8 complied with, inspection and lube of uplock rollers, due each 100hr or annual inspection. AD2007-8-4R, propeller inspected per 2B thru 2F of ASB 248. due each 100hr or annual inspection. AD76-7-12 rev1 c/w by functional check per AD. Due again each 100hr or annual inspection. All AD's checked thru Bi-weekly 2009-21 dated Oct. 13, 2009.

I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.

Hal Brannon
Hal Brannon A&P 3045231 IA

N7937M MODEL: 35-C33A S/N: CE79 Aug. 5, 2011 TTAF: 4575.0

AIRFRAME LOG

100 hour and annual inspection completed this date in accordance with FAR 43 appendix D and Beechcraft P/N 09-32227H maintenance inspection guide. Inspected ELT per FAR 91.207(d). ELT battery replaced. Next due replacement, 5/2013. Replaced fuel boost pump with overhauled unit P/N 4140-00-39NV, serial number 1189. AD 76-07-12 complied with by operational check of Bendix Ignition Switch. AD 2007-8-8 complied with, inspection and lube of uplock roller. Due each 100hr or annual inspection. AD 2007-8-4 complied with by inspection per 2B thru 2F of ASB248. Due again each 100hrs. Note: AD 95-4-3 part (a) due again at TTAF: 4605.4. AD 2010-11-04 N/A by date of engine overhaul and lifters installed. AD's checked thru Bi-weekly 2011-16 Dated Aug 1, 2011. See adlog for complete listing of AD's.

I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.

SUB-TOTAL this page

TOTAL—Carry forward to next page

Hal Brannon
IA 3045231

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			AIRFRAME LOG
			N7937M MODEL: 35-C33A S/N: CE79 Sept. 11,2012 TTAF: 4605.0
			100 hour and annual inspection completed this date in accordance with Beechcraft P/N 09-32227H inspection checklist for a 100 hour and annual inspection. Inspected fuel strainer. Inspected ELT per FAR 91.207(d). ELT battery due replacement 5/2013. See Adlog for status of AD's. AD's checked thru Bi-weekly 2012-18 Dated 9/9/2012.
			I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.
			<i>Hal Brannon IA3045231 A&P</i>
9/12/2012	4605		INSTALL NEW CONCORD BATTERY OWNER/PILOT 2816556 <i>Hal</i>

MAKE/MODEL: BEECHCRAFT 35-C33A S/N: CE79 REG: N7937M DATE 10/24/2013
Aircraft Total Time: 4624.0

100hr and annual inspection completed this date in accordance with Beechcraft P/N 09-32227H maintenance inspection guide. Inspected ELT in accordance with FAR91.207 (d). Replaced ELT battery with new battery P/N BP-1015. Battery replacement due Jan 2016. AD 2007-8-8 complied with, uplock roller inspection and lube. Due again each 100hr. AD2007-8-4 complied with per part 2B thru 2 F of McCauley ASB 248. Due again each 100hr. AD 76-7-12 R1, Bendix Ignition Switch C/W per Par 1 (a) (b) (c) ops check . no defects noted. Due again each 100hr inspection. AD's check thru Bi-weekly 2013-21, 10/7/13 thru 10/20/13.

I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.

Hal Brannon
Hal Brannon IA3045231 A&P

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	TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TIME ON RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			N7937M
10/12/17	4628.0	4628.0	<p>100hr and annual inspection completed this date in accordance with current Beechcraft maintenance inspection guide for a 100hr and annual insp. ELT Battery replaced, new battery replacement due 12/2019 Inspected ELT IAW FAR 91.207(D). AD 2007-8-8 unlock roller insp clw, AD 76-7-12R2, Bendix Ignition switch clw, ops check, no defects noted. AD'S checked thru 2017-20 Biweekly.</p> <p>I certify that this aircraft has been inspected in accordance with an annual insp and was found to be in airworthy condition.</p> <p>Hal Buxton IA 3045731</p>
11/30/18	4637		<p>Replaced all Landing Tires + Tubes with new Tires + Tubes. Repaired landing gear position indicator, Installed BAS inc shoulder belts IAW STC # SA010855E.</p> <p>DR Kessel 2496064 ATP</p>

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DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>2/14/2018 Tach 4637.1 Removed Narco CP-136, Bendix/King KR-87 ADF system, PS Eng. PM-3000 ICS, and Bendix 3252014 Encoding/Altimeter. Installed Garmin GMA-345 Audio/MKR/ICS, GTX-345 ADS-B Transponder, Flight Stream 210 Data Link, ACK A-30.9 Encoder, and United 5935P-3A.83 Altimeter as per manufacturer's specifications, AC43.13-1B, and AC43.13-2B. Garmin GTX-345 installed I/A/W STC# SA01714WI and Form 337 made and a copy retained at this Repair Station. Other installed equipment deemed to be a minor alteration by this Repair Station. Equipment List and Weight and Balance Data revised to reflect these changes. I certify that this aircraft and/or appliance identified was repaired/alterd and inspected in accordance with current FAA Regulations and for the work performed was found airworthy and is approved for return to service.</p> <p>Quest Avionics, Inc. Work Order #18315 Ocala, Florida 34477</p>

QUEST AVIONICS, INC.
W.O. # 18313 FAA Repair Station No. QVNR604L Date 2/12/2018

ALTIMETER CORRECTION / ENCODER CORRELATION CARD

Reference Altitude in Ft.	Altimeter Reads	Enc. Chg. Pt. Ref. Alt. Pointer	Reference Altitude in Ft.	Altimeter Reads	Enc. Chg. Pt. Ref. Alt. Pointer
-1,000	-1,005	-950	14,000	13,990	13,950
0	5	-50	15,000	14,995	14,950
500	505	450	16,000	16,000	15,950
1,000	1,010	950	18,000	18,015	17,940
1,500	1,500	1,450	20,000	20,040	19,940
2,000	2,010	1,950	22,000		
3,000	3,010	2,950	25,000		
4,000	4,015	3,950	30,000		
5,000	5,005	4,950	35,000		
6,000	6,005	5,950	40,000		
8,000	7,995	7,950	45,000		
10,000	9,990	9,950	50,000		
12,000	11,985	11,950			

QUEST AVIONICS, INC.
A Repair Station No. QVNR604L

ENCODER TRANSITION CARD

Encoder Chg. Pt.	Reference Altitude in Ft.	Encoder Chg. Pt.
-950	14,000	13,950
-50	15,000	14,950
450	16,000	15,950
950	18,000	17,940
1,450	20,000	19,940
1,950	22,000	
2,950	25,000	
3,950	30,000	
4,950	35,000	
5,950	40,000	
7,950	45,000	
9,950	50,000	
11,950		

Altimeter P/N 5934P-3A.83 S/N 512577 Certified to 20,000
Encoder P/N A-30.9 S/N 147697 Correlated to 20,000

Date 2/12/2018
W.O. # 18313

2-24-2018
N7937M, CE-79
Tach: 4640.373

- Replaced left muffler with new.
- Correct tailpipe installation
- Corrected muffler drip guard installation.
- Installed new aileron attaching screws/
- Corrected wiring clamp run on left aileron.
- Replaced induction air filter with new.
- I approve this work for return to service.

