

AIRCRAFT LOG
AF5-1

ELEVATOR L E 1855
R E 1859

AILERON R EA 225
L CF 952

RUDDER CE 953

E-1858

E-1858

EXTERIOR PAINT:

Matterhorn White: 6160

Sahara Tan: 4302

Rust: 2325

INTERIOR PAINT:

Cloud Gray: 370-504

Castle Tan; 370-506

Black: 371-500

AIRCRAFT DESCRIPTION

MANUFACTURER BEECH AIRCRAFT CORP. MODEL A36 DATE OF MFG. _____

SERIAL NUMBER E-1858 REGISTRATION NUMBER N1800V

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

Inspection Status

[Check one]

☐

F.A.R. 91.169 ANNUAL/100 HOUR

☐

F.A.R. 91.71 PROGRESSIVE

☐

F.A.R. 91.217 SUBPART D

☐

F.A.R. 135.60 A.T.C.O.

☐

OTHER

DATE ENTERED _____

MAINTENANCE RESPONSIBILITY

INSTALLED EQUIPMENT

ITEM	MANUFACTURER	MODEL	SERIAL NO.
ENGINE	CONTINENTAL	T0-520-BB	R L 573582
PROPELLER	MCCAULEY - Removed 5-17-90	2A36C23	R L 805707
Installed	McCauley	3A32C406-C	900697

MAJOR ALTERATIONS

DATE

DESCRIPTION OF ALTERATION

9-26-83

Tach@ 438: Installed Ryan WX-10 Stormscope.

Equipment List and Wt & Balance changed to reflect the above. For Details See FAA 337 this date WO# 663

Terry & Dilling Cn/insp

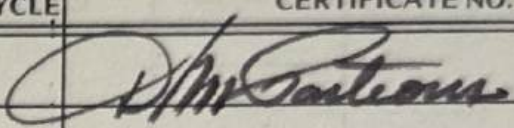
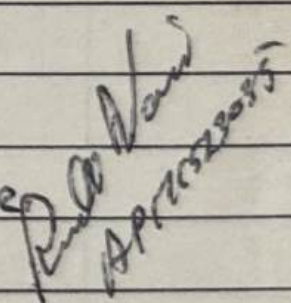
FAA Rep. Sta. 1519

PENN AIR, INC.

ALTOONA-BLAIR CO. AIRPORT

MARTINSBURG, PA. 16667

AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
		4-22-81				
		0:00				
NOTE: Bendix Ignition Switch installed at time of airplane manufacture complies with AD76-7-12.				1 TIME	NA	 For BEECH AIRCRAFT CORP., DOA, PC#8
512 0632- S.I.	FUEL SCOPAGE	7-7-82	INSPECTION	RECUR	206.6	STEVEN'S BEECH CRAFT. Reg STA #4360
0632-280	Fuel Seals	320.65	INSP	RECUR	100.0	CRS 4360
AD 72-22-01	Land in gear up-lock	8-4-83 415.01	INSP & LUBE	RECUR	100.0	Jesse R. Samion ATP/696098
AD 72-22-01	Land in gear up lock 12	8-3-85 415.00	INSP & LUBE	RECUR		Jesse R. Samion ATP/696098
AD 72-22-01	Land in gear Gear uplock	11-4-87 671.	INSP & LUBE	RECUR	100HR Due 771.	Russell L. Vinn ATP/17523035
88-21-02	Seat Pins A18	11-12-87 706.	Plug Holes	1 Time		Paul C. Foy ATP/1593004541A
91-17-01	Trim Actuator 4R-PAINT	11-15-91 820.94	Paint Line	1 Time	NA	
72-22-01	Land in gear Gear uplock	1-24-93 870.4	INSP & LUBE	RECUR	100 HR	Russell Vinn ATP/17523035
91-15-19	Shoulder Harness	1-24-93 870.4	SR 2394	1 Time		
92-08-07	Fuel Spare				Due 1500 HR	
92-15-06	Rudder Spar				Due 1,000 HR	
92-15-06	Rudder Spar	1033.7 9-1-95	c/w installed	STC SA4899 NM : SA5871 NM		no longer Recur
72-22-01	Land in gear up lock	1033.7 9-1-95	INSP & LUBE	RECUR	100HR	 APR 17 2005