Curtis Boulware A&P 3232817 IA

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DATE	TOTAL TIME IN SERVICE	TECH OR RECORDING MEYER TIME	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NO. OF PERSON
		TOTAL HOURS FORWARDED FROM PREVIOUS WORK	
March 7, 2018	Tach	Reads - 4649.91 Hrs.	<p>Replaced cell w/ new Eagle Fuel Cell Pt. No. S/N - E7757 - S/W 585. 5 year with all new gaskets and re: all gaskets on LH main tank style. All fuel cell covers and and safetied to proper spec. In by customer using existing pilot's yoke. Serviced nose strut w/ N₂. Installed repaired RH muffler Assy. See Dawley Aviation w/o 117,034. Cleaned all fuel transmitters. Replaced RH fuel cell vent hoses w/ new mil 6000 1/4". <i>[Signature]</i> AWP3509009 Noble Aviation LLC Eagle River, WI.</p>
March 9, 2018	Tach	Reads - 4650.62 Hrs.	<p>Removed nose strut assy and replaced all seals, valve core and serviced per maintenance manual. Removed shimmy damper and replaced all seals and serviced w/ fluid to 2 3/8" (2 7/16" - 3 1/16" range). Performed retraction test - OK. <i>[Signature]</i> AWP3509009 Noble Aviation LLC Eagle River WI</p>

SERVICEABLE

Pertinent details of the exhaust system component repairs are on file at this repair station under:

Name: Noble Aviation

Work Order No: 117,034

Date: 3-1-18

Inspected by: [Signature]

Dawley Aviation
140 Industrial Dr.
Burlington, WI 53105
1-800-338-5420
FAA CRS No. N15R069N

RH Muffler

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
March 7, 2018	Tach	Reads- 4649.91 Hrs.	Replaced RH main fuel cell w/new Eagle Fuel Cell part no. 35-380135-10 Pt. No. S/N- EMS 7 - S/W 585. 5 year Warranty. Installed with all new gaskets and re-taped fuel bay. Replaced all gaskets on LH Main tank with correct FAA approved style. All fuel cell covers and transmitters torqued and safetied to proper spec. Installed dual yoke supplied by customer using existing pilot's yoke. Serviced nose strut w/N ₂ . Installed repaired RH muffler Assy. See Dawley Aviation w/o 117,034. Cleaned all fuel transmitters. Replaced RH fuel cell vent hoses w/new Mil 6000 1/4". <i>[Signature]</i> A#P3509009 Noble Aviation LLC Eagle River, WI.
March 9, 2018	Tach	Reads- 4650.62 Hrs.	Removed nose strut assy and replaced all seals, valve core and serviced per maintenance manual. Removed shimmy dampner and replaced all seals and serviced w/ fluid to 2 3/8" (2 3/16"-3 1/16" range). Performed retraction test - OK. <i>[Signature]</i> A#P3509009 Noble Aviation LLC Eagle River WI

SUB-TOTAL this page
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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>Date: 04/03/2018, Tach/Hobbs: 4653.53, removed and re-installed McCauley Propeller Model No. D3A32C409-C/G82NDB-2, Serial No: 901935, which was overhauled by Maxwell Aircraft Service, Inc. Minneapolis, MN CRS# UF2R211L. A description of the repair is on file at that agency under Work Order No. 122773.</p> <p><i>Carl L. M... 2396511</i></p>
June 4, 2018		Tach Reads - 4668.68 Hrs.	<p>Corrected RH tip Fuel Transfer pump wiring and plumbing. Tested ok. Serviced rH strut w/nitrogen. Installed new CCA1550 drain valve in main selector sump - cleaned bowl and screen. Cleaned both transfer pump screens. Spliced new Whelen strobe wire in LH wing. Tested system - ok.</p> <p><i>[Signature]</i> ATP 3509009 Noble Aviation LLC</p>
<p>8/1/2018 Tach 4684.3 Removed Sandel SN3308 EHSI, Bendix/King KG-102A, KMT-112, AIM 700-2CF, Leigh Sharc 7 ELT, ELT Antenna, Vacuum Guage and Vacuum systems. Installed Garmin G5's (2) GAD-29B Adapter, GMU-11 Magnetometer, Artex ELT 345 406 Mhz ELT system as per manufacturer's specifications, AC43.13-1B, and AC43.13.2B. GraminG5's installed I/A/W STC # SA01818WI. Artex Elt installed as per install manual # Y1-03-0282, Rev H. Equipment List and Weight and Balance Data revised to reflect these changes. Form 337 made for G5's and a copy retained at this Repair Station. ELT deemed a minor alteration by this Repair Station. I certify that this aircraft and/or appliance identified was repaired/alterd and inspected in accordance with current FAA Regulations and for the work performed was found airworthy and is approved for return to service.</p>			<p>Quest Avionics, Inc Ocala, Florida 34477 CRS# QVNR604L</p> <p>Work Order #18471</p> <p>Signature: <i>[Signature]</i></p>

W.O. # 18471

QUEST AVIONICS, INC.
FAA Repair Station No. QVNR6541

Date 8/01/2018

QUEST AVIONICS, INC.
FAA Station No. QVNR6541

ALTIMETER CORRECTION / ENCODER CORRELATION CARD

Reference Altitude in Ft.	Altimeter Reads	Enc. Chg. Pt. Ref. Alt. Pointer	Reference Altitude in Ft.	Altimeter Reads	Enc. Chg. Pt. Ref. Alt. Pointer
-1,000	-1,005	-950	14,000	13,995	13,950
0	0	-90	15,000	14,965	14,950
500	505	450	16,000	16,000	15,950
1,000	1,010	950	18,000	18,010	17,950
1,500	1,500	1,450	20,000	19,990	19,940
2,000	2,000	1,950	22,000		
3,000	3,000	2,950	25,000		
4,000	4,010	3,950	30,000		
5,000	4,990	4,950	35,000		
6,000	6,005	5,950	40,000		
8,000	7,995	7,950	45,000		
10,000	9,980	9,950	50,000		
12,000	11,980	11,950			

ENCODER TRANSITION CARD

Encoder Chg. Pt.	Reference Altitude in Ft.	Encoder Chg. Pt.
-950	14,000	13,950
-90	15,000	14,950
450	16,000	15,950
950	18,000	17,950
1,450	20,000	19,940
1,950	22,000	
2,950	25,000	
3,950	30,000	
4,950	35,000	
5,950	40,000	
7,950	45,000	
9,950	50,000	
11,950		

Altimeter P/N 5934P-3A.83
Encoder P/N A-30.9

S/N 512577
S/N 147697

Certified to 20,000
Correlated to 20,000

Date 8/01/2018
W.O. # 18471

Tested to 20,000

www.beaconregistration.noaa.gov
Exp.: 11/14/2020
2DC88 5EAB2 FFBFF
If activated, call the AFRCC at
1-800-851-3051

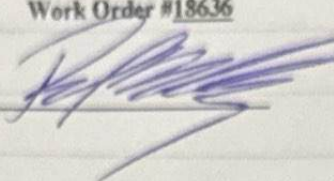
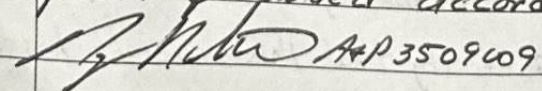
November 27, 2018 Tach & ACTT. 4720.15 hrs.
 Performed Annual/100 Hrs. inspection JAW FAR 43 App D
 and Beechcraft 35-C33A Service Manual. Lubed aircraft per chart. Greased
 gear. Serviced all tires. Performed several normal + emergency gear operations.
 Verified gear horn. Checked gear drive oil quantity - OK. Tested EHT per
 FAR 91.207(d). Battery due 6/2025. Installed new BA7112 air filter. Replaced
 manifold press and oil press hoses FWF. Replaced breather hose and corrected
 air/oil sep. install. Replaced cabin Fresh air ^{Aeroduct} hose, Detrost and rear seat floor
 aeroducts. Repaired overhead cabin light switches. Replaced fuel vent hoses in wheel wells.
 Replaced wires on voltage reg and oversvlt relay - grounds. Repaired flap indicator
 system. Corrected heat shields on engine mounts. Hosed both brake calipers and
 installed new o-rings. Flushed and bled brakes. Adjusted Garmin GMU11 to
 align with A/c centerline. Replaced dual yoke with single yoke. Serviced brake fluid
 and checked shimmy damper piston dimension - OK. C/w AD 2007-08-08 by lubing
 uplock rollers per SI-0448-211. Due again 4820.15 ACTT. AD 95-04-03 due @ 5105 ACTT.
 C/w AD 76-07-12 by functional check. Due again @ 4820.15 ACTT. See complete AD list in
 "Aircraft Permanent Records". I certify that this Aircraft has been inspected JAW
 an Annual/100 Hrs. inspection and was determined to be in Airworthy condition.

By N/A A/P 3509009 JA Noble Aviation LLC Eagle River, WI.

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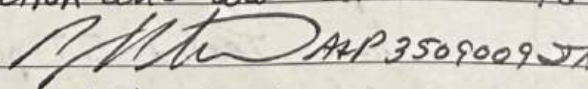
DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
		TOTAL	<p>1/30/2019 Tach 4731.8 Exchanged S-TEC System 55 Computer p/n 01192-1-0 s/n 970G/F with S-TEC System p/n 01192-1-0T s/n 0410-6703. System tested I/A/W STC. Weight and Balance change negligible. I certify that this aircraft and/or appliance identified was repaired/altered and inspected in accordance with current FAA Regulations and for the work performed was found airworthy and is approved for return to service.</p> <p>Quest Avionics, Inc. Work Order #18636 Ocala, Florida 34477 CRS # QVNR604L</p> <p>Signature: </p>
2/12/19			<p>Removed + Installed Whelen Upper landing light model P361L P/N 01-0771833-10 and Whelen lower landing light model P46P1L P/N 01-0790750-16.</p> <p>Removed + Installed Whelen belly strobe beacon model A469B P/N 01-0770044-02. Landing lights are direct replacements, PMA pmasup43 + pmasup44. Belly strobe exact P/N replacement. Lights ground tested, OPS check ok.</p> <p>owner/operator Pilot Cert # 2755439</p>
March 22, 2019			<p>Tach Reads - 4754.8 Hrs. Removed STEC altitude hold serv and sent for repair. Instrument panel placarded accordingly. — end —</p> <p> AP3509609</p>

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	TOTAL BROUGHT FORWARD FROM PREVIOUS PAGE
May 17, 2019	Tach	+ ACTT - 4762.92 Hrs.	Re-installed STEC attitude hold servo D107-P4, S/N 9918A after factory repair. See W/O # 18772, Quest Avionics Inc. Installation was per mfg. install instructions. Set cable (bridle) tension, verified clutch setting and torqued bridle clamps per manual. Verified operation on ground - normal. <i>[Signature]</i> AWP3509009 Removed placard "Imp". Noble Aviation LLC
July 10, 2019	Tach	+ ACTT 4781.02 Hrs.	Removed both brake master cylinders and rebuilt with new seals. Installed 4 new hoses @ cylinders and bled brake systems. Serviced reservoir. <i>[Signature]</i> AWP3509009
December 5, 2019	Tach	+ ACTT. 4799.93 Hrs.	Performed Annual/100Hrs inspection JAW FAR 43 App D and 35-C33A Maintenance Manual. Lubed aircraft, greased gear. Serviced brake fluid. Load tested and charged battery. Performed several gear operations - normal and emergency. Verified gear horn operation. Made minor sheet metal repair in nose wheel well. Lubed cowling flap cable. Re-installed M/P. E/F instrument after exchange. See 8130-3 dated 11-27-19 Pressure Technology & Avionics, Inc. part no. 22-262-317. S/N-10658. Replaced fuel hose to instrument w/ Type D firesleeve hose. Tested EHT per FAR 91.207(a). Battery due 6/2025. Continued next page →

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DATE	TOTAL TIME IN SERVICE	TIME TAVERN OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
December 5,	2019		Tach = ACTT - 4799.93 Hrs. Continued — Installed Tanis preheater system TSP6 CYL-2927-115, s/n-54762 per STC SE03309CM installation instructions. Installed JP Instruments EDM 830 display in place of EDM 700. Added oil pressure, RPM, MP, OAT and fuel flow to original system. Fuel flow was parallel wired to existing Shadin Fuel Flow per instructions. All work was performed JAW STC SA2586NM installation manual. Flight manual supplement installed. Weight + balance was updated. See "Aircraft Permanent Records" for more info. Replaced tip tank drain valve seals with new. Serviced all tires. Cleaned, painted battery box, replaced wooden block spacers on lid. C/w AD 2019-23-10 by inspection per (g) and replacement of fwd cable (h). New fwd cable pt. no. MC35-524314 Lot # 59414 was installed per Maintenance Manual. New cabin heat SCFET hose was also replaced above cable. No longer applies. C/w 2007-08-08 by lubing uplock rollers. Due again 4899.9 ACTT. AD 95-04-03 due again 5105 ACTT. C/w AD 76-07-12 by functional check. Due again 4899.9 ACTT. Installed new BA7112 Filter.
			I certify that this Aircraft has been inspected JAW an Annual/100 Hrs. inspection and was determined to be in Airworthy Condition.  AWP 3509009 JA Noble Aviation LLC Eagle River, WI.

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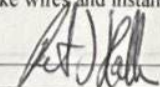
DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
<p>12/13/2019 Tach 4808.1 Removed Narco COM-810, NAV-825, IDME-891, Insight Strikefinder system, and Ameriking AK-50-6. Installed Garmin GTR-225 VHF Com, GAD-13 Adapter, GTP-59 Temp. Probe, and KGS RB-126 Power converter as per manufacturer's specifications, AC43.13-1B, and AC43.13-2B. Equipment List and Weight and Balance Data revised to reflect these changes. This Repair Station deems this installation as a minor alteration. Garmin G5's updated to the most current software level. I certify that this aircraft and/or appliance identified was repaired/altered and inspected in accordance with current FAA Regulations and for the work performed was found airworthy and is approved for return to service.</p>			
Quest Avionics, Inc.			Work Order #19049
Ocala, Florida 34477			
CRS # QVNR604L			
Signature: 			



Waukesha County Airport / Crites Field
 2441 Aviation Drive
 Waukesha, WI 53188
 (800) 443-4490
 FAA# NC5D062N

AIRCRAFT LOG ENTRY - Page 1 of 5

DESCRIPTION OF WORK DONE: N# 7937M
 Removed Garmin GNS-530W WAAS/GPS/Nav/Com S/N 78300565 and Garmin GTR-225 Com S/N 2A5007939 from aircraft as necessary to test antennas. Removed pilot, copilot, and passenger seats, carpet, floor, lights, and vents as necessary to gain access. Removed top and bottom mounted antennas from aircraft. Cleaned the antenna mounting locations and reinstalled the antennas for testing. Retested antenna and found defective. Removed Comant CI-292-2 bottom Com Antenna (no S/N) and Dorne and Margolin DM C70-1/A top Com Antenna S/N 19728 from aircraft. Completed installation of a new Comant CI-122 bottom Com Antenna S/N 617502 and a new Comant DM C70-1/A top Com Antenna S/N 40679 in aircraft. Sealed antennas. Tested and found okay. Removed yoke and trim ring for customer to get polished and covered. Removed instruments and panel. Removed pilot side panel, ignition switch, and arm rest. Drilled out rivets and removed nuts and screws. Removed the ELT Remote switch pins and installed them into a 2-pin Molex. Fabricated and installed a harness extension for the ELT remote switch. Corrected the ELT wiring. Recapped the old wiring shield to prevent internal failure. Installed the new panel into the aircraft and reinstalled instruments. Removed light tray from the Turn Coordinator and installed post-lights. Installed the post-lights and wiring. Pop-riveted the Trim Indicator wheel to the panel. Fabricated and installed two panel supports. Installed radio trays and installed radio stack. Secured the cooling hose to the GNS-530W. Secured the cooling hose to the Autopilot Computer. Replaced the burnt clock fuse. Rerouted the manifold pressure fuel line. Assigned each of the yoke wires a pin number. Stripped the yoke wires and installed pins.