FMA Rep. Sta. 1519
 PENN-AIR, INC.
 Altoona-Blair County Airport
 Martinsburg, Pa. 16662

Scale Error	Case Leakage	Hysteresis	After effect	Altimeter location	W.O. #
-1000 .. +.20..	.. 20.. ft. in 3 1/4 in		.. None...	.. N. 18.000 V	.. 596
0 .. +.20..		Test #1 .. +.10....			
500 .. +.10..		Test #2 .. 00....			
1000 .. +.20..					
1500 .. 00..					
2000 .. +.20..					
3000 .. +.30..					
4000 .. +.30..					
6000 .. +.40..					
8000 .. +.50..					
10000 .. +.50..					
12000 .. +.20..					
14000 .. +.20..					
16000 .. +.20..					
18000 .. 00..					
20000 .. -20..					
25000 .. 00..					
30000 .. 00..					

I certify this Altimeter and Static System has been tested as required by FAR 91.170 and was found to meet the requirements of Part 43, Appendix E to ... 20000 ft. MSL.

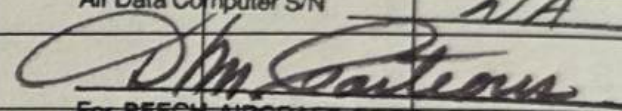
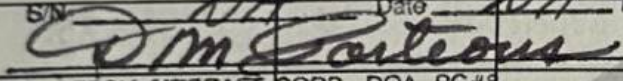
Signed ... Terry L. Dilling ...

DATE	MANUFACTURER
4-22-81	I certify That The Altimeter have been performed. Static System Test Date Altimeters: LHS/N 2149 RHS/N Air Data Computer: S/N For BEECH AIRCRAFT
08-15-83	I certify by FAR 91.170 meet the details on file
08-15-83	I certify to required to meet details on file under W.O. 596

FOR RETURN TO SERVICE - Terry L. Dilling cap/insp
 FAR REP. STA. 1519
 PENN AIR, INC.
 ALTOONA-BLAIR CO. AIRPORT
 MARTINSBURG, PA 16662

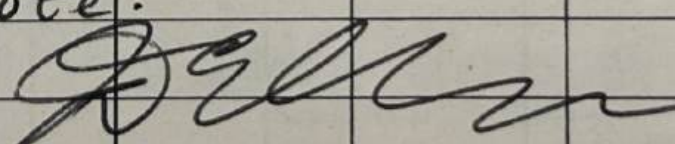
ALTIMETER & STATIC SYSTEM CHECKS

F.A.R. 91.170

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY CERT. NO.
4-22-81	I certify That The Altimeter and Static System Tests Required By FAR Part 91.170 have been performed.				FAR Part 91.36 Testing of Altitude Reporting Equipment Complied With.		
	Static System Test Date <u>4-8-81</u>				LH Altimeter S/N <u>2144</u>		
	Altimeters:				RH Altimeter S/N <u>NA</u>		
	LH S/N <u>2144</u> Date <u>1-9-81</u> Tested to <u>35000</u> Feet				Air Data Computer S/N <u>NA</u>		
	RH S/N <u>NA</u> Date <u>NA</u> Tested to <u>NA</u> Feet				 For BEECH AIRCRAFT CORP., DOA, PC#8		
	Air Data Computer:						
	S/N <u>NA</u> Date <u>NA</u> Tested to <u>NA</u> Feet						
	 For BEECH AIRCRAFT CORP., DOA, PC#8						
08-15-83	I certify this altimeter and static system have been tested as required by FAR 91.171 and Encoder as required by FAR 91.36B and was found to meet the requirements of FAR 43 appendix E to 20,000 feet MSL.						
	Details on file under W.O. 596				THE ABOVE DETERMINED AIRWORTHY FOR RETURN TO SERVICE <u>Terry L. Dilling</u>		
08-15-83	I certify this Transponder has been tested as required by FAR 91.172 and was found to meet the requirements of FAR 43 appendix F						
	Details on file under W.O. 596				FAA REP. STA. 1519 PENN AIR, INC. ALTOONA-BLAIR CO. AIRPORT MARTINSBURG, PA 16662		
					THE ABOVE DETERMINED AIRWORTHY FOR RETURN TO SERVICE <u>Terry L. Dilling</u>		
					FAA REP. STA. 1519 PENN AIR, INC. ALTOONA-BLAIR CO. AIRPORT MARTINSBURG, PA 16662		