Date: 9/11/2020 Tach: 4908.6 W.O.# 512085 Signed: 

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 are on file at this agency under the above work order number.

Skycom Form C (Rev. 0) 2-06

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DATE

AIRCRAFT LOG ENTRY - Page 2 of 5

DESCRIPTION OF WORK DONE:

N# 7937M

Assembled the yoke feed-through. Removed the cut terminals from the NAV2 and DME circuit breakers. Removed the uncapped DME wire. Drilled new mounting holes for the G5 circuit breakers. Shuffled the Flap circuit breaker and the Turn Coordinator circuit breaker for the G5 circuit breakers. Relocated the fan circuit breaker to the avionics bus. Rearranged the avionics circuit breakers. Moved the tach and autopilot circuit breakers that were previously mounted in the panel to the avionics bus. Fabricated a battery bus jumper for the tach circuit breaker. Removed the circuit breaker overlay for repainting and labeling. Reinstalled overlay. Removed the old avionics master switches. Modified and reused the avionics master battery feed bus bar. Trimmed the previous avionics feed bus and filed the trimmed edge. Modified the trimmed portion of the avionics bus and reused to tie the master switch outlets together. Fabricated and installed a jumper wire from the Master switch outlet to the avionics bus bar. Removed the old GNS-530W shield ground pins. Shortened the existing grounds to the proper length. Removed the shield extensions. Crimped the shield ground and installed into the shield block. Installed an extension on one shield previously grounded at the strain relief. Removed an old Molex connector that had the GNS-530W Nav power and Autopilot Trim power wires in it. Spliced the old Molex wires and secured the harness. Installed chaff protection on the control cables, Manifold pressure line, oil temperature line, and under avionics shelf on the pilot side. Rearranged and secured the wiring harness to remove slack and remove loops in the harness. Removed a cut dimmer feed wire. Removed old cut ground terminals. Secured the old unused GPS coax.

Date: 9/11/2020Tach: 4908.6W.O.# 512085Signed: 
 Waukesha County Airport / Crites Field
 2441 Aviation Drive
 Waukesha, WI 53188
 (800) 443-4490
 FAA# NC5D062N

AIRCRAFT LOG ENTRY - Page 3 of 5

DESCRIPTION OF WORK DONE:

N# 7937M

Removed the old artificial Horizon wiring. Relabeled the Horizon circuit breaker as a spare. Extended the ground wires mounted at the bottom of the windshield and relocated them to the central ground location. Routed a new wire from the GNS-530W to the JPI for aviation data. Spliced the new wire to the RS232 port 1 out. Terminated the wire at the JPI. Routed the JPI wires into one bundle. Installed heat shrink over the nicked outer jacket. Secured the JPI harness. Secured the JPI data port to the wiring harness. Removed the old Marker Beacon union. Installed a new BNC connector on the old coax. Fabricated and installed a coax extension between the old coaxes. Fabricated ground straps for the dual G5 units and installed. Tested bonding and found okay. Fabricated and installed a new Flight Stream ground strap for use with new radio stack. Removed the aft closeout, left sidewall, and exterior inspection panel as necessary to gain access. Jacked up aircraft for access into the wheel well. Removed Garmin GTP-59 OAT Probe S/N 47948179 from the old mounting location. Removed the old doubler. Installed a hole plug at the old OAT location and screwed in the old doubler rivet holes. Fabricated and installed a new doubler in the left wing beyond the left main tire. Reinstalled the GTP-59 OAT Probe in the new location. Sealed the hole plug. Removed the old wiring. Installed a 4-pin Molex at the OAT Probe. Found the GAD-13 power wire is spliced into the GMU-11 power. Removed the GAD-13 from the GMU-11 power circuit and re-spliced the GMU-11 power wires together. Installed a new GAD-13 power wire in accordance with the wiring diagrams. Fabricated and installed the new OAT wires. Found the old shield grounds were not installed correctly. Fixed the GAD-13 shield grounds. Reinstalled interior.

Date: 9/11/2020Tach: 4908.6W.O.# 512085Signed: 
 Waukesha County Airport / Crites Field
 2441 Aviation Drive
 Waukesha, WI 53188
 (800) 443-4490
 FAA# NC5D062N

AIRCRAFT LOG ENTRY - Page 4 of 5

DESCRIPTION OF WORK DONE:

N# 7937M

Updated Garmin GTX-345 Transponder S/N 3EG010848 main software to current version 2.54 and ADS-B software from version 2.05 to current version 3.13 in accordance with Garmin SB1985 Rev. A, dated November 11, 2019. Supplied customer with updated AFMS P/N 190-00734-15 Rev. 4, dated September 9, 2019, and updated ICA. Updated Garmin G5 Attitude Indicator S/N 4JQ012928 and Garmin G5 HSI S/N 4JQ017015 main software from version 6.20 to current version 6.72 in accordance with Garmin SB2087 Rev. A, dated July 16, 2020. No change to aircraft documentation necessary. Removed cigarette lighter. Installed a new GSB-15 circuit breaker. Fabricated and installed an Avionics bus jumper wire. Fabricated and installed the GSB-15 wiring harness. Terminated the power and ground wires. Secured wiring harness. Completed installation of a new panel mounted Garmin GSB-15 USB Charger (P/N 011-04937-00) S/N 63M055723 in aircraft and a new rear Garmin GSB-15 USB Charger S/N 63M055582 in aircraft. Swung compass and created new correction card with correction factors as follows (actual/measured): 000/001; 030/029; 060/060; 090/090; 120/120; 150/150; 180/178; 210/206; 240/237; 270/271; 300/303; 330/333. Engine was running; radios and lights were on during the test. Fabricated a mounting bracket for the CO detector. Drilled mounting holes in the pilot side avionics shelf. Installed the mounting bracket to the underside of the avionics shelf. Drilled a mounting hole for the Test/Reset button between the Autopilot and Tip Tank switches. Installed a flush mounted rivet at the old location and blended it with the rest of the panel before painting. Counter-bored the new button mounting hole. Installed the wiring harness.

Date: 9/11/2020Tach: 4908.6W.O.# 512085Signed: 

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 are on file at this agency under the above work order number.

AIRCRAFT LOG ENTRY - Page 5 of 5

N# 7937M

DESCRIPTION OF WORK DONE:

Interfaced the CO detector to the CMA-345 audio alert system. Found the CMA-345 shield block did not have the correct hardware. Installed the correct shield block hardware. Changed an unused circuit breaker to the correct rating. Transferred the old battery hot jumper to the avionics bus for the CO detector circuit breaker. Routed the wires for Test/Reset button. Extended the Test/Reset button wires to the new location. Interfaced the CO detector to the EDX-435. Removed RC Allen RCASAR-1 Altitude Gyro (P/N 102-0053-02) S/N 1410189 with wiring and circuit breaker from aircraft. Installed a static tap point. Tightened the pitot and static system. Performed pitot and static leak checks and found okay. Completed Altimeter, Static, Transponder, Encoder certification (see Altimeter, Static, Transponder, Encoder Certificates for full certification). Configured and performed post installation check outs and programming in accordance with manufacturer procedures. Function tested systems and found to meet MPS. Reinstalled interior and closed aircraft. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. Completed FAA Form 337 and placed FAA AFMS in pilot's operating handbook. Revised weight and balance information.

New Empty: 2178.55 New CG: 77.7814 New Useful: 1371.45 ---END---

Date: 9/11/2020 Tach: 4908.6 W.O.# 512085 Signed: *[Signature]*

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 are on file at this agency under the above work order number.

SKYCOM Form C (Rev. 4) 2-06

(262) 521-8180 *Primary* SKYCOM AVIONICS, INC. N # 7937M

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16		
TOL. ± FT.	20	20	20	20	25	30	30	35	40	40	60	80	90	100	90	110		
ACTUAL FRICTION	-10	-10	-10	-5	-10	0	-5	-5	30	-10	-15	-5	-10	35	+5			
TEST ALT. x 1000 FT.	18	20	22	26	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)								
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99	
ACTUAL FRICTION	+30	+60								1745	1345	885	395	0	515	890	965	
HYSTERESIS (TOL. ± 75 FT.): MAX.										50% +25		40% +25		AFTER EFFECT (TOL. 30 FT.): OK			CASE LEAK: OK	

ALTIMETER MAKE: United Instruments BLIND ENCODER MAKE: ACK TRANSPONDER MAKE: Garmin
 MODEL: 5934P-3 MODEL: A-30.9 MODEL: GTX-345
 S/N: 512577 S/N: 147697 S/N: 3EG010848

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

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 are on file at this agency under the following work number.

Date: 9-11-20 Tach/Hobb: 4,908.6 W.O. 512085 Signed: *[Signature]*

WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53198 FAA NO. NC52062N

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DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

(262) 521-8180 **G5 ATT** SKYCOM AVIONICS, INC. N # **7937M**
ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	40	40	60	80	90	100	90	110	
ACTUAL																	
FRICITION	+5	+5	+5	+5	+5	+5	+5	+5	0	+5	+5	+5	+5	+5	0	+10	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130	140	150	160	170	180	190	200	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL																	
FRICITION	+10	+10								1725	1335	855	390	0	535	845	980
HYSTERESIS (TOL. ± 75 FT.): MAX.	50%		40%		+10		+10		AFTER EFFECT (TOL. 30 FT.):				CASE LEAK:				
									OK				OK				

ALTIMETER MAKE: **Garmin** BLIND ENCODER MAKE: _____ TRANSPONDER MAKE: _____
 MODEL: **G5** MODEL: _____ MODEL: _____
 S/N: **4JQ012928** S/N: _____ S/N: _____

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO **20,000** FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.
 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 are on file at this agency under the following work number.
 Date: **9-11-20** Tach/Hobb: **4,908.6** W.O. **512085** Signed: *[Signature]*
WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC50062N

(262) 521-8180 **G5 HSI** SKYCOM AVIONICS, INC. N # **7937M**
ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	40	40	60	80	90	100	90	110	
ACTUAL																	
FRICITION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130	140	150	160	170	180	190	200	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL																	
FRICITION	0	0								1730	1340	865	395	0	530	840	975
HYSTERESIS (TOL. ± 75 FT.): MAX.	50%		40%		+0		+0		AFTER EFFECT (TOL. 30 FT.):				CASE LEAK:				
									OK				OK				

ALTIMETER MAKE: **Garmin** BLIND ENCODER MAKE: _____ TRANSPONDER MAKE: _____
 MODEL: **G5** MODEL: _____ MODEL: _____
 S/N: **4JQ017015** S/N: _____ S/N: _____

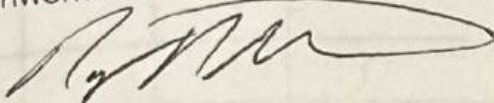
CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO **20,000** FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.
 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 are on file at this agency under the following work number.
 Date: **9-11-20** Tach/Hobb: **4,908.6** W.O. **512085** Signed: *[Signature]*
WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC50062N

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CARBON MONOXIDE DETECTOR
 LOG BOOK REMINDER
 P/N: **452-201-011** S/N: **11730**
 Install date: **9-11-2020**
 Overhaul Due Date: 5 year from install date
 Return to: www.coguardian.com

DATE TOTAL TIME IN SERVICE TACH OR RECORDING METER TIME

January 12, 2021 TACH AND ACTT- 4935.12 HRS. PERFORMED ANNUAL/100 HRS. INSPECTION IAW FAR43 APP D AND BEECHCRAFT 35-C33A MAINTENANCE MANUAL. LUBED AIRCRAFT AND GREASED GEAR. SERVICED BRAKE FLUID, TIRES AND CHARGED AIRCRAFT BATTERY. LOAD TESTED BATTERY. INSTALLED NEW BA7112 AIR FILTER. TESTED ELT PER FAR 91.207(d). BATTERY DUE- 6-2025. PERFORMED SEVERAL GEAR OPERATIONS BOTH NORMAL AND EMERGENCY. VERIFIED GEAR HORN OPERATION. INSTALLED OVERHAULED ALTERNATOR PART NO. ALX-9524, S/N- H-U100594(500 HR). SEE 8130-3 DATED 10-20-2020, HARTZELL ENGINE TECHNOLOGY. REPLACED ALTERNATOR DRIVE COUPLING WITH OVERHAULED PART NO. 646655, S/N- QAA071730. SEE 8130-3 DATED 12-23-2020, QUALITY AIRCRAFT ACCESSORIES. CORRECTED ALTERNATOR WIRING AT ALTERNATOR. INSTALLED PER TCM10-4.1.3. REPLACED LH FUEL CELL WITH NEW EAGLE FUEL CELLS PART NO. 35-380135-9E, S/N- 760. VERIFIED FUEL QUANTITY READS CORRECTLY WHEN EMPTY AND ENTIRE RANGE. INSTALLED NEW LORD ENGINE SHOCK MOUNTS PART NO. J10520-1 AND NEW AN7-36A BOLTS, WASHERS AND LOCK NUTS. TORQUED 300-350 IN/LBS. REMOVED RH HORIZONTAL STAB FOR INSPECTION. FOR NO DAMAGE AND RE-INSTALLED WITH NEW HARDWARE PER IPC AND MAINTENANCE MANUAL. SHIMMEY DAMPNER RESERVOIR IS HALF FULL. C/W AD2007-08-08 BY LUBING UPLOCK ROLLERS. DUE AGAIN BEFORE 5035.12 ACTT. C/W AD76-07-12 BY FUNCTIONAL CHECK OF SWITCH. DUE AGAIN BEFORE 5035.12 ACTT. AD95-04-03 IS DUE BEFORE 5105.0 ACTT. SEE COMPLETE AD LIST IN AIRCRAFT PERMANENT RECORDS. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW AN ANNUAL/100 HRS. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.