ALTIMETER & STATIC SYSTEM CHECKS

F.A.R. 91.170

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY CERT. NO.
I certify this transponder Make <u>COLLINS</u> Model <u>TDR-950</u> S/N <u>11654</u> and system has been tested and found to comply with the requirements of FAR 91.413. W.O. # <u>7619</u> Greenville Avionics Repair Station OZ4R432M Signature <u>Joy E. Miles, Jr.</u> Date <u>11-16-95</u>					The following altimeter was installed: Make <u>INTERCONTINENTAL DYNAMICS</u> Model <u>25005-012</u> S/N <u>2144</u> . This altimeter was tested to FAR 43, Appendix E on <u>11-16-95</u> by Repair Station # <u>OZ4R432M</u> to <u>35,000</u> feet.		
DID NOT PERFORM STATIC LEAK RATE <u>212.71</u> .					I certify the altimeter and altitude reporting system test required by FAR 91.411 have been performed. The altitude reporting system was tested to <u>20,000</u> Feet. W.O. # <u>7619</u> Greenville Avionics Rep. Station OZ4R432M Signature <u>Joy E. Miles, Jr.</u> Date <u>11-16-95</u>		
11/16/95 Tach 1,038 hrs. Tested static pressure system ^{as} required by FAR 43 App. E(a), and found it to meet all requirements. Proof test IAW FAR 23.1325 (b)(2)(i) showed 35 feet altitude loss in 1 minute.							
					AIP 228388876		

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
4-22-81		Emergency Locator Transmitter Battery To Be Replaced On Or Before <u>5-28-82</u> <u>Don Cautious</u> For BEECH AIRCRAFT CORP., DOA, PC#8	I Certify That ATC Transponder Test & Inspection Required by FAR, Part 91. 177 Have Been Performed. S/N <u>16654</u> Date <u>4-8-81</u> S/N <u>N/A</u> Date <u>N/A</u> <u>Don Cautious</u> For BEECH AIRCRAFT CORP., DOA, PC#8		In accordance with F.A.R. 91.25 Omni directional receivers were found to be accurate to within <u>2</u> degrees. <u>Bill Lampton</u> <u>4-28-81</u> Pilot or Radio crew chief Date	
8-22-85		REPLACED K G 102 A WITH SN 13283 <u>King B Talletto</u> 1620876 LANC. A V I A 101-4				
10-14-85		REPLACED E.L.T. BSH				

MAINTENANCE RELEASE

 COMPONENT L5183

 SERIAL NO. 13283

 PART/MODEL NO: K G 102 A
☒ Overhaul

☐ Repair

☐ Functional Test

☐ New

The Aircraft Appliance identified above was overhauled, repaired, functional tested or is new as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under

 Work Order # 166103

 Date 8/20/85

 Authorized Signature *Snouly*

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
4-22-81		Emergency Locator Transmitter Battery To Be Replaced On Or Before <u>5-28-81</u> <u>Jim Cantions</u> For BEECH AIRCRAFT CORP., DOA, PC#8	I Certify That ATC Transponder Test & Inspection Required by FAR, Part 91. 177 Have Been Performed. S/N <u>16654</u> Date <u>4-8-81</u> S/N <u>N/A</u> Date <u>N/A</u> <u>Jim Cantions</u> For BEECH AIRCRAFT CORP., DOA, PC#8	In accordance with F.A.R. 91.25 Omnl directional receivers were found to be accurate to within <u>3</u> degrees. <u>Bill Sampson</u> 4-22-81 Pilot or Radio crew chief Date		
8-22-85		REPLACED KC102A WITH SN 13283 <u>Guy B Zotto</u> 1620876 LANC. A V I A 101-4				
10-14-85		REPLACED E.L.T. Battery - checked OK				