ROGER SHADICK A&P3509009IA NOBLE AVIATION L.L.C. EAGLE RIVER, WI.

Feb. 24, 2021 Tach + ACTT 4951.41 Hrs. Replaced #5 cyl. JPI EGT probe kit # 1280. Crimped new ends on leads and corrected screw-lock washer and nut installation per JPI install manual on EGT and CHT #5 cylinder. Direct soldered tach sensor to lead as per JPI. Drilled LH Fuel cell ring adapter per tip tank mfg. installation instructions. *[Signature]* A&P3509009



Wausau, WI Airport / Crites Field
2441 Aviation Drive
Wausau, WI 53188
(800) 443-4490
FAA# POC5D052N

AIRCRAFT LOG ENTRY

DESCRIPTION OF WORK DONE:

NR 7937M

Removed Garmin GTX-345 Transponder S/N 3EG010848 from aircraft and installed a loaner Garmin GTX-345 Transponder S/N 3EG008610 in aircraft. Tested and found okay. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 9/23/2021 Tach: 5015.6 W.O.# 512688 Signed: *[Signature]*

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. Further details are on file at this agency under the above work order number.

DATE

TOTAL TIME IN SERVICE

TACH OR RECORDING METER TIME

DESCRIPTION OF WORK PERFORMED... SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK



Waikeshia County Airport / Crites Field
2441 Aviation Drive
Waikeshia, WI 53188
(800) 443-4490
FAA# NC3D062N

AIRCRAFT LOG ENTRY

DESCRIPTION OF WORK DONE:

N# 7937M

Removed loaner Garmin GTX-345 Transponder S/N 3EG008610 from aircraft and reinstalled customer's repaired Garmin GTX-345 Transponder S/N 3EG010848 in aircraft. Checked programming and completed functional tested in accordance with FAR 43 App. F. Found to meet MPS. Removed existing Avionics Master Switches and replaced with new switches (P/N W31-X2M1G-40). Updated Garmin G5 Attitude Indicator S/N 4JQ012928 and Garmin G5 HSI S/N 4JQ017015 main software from version 6.72 to current version 7.30 in accordance with Garmin SB2100, dated January 15, 2021. No change to aircraft documentation necessary. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 11/24/2021

Tach: 5046.7

W.O.# 512688

Signed:

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 are on file at this agency under the above work order number.

Skycor Form C (Rev. 8) 2-06

January 25, 2022 Tach and ACTT- 5048.52 hrs. Performed annual/100 hrs. inspection IAW FAR 43 App D and Beechcraft C33A Service Manual. Lubed aircraft and greased gear. Serviced tires to 40 psi. Load tested and charged aircraft battery. Checked ELT per FAR91.207(d). Battery due- 6-2025. Serviced brake fluid. Installed new BA7112 air filter. Performed several normal and emergency gear operations. Verified gear horn operation. Removed gear motor and inspected brushes and armature. Brush mfg. max and min lengths are 17/32" - 7/32". Brushes are presently 13/32". Installed new ring terminals on motor connections due to loose knife and corroded connectors. Installed new Eco Corporation DM N48-1 nav antenna as per mfg. instructions- 00752-467841/28, Rev. A. Replaced like antenna. Tested nav system with signal generator. Accurate to less than 1 degree. Removed both fuselage strobe units and installed Whelen LED beacons part no. 01-0772010-72 IAW mfg. instructions. Installed in existing mounting adapters. No weight and balance change and current draw is less. Re-located JPI OAT probe to LH wing. Minor change. Shimmy damper is presently at 2 3/4". C/W AD95-04-03 by inspection of spar carry-thru per SB 2360 (a). No cracks noted at this time. Due again at 5548.5 ACTT. C/W AD07-08-08 by lubing unlock rollers. Due again at 5148.5 ACTT. C/W AD76-12-07 by functional check. Due again at 5148.5 ACTT. See complete AD list in aircraft permanent records. I certify that this aircraft has been inspected IAW an annual/100 hrs. inspection and was determined to be in airworthy condition.

Roger Shadick A&P3509009IA

Noble Aviation L.L.C.

Eagle River, WI.

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DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

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314-406-1389
Mail to: 15339 Batesville Ct.
Chesterfield, MO. 63017-5400

N7937M

CE-79

04/21/2022

Performed the following Window replacements as listed below.

Replaced windshield as per STC SA992NE, For CAW see L P Aero Report 978COM
Replaced Pilot and Co-Pilot window as per STC SA01078NY, For CAW see L P Aero
Replaced right and left #2 windows as per STC SA01078NY, For CAW see L P Aero
Replaced right and left Rear windows as Per STC SA01078NY, For CA
Replaced Baggage door seal with OEM part.
Replaced Cabin Door Seal with OEM type seal

SEE 337 FORM AND NEW EMPTY WEIGHT FOR THIS DATE

C.R.S. SH2R161L

James Klug

The Aircraft identified above was repaired and/or modified in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the work performed are on file at this repair station under work order No. 1192

DBM 3127 Creve Couer Rd. Hangar P5 Creve Couer, MO. 63146

July 16, 2022 Beechcraft 35C33A SN CE79 N334WS

Complete exterior paint job – Chemically stripped, etched, Alodine treated, primed and painted. Painted with new registration number N334WS IAW Form 8050-64. Checked control surface static balance and found elevators (LH +6.73"lb, RH +6.63"lb) and rudder (+2.96"lb) to be within required tolerances. Adjusted aileron static balance to comply with D'Shannon specifications for tip tank installation by adding D'Shannon B1405 weights and relocating some existing weights (LH -6.88"lb, RH 6.83"lb). Replaced wing root and stabilizer rubber seals. Cleaned and packed wheel bearings. Lubed landing gear. New paint codes: JetGlo CM0570535 Matterhorn White, AcryGlo H06214 Daytona Blue, H10510 Platinum, H10683 Gray.

Arizona Aeropainting LLC
4710 N. Lear Road
Eloy, AZ 85131
(520) 466-4336
azaeropainting@gmail.com

Christopher J. Copeland A/P 2767246

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Waukesha County Airport / Crites Field
2441 Aviation Drive
Waukesha, WI 53188
(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY

N# 7937M

DESCRIPTION OF WORK DONE:

Aircraft is in compliance with Garmin Mandatory SB2193 Rev. A, dated September 16, 2021, and Garmin Mandatory SB22013 Rev. A, dated February 8, 2020. Aircraft is in compliance with Garmin SB2151 Rev. B, dated November 10, 2021. Removed Garmin GNS-530W WAAS/GPS/Nav/Com (P/N 011-01064-45) S/N 78300565 from aircraft for evaluation. After repair, reinstalled unit in aircraft. Tested and found to meet MPS. Updated Garmin G5 Attitude S/N 4JQ012928 main software from version 7.30 to current version 8.00 in accordance with Garmin SB22011 Rev. A, dated January 11, 2022. Supplied customer with updated AFMS P/N 190-01112-13 Rev. 8, dated December 29, 2021, and updated ICA. Updated Garmin G5 HSI S/N 4JQ017015 main software from version 7.30 to current version 8.00 in accordance with Garmin SB22011 Rev. A, dated January 11, 2022. Supplied customer with updated AFMS P/N 190-01112-13 Rev. 8, dated December 29, 2021, and updated ICA. Completed Altimeter, Static, Transponder, Encoder certification (see Altimeter, Static, Transponder, Encoder Certificates for full certification). All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 8/30/2022 Tach: 5082.3 W.O.# 513075 Signed: ACK

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 are on file at this agency under the above work order number.

Skycom Form C (Rev. 0) 2-06

(262) 521-8180 **PRIMARY SKYCOM AVIONICS, INC.** N # 7937M
ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	40	40	60	80	90	100	90	110	
ACTUAL	15	10	10	30	10	30	40	5	40	5	15	15	15	15	40	15	
FRICITION																	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130	140	150	160	170	180	190	200	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL	120	130	140	150	160	170	180	190	200	17.50	13.50	8.75	3.95	0	5.30	8.95	1.80
FRICITION	25	50															
HYSTERESIS (TOL. ± 75 FT.): MAX.	50%				+20		40%		+20		AFTER EFFECT (TOL. 30 FT.):			OK		CASE LEAK: OK	

ALTIMETER MAKE: United Instruments BLIND ENCODER MAKE: ACK TRANSPONDER MAKE: Garmin
 MODEL: 5934P-3 MODEL: A-30.9 MODEL: GTX 345
 S/N: 512577 S/N: 147697 S/N: 3EG010848

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.
 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 are on file at this agency under the following work number.

Date: 8-30-22 Tach/Hobbs: 5082.32 W.O. 513075 Signed: ACK

WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC5D062N

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(262) 521-8180 **G5 ATTITUDE** SKYCOM AVIONICS, INC. N # **7937M**
ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16				
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	90	100	90	110				
ACTUAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FRICITION																				
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)										
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99			
ACTUAL	+5	+5								120	134	865	390	0	+530	+895	+775			
FRICITION																				
HYSTERESIS (TOL. ± 75 FT.): MAX.				50%	+10	40%	+10	AFTER EFFECT (TOL. 30 FT.):				OK					CASE LEAK:		OK	

ALTIMETER MAKE: Garmin BLIND ENCODER MAKE: _____ TRANSPONDER MAKE: _____
 MODEL: G5 MODEL: _____ MODEL: _____
 S/N: 4JQ012928 S/N: _____ S/N: _____

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

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 are on file at this agency under the following work number.

Date: 8-30-22 Tach/Hobby: 5082.32 W.O. 513075 Signed: [Signature]

WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC50062N

(262) 521-8180 **G5 HSI** SKYCOM AVIONICS, INC. N # **7937M**
ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16				
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	90	100	90	110				
ACTUAL	5	5	5	5	5	5	5	5	0	5	5	5	5	5	0	5				
FRICITION																				
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)										
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99			
ACTUAL	10	10								173	134	865	395	0	+525	+890	+770			
FRICITION																				
HYSTERESIS (TOL. ± 75 FT.): MAX.				50%	0	40%	0	AFTER EFFECT (TOL. 30 FT.):				OK					CASE LEAK:		OK	

ALTIMETER MAKE: Garmin BLIND ENCODER MAKE: _____ TRANSPONDER MAKE: _____
 MODEL: G5 MODEL: _____ MODEL: _____
 S/N: 4JQ017015 S/N: _____ S/N: _____

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

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 are on file at this agency under the following work number.

Date: 8-30-22 Tach/Hobby: 5082.32 W.O. 513075 Signed: [Signature]

WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC50062N

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DATE: 05 January 2023

REG: N334WS
Hobbs 5100.42

ACFT S/N: CE-79

Customer complaint: Right gear Main interior door found disconnected after landing

All work preformed using Beech SM.# 35-5900968 dated November 1960 Rev. August 2003.

- Aircraft placed on jacks
- Found gear door control rod PN: 35-815007-4 end sheard,
- Replaced link assemble main gear door PN: 35-81007-4 with new from Textron Aviation.
- Multiple gear retracts preformed, adjusted rod for proper fit
- Emergency gear extension test satisfactory

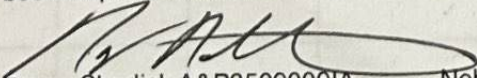
CAREER FLIGHT TRAINING & AIRCRAFT RENTAL, INC.



Frederick M Jenner

A&P/I A.3495648

February 8, 2023 Tach and ACTT- 5110.17 hrs. Performed annual/100 hrs. inspection IAW FAR43 App D and Beechcraft C33A Maintenance Manual. Lubed aircraft and greased gear. Serviced all tires to 40 psi. Serviced brake fluid. Load tested and charged aircraft battery. Tested ELT per FAR91.207(d). Battery due 6/2025. Installed new BA7112 air filter. Repaired LH muffler heat shroud. Replaced ignition switch with serviceable TCM 10-357200-1. Shimmy damper piston measurement is 2 11/16". Replaced the following nose gear retract parts with new- 2 each ADNE5-323 rod ends, 1 each HML6M rod end, 1 each 35-825188 spring, 1 each AN26-28 clevis bolt, 1 each MS20392-2C25 clevis pin. See all appropriate 8130-3's in aircraft permanent records. Installed per fig. 40 in IPC and maintenance manual instructions. Performed several gear operations both normal and emergency. Verified gear horn operation. Checked gearbox internal stops vs limit switches-ok. Adjusted gearbox fluid to proper specification. Checked all downlock spring tensions. AD95-04-03 is due again at 5548.5 ACTT. C/W AD07-08-08 by lubing unlock rollers per SI0448-211. Due again at 5210.17 ACTT. C/W AD76-07-12 by functional check. Due again before 5210.17 ACTT. See complete AD list in aircraft permanent records. I certify that this aircraft has been inspected IAW an annual/100 hrs. inspection and was determined to be in airworthy condition.

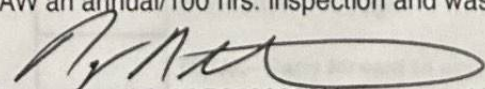


Roger Shadick A&P3509009IA

Noble Aviation L.L.C.

Eagle River, WI.

March 5, 2024 Tach and ACTT- 5182.97 hrs. Performed annual/100 hrs. inspection IAW 35-C33A Maintenance Manual and FAR 43 APP D. Lubed aircraft. Greased gear. Honed and replaced brake caliper o-rings on both sides. Bled brakes and serviced reservoir with 5606. Installed 2 new Michelin Air 6.00x6-6 ply tires. Greased wheel bearings with Mobil SHC-100. Serviced all tires to 40 psi. Serviced nose strut with 5606 and air as required. Shimmy damper is at 2 11/16". Performed several gear operations both normal and emergency. Verified gear horn operation and motor switch to transmission limit stops. Checked downlock tensions. Tested ELT per FAR 91.207(d). Battery due 6/2025. Installed new BA7112 air filter. Replaced cabin heat box shaft grommets with new NAS557-4A. Replaced fuel vent tube overboard drain grommet -cowling. Installed "Door Steward" on cabin door per STC#SA01120SE installation instructions MVA-B40C10M&O, Rev. F dated January 31, 2022, section A1. See FAA form 337 this date for additional info including "ICA" in aircraft permanent records. Weight and balance change is negligible. AD95-04-03 spar inspection is due again at 5548.5 ACTT. C/W AD07-08-08 by lubing uplock rollers. Due again at 5282.9 ACTT. C/W AD76-07-12 by functional check of switch. Due again at 5282.9 ACTT. See complete AD list in aircraft permanent records. I certify that this aircraft has been inspected IAW an annual/100 hrs. inspection and was determined to be in airworthy condition.



Roger Shadick A&P3509009IA

Noble Aviation L.L.C.

Eagle River, WI.