RADIO & ELECTRONIC CHECKS

[illegible]

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
10-25-88		Replaced	ELT	Battery.	Next Due Oct. 1990	B. M. Allister

APR 19, 1990 TACH @ 733.22 WO 4852R

Ref Collins TDR-950 S/N 16654 - Cleaned mode C on/off switch Retention
Connector plug - Repaired small leak in Altimeter at static port

N 1800V

DATE APR 19, 1990 TACH 733.22 WO 4852R

Completed Altimeter, Static, Transponder & Encoder
Tests and Inspections as required by FAR 91.171,
91.172 and found systems to meet the requirements of
Part 43 Appendix E & F To 20,000 MSL

[Signature]

APPROVED FOR RETURN TO SERVICE

FAA REP. STATION BCBR378C
PENN AIR, INC.

Altoona - Blair County Airport
Martinsburg, PA 16662
PHONE: (814) 793-2164

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
		9/18/90 A-36 N1800V Barry ALberta Installed Mod. #17 in both VHF-251's. #1 S/N 26580 and #2 S/N 26640. Ramp checked both com's and found both to be working normally.				
		Approved for return to service. Pertinent details are on file at this repair station under work order No. <u>R16640</u> Date <u>9/18/90</u> By <u>Kenneth H. Wiggins</u> Lancaster Aviation, Inc. CRS 110-4				
11-1-90		REPLACED ELT BATTERY NEXT DUE JAN 1993 <i>B. Alberts</i>				

RADIO & ELECTRONIC CHECKS

[illegible]

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
10-15-91		REPAIRED	KFC-200	AUTOPILOT COMPUTER	KC-295	
		RAMP CHECKED OK		Approved for return to service. Pertinent details are on file at this repair station under work order No. <u>R18396</u> Date <u>10-15-91</u> By <u>[Signature]</u> Lancaster Aviation, Inc. CRS <u>110-4</u>		
10-29-91		REPAIRED	KS-270-02	PITCH SERVO	S/N 6780. RAMP CHECKED OK	
				Approved for return to service. Pertinent details are on file at this repair station under work order No. <u>R18458</u> Date <u>10-29-91</u> By <u>[Signature]</u> Lancaster Aviation, Inc. CRS <u>110-4</u> <u>A658076C</u>		

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
DATE <u>Oct 2, 1992</u>			N. <u>18000</u> TACH <u>881</u> WO <u>6359</u>			
Completed Altimeter, Static, Transponder and Altitude Reporting system tests and inspections as required by FAR's <u>91411 - 91413</u> and found systems to meet the requirements of <u>paragraph C</u> Appendix E and F of Part <u>43</u> <u>20.000</u> as required each 24 months <i>[Signature]</i> FOR RETURN APPROVED FOR RETURN TO SERVICE FAA Rep. Sta. BCBR878C PENN AIR, INC. ALTOONA-BLAIR COUNTY AIRPORT MARTINSBURG, PA. 16662 814 763-2184						
<u>2-20-93</u>			<u>R & R</u> <u>ELT BATTERY</u> <u>NEXT DUE Apr '95</u>			<i>[Signature]</i>

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
6-5-94 Bcnanza N1800V Repair KFC-200 A/P Roll SERVO KS-271-01 s/n 9052. Ramp ck A/P to meet MFG specs. Details on file w/o 23848. this date. LANCASTER FLIGHT CENTER LANCASTER AIRPORT LITITZ, PA. 17543 DATE <u>6-5-94</u> CERTIFICATE NO. LQZR183U SIGNED <i>James H. Had</i>						

27 Sept 1994 Beech A-36 E 1858 N1800V

Removed defective autopilot primary servo, KS 271, KPN 065-0028-01, s/n 9052. Installed a factory replacement servo, KS-271A KPN 065-00060-0001, s/n 33909. A/C autopilot system set up and realigned per the KFC-200 Flight Line Maint. Manual. Reassembled A/C and was flight checked successfully. See W.O. 7778 for details.