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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Waukesha County Airport / Crites Field
241 Aviation Drive
Waukesha, WI 53188
(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY

DESCRIPTION OF WORK DONE:

N# 334WS

Updated Garmin G5 Attitude Indicator S/N 4JQ012928 and Garmin G5 HSI S/N 4JQ017015 main software from version 8.00 to current version 8.26 in accordance with Garmin G5 Installation Manual P/N 190-01112-10 Rev. 30, dated March 1, 2023. Supplied customer with updated AFMS P/N 190-01112-13 Rev. 9, dated May 2, 2023, and updated ICA.

Updated Garmin GTX-345 ADS-B Transponder S/N 3EG010848 main software from version 2.60 to current version 2.85 and ADS-B software from version 3.22 to current version 3.51 in accordance with Garmin SB24042 Rev. A, dated June 3, 2024. Supplied customer with updated AFMS P/N 190-00734-15 Rev. 6, dated May 31, 2024, and updated ICA.

Completed Altimeter, Static, Transponder, Encoder certification (see Altimeter, Static, Transponder, Encoder Certificate for full certification). All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 09/12/2024 Tach: 5249.9 W.O.# 513959 Signed: [Signature]

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 are on file at this agency under the above work order number.

Skycom Form C (Rev. 0) 2-06

(262) 521-8180 **PRIMARY** SKYCOM AVIONICS, INC. N # 334WS

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16		
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	90	100	90	110		
ACTUAL FRICTION	20	10	10	5	30	10	5	30	5	30	5	15	15	40	20	10		
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)								
TOL. ± FT.	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	
ACTUAL FRICTION	+30	+55	50															
HYSTERESIS (TOL. ± 75 FT.): MAX.	50%		+20		40%		+20		AFTER EFFECT (TOL. 30 FT.):				OK				CASE LEAK: OK	

ALTIMETER MAKE: United Instruments BLIND ENCODER MAKE: ACK TRANSPONDER MAKE: Garmin
 MODEL: 5934P-3 MODEL: A-30.9 MODEL: GTX 345
 S/N: 512577 S/N: 147697 S/N: 3EG010848

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

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 are on file at this agency under the following work number.

Date: 9-12-24 Tach/Hebb: 5249.92 W.O. 513959 Signed: [Signature]

WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC5D062N

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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(262) 521-8180 **STANDBY GS HSI** SKYCOM AVIONICS, INC. N # **334WS**

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	80	90	100	110	
ACTUAL	5	5	5	5	5	5	5	5	0	5	5	5	5	10	0	10	
FRICITION																	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL	10	10								1730	1345	865	395	0	+525	+885	+970
FRICITION																	
HYSTERESIS (TOL. ± 75 FT.): MAX.			50% MAX. 0		40% MAX. 0		AFTER EFFECT (TOL. 30 FT.): OK			CASE LEAK: OK							

ALTIMETER MAKE: Garmin	BLIND ENCODER MAKE: _____	TRANSPONDER MAKE: _____
MODEL: GS	MODEL: _____	MODEL: _____
S/N: 4JQ017015	S/N: _____	S/N: _____

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.
 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 are on file at this agency under the following work number.
 Date: 9-12-24 Tach/Hobb: 5249.92 W.O. 513959 Signed: *[Signature]*
WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC50062N

(262) 521-8180 **STANDBY GS ALTITUDE** SKYCOM AVIONICS, INC. N # **334WS**

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	80	90	100	110	
ACTUAL	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0	
FRICITION																	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL	0	0								1725	1340	865	395	0	+530	+890	+975
FRICITION																	
HYSTERESIS (TOL. ± 75 FT.): MAX.			50% MAX. +10		40% MAX. +10		AFTER EFFECT (TOL. 30 FT.): OK			CASE LEAK: OK							

ALTIMETER MAKE: Garmin	BLIND ENCODER MAKE: _____	TRANSPONDER MAKE: _____
MODEL: GS	MODEL: _____	MODEL: _____
S/N: 4JQ012928	S/N: _____	S/N: _____

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.
 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 are on file at this agency under the following work number.
 Date: 9-12-24 Tach/Hobb: 5249.92 W.O. 513959 Signed: *[Signature]*
WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC50062N

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 TOTAL—Carry forward to next page _____

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK	Page No.
TOTAL brought forward from previous page				



AIRFRAME ENTRY
637 Aviation Way
Walterboro, SC 29488

Date: 03/24/2025	Reg #: N334WS	Aircraft Make: Beech	Aircraft Model: 35-C33A
Acft Serial: CE-79	Acft TT & Tach Time: 5,292.64 Acft Hobbs: 506.9	Work Order: LC25-0560	

SCHEDULED MAINTENANCE:

1. Complied with Airframe Annual Inspection IAW Beech 35-C33A Maintenance Manual and FAR 43 APP D. No discrepancies noted at this time.

UNSCHEDULED MAINTENANCE:

- 1) Due to inoperative Roll Servo, removed Autopilot Roll Servo P/N OFF: 0105-R9 S/N OFF: 11219A IAW S-Tec Drawing No. 7603. Servo was sent to Genesys Aerosystems FAA CRS# FF2R818K for repair. Reinstalled repaired servo P/N ON: 0105-R9 S/N ON: 11219A IAW S-Tec Drawing Number 7603. Operational test satisfactory. No discrepancies noted at this time.
- 2) Due to Failed Capacity Test on Main Battery, replaced Main Battery P/N OFF: RG-35A S/N OFF: 40851484 P/N ON: RG-35A S/N ON: 41397158 IAW Beech 35-C33A Maintenance Manual & Concord RG Series CMM 24-30-71. No discrepancies noted at this time. Operational test satisfactory
- 3) Due to Customer request, replaced ELT Battery P/N OFF: 8322 S/N OFF: NSN P/N ON: 8322 S/N ON: 267-13657 IAW Artex ELT 345 CMM P/N: Y1-03-0282 (Rev P). Operational test satisfactory. No discrepancies noted at this time. ELT Battery Exp on Sept, 2031.
- 4) Due to corrosion found, removed corrosion from Center Fuselage section under floorboards IAW FAA AC43-13.1B CH 6. Applied LPS2 corrosion preventative to areas. No discrepancies noted at this time.

The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at this agency under this work order.

Sign A&P and IA # 2770150

<p>May 9, 2026 JPI Tach and ACTT- 5341.33 hrs. Performed annual/100 hrs. inspection IAW FAR 43 App D and 35-C33A Maintenance Manual. Lubed aircraft and greased gear. Service tires to 40 psi. Serviced brake fluid as required. Load tested and charged aircraft battery. Checked fluid level in landing gear box drive. Shimmy damper is at 2 5/8". Performed several gear operations both normal and emergency. Checked motor stop switches to transmission limits. Checked down lock tensions. Verified gear warning horn operation. Tested ELT per FAR 91.207(d). Battery due 9/2031. Installed new 047a "B" towpin. Installed new BA7112 air filter. Checked cable tensions. Serviced nose strut with air and oil as required per placard. Replaced tinnerman clips on muffler shroud. C/W AD2007-08-08 by lubing uplock rollers. Due again 5441.33 ACTT. AD95-04-03 spar inspection is due again at 5548.5 ACTT. C/W AD76-07-12 by functional check of ignition switch. Due again at 5441.33 ACTT. See complete AD list in aircraft permanent records. I certify that this aircraft has been inspected IAW an annual/100 hrs. inspection and was determined to be in airworthy condition.</p>		
<p></p>		
Roger Shadick	A&P3509009IA	Noble Aviation LLC Eagle River, WI.

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