Penn Air, Inc.
Martinsburg, Pa. 16662
FAA Rep.St.# BCBR378C

HT
I. Thomas Turnbull
Avi. Inspector.

12 7

CUSTOMER: RICK WRENN
WORK ORDER NO: A46071
AIRCRAFT TYPE: BONANZA
REGISTRATION NO: N1800V
EQUIP DESCRIPTION: LORAN C
MANUFACTURER: NORTHSTAR
TYPE: M1
PART NUMBER: M1
SERIAL NUMBER: N11549
REPAIR/REMARKS: UPDATE LORAN C DATABASE.
REMOVED UNIT FROM AIRCRAFT. REMOVED TOP COVER AND REPLACED 8 IC CHIPS FOR
DATABASE. REINSTALLED TOP COVER AND BENCH CHECK WAS GOOD. REINSTALLED UNIT IN
AIRCRAFT AND RAMP CHECK WAS GOOD.

Signed James A. Attleson For

STEVENS AVIATION R/S VIBR368K
GREER SOUTH CAROLINA 29651

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
CUSTOMER: RICK WRENN WORK ORDER NO: A46073 AIRCRAFT TYPE: BONANZA REGISTRATION NO: N1800V EQUIP DESCRIPTION: ATTITUDE GYRO MANUFACTURER: KING TYPE: KI-356 PART NUMBER: 060-0017-00 SERIAL NUMBER: 11066 DATE: 7-10-96 MODEL: A36 SERIAL NO: E-1858 TIME: REPAIR/REMARKS: ATTITUDE GYRO PRECESSES IN FLIGHT. RAMP CHECKED AND FOUND GYRO NEEDED TO BE CHANGED. REMOVED KING KI-256 ATTITUDE GYRO, S/N 11066 AND INSTALLED CASTLEBERRY EXCHANGE KING KI-256 ATTITUDE GYRO, P/N 060-0017-00, S/N 2654 IN AIRCRAFT. ALIGNED AUTOPILOT COMPUTER FOR PROPER ROLL AND PITCH VOLTAGES WITH GYRO. GROUND RUN UP OF AIRCRAFT SHOWS GYRO WORKS NORMALLY.						
Signed <u>James L. Altman</u> For STEVENS AVIATION R/S VIBR368K GREER SOUTH CAROLINA 29651						

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
1-4-82	290.23	REMOVED AND REPLACED FUEL FLOW TRANSDUCER SN 2076 INSTALLED Leslie V. Reel For STEVENS BEECHCRAFT, INC. Repair Station # 4360 Nashville, Tenn. 37217	
7-14-87	637.10	REMOVED AND REPLACED STARTING BATTERY. GILL MODEL 242.	S. Clutter
2-20-93		R&R AIRBORNE 212 CW DRY AIR PUMP R&R AIRBORNE 1J4-7 AIR FILTER R&R INLET AIR FILTER RAD9-14-5	M. S. Gentry AIP 1608 160828282

F.A.R. 43.9

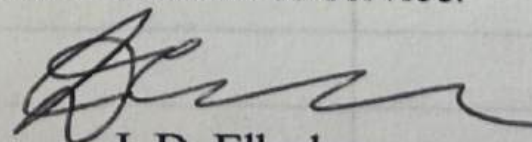
Greenberg A+P 228388876, IA

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
2/15/96	11058	Removed WX-10 processor & display units. Reinstalled after repair by the manufacturer (BF Goodrich Aerospace). Function test OK. J. D. Ellenberg A&P 228388876	
6/6/96	1,081	Checked AD's thru issue 96-11 and found all in compliance. See AD list with aircraft records. J. D. Ellenberg A&P 228388876	

6/25/96 Tach 1,097.48 hrs. Removed Collins IND-350A course deviation indicator. Installed Collins GLS-350 glide slope receiver and IND-351A course deviation indicator with glide slope needle. Computed new weight and balance and placed with aircraft records. New empty weight and center of gravity are 2,417.4 lbs. and 80.8 inches. New useful load is 1,182.6 lbs. Filed FAA form 337 documenting changes in equipment. All systems checked and found to perform properly. Aircraft approved for return to service.

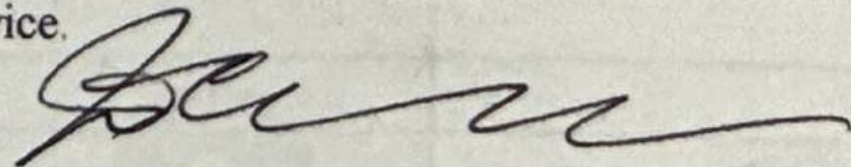

J. D. Ellenberg
A&P 228-38-8876 IA

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
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7/03/96 Tach 1,103.44 hrs. Replaced broken A/P disconnect switch with new part, Allied Signal (King) P/N 031-00326-0000. Replaced No. 2 Nav receiver (VIR-351) and the ADF receiver (ADF-650A) after repair by the manufacturer (S-Tec Corporation). Function test of all OK. Aircraft approved for return to service.



J. D. Ellenberg, A&P 228388876

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MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
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10-1-96

C/U ANNUAL INSPECTION

DATE 10-1-96 T.T. 1134.76 TACH 1134.76

Airframe Inspection Performed in Accordance with FAR Part 43. Checked Skin for Condition ☒ Checked Fabric for Condition ☐ Cleanliness ☒ Batteries ☒ Seats & Safety Belts ☒ Windows & Windshields ☒ Instruments ☒ Flight Controls ☒ Tires ☒ Brakes ☒ Hydraulic Fluid ☒ Sumps & Fuel Screens ☒ Fuel Systems ☒ Electrical Systems ☒ Oxygen System ☒ Oleo Struts ☒ Landing Gear ☒ Lights ☒ Pitot Heat ☒ ELT Operation ☒ Static System ☒ Cables, Pulleys, Fairleads, and Torque Tubes ☒ Wing Fittings ☒ Wing Struts ☒ Gear & Stall Warning Devices ☒ Lubricate Gear Fittings ☒ Performed Landing Gear Retraction Test ☒ Repacked Wheel Bearings ☒ ELT Battery Replacement Due 4-97 A.D. Compliance Record at Rear of Log and Researched Through Issue 96-19.

C/U AD 72-22-01 VBlock roller greased

C/U AD 76-07-12 Bendix Switch

AD 95-04-03 Wing SPAR DUE at 1500 hrs

Installed new air FILTER AD 84-26-02

CONT

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
10-1-96	ACFT 1134.76	Installed new Battery Installed new vacuum FILTER Installed new nose wheel Bearings & Races.	
MAINTENANCE RELEASE THE <u>Asheville Jet</u> IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT INSTRUCTIONS CONTAINED IN ASHEVILLE JET, INC. REPAIR STATION INSPECTION PROCEDURES MANUAL. THE MAINTENANCE RULES OF THE FEDERAL AVIATION REGULATIONS UNDER WHICH THE OPERATOR IS CERTIFIED AND IS APPROVED FOR RETURN FOR SERVICE AS PER THOSE REQUIREMENTS. *PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. <u>AS</u> DATE <u>10-1-96</u> SIGNED <u>A. Z. Adams</u> FOR ASHEVILLE JET, INC. ASJR354B P.O. BOX 1209 FLETCHER, NC 28732			

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
		A/C REGISTRATION: N1800V A/C S/N: E-1858 HRS: I Certify That The Altimeter And Static System Inspection Required By FAR 91.411 Have Been Performed. The Altimeter(s) Per Paragraph (A) And (B) Appendix E FAR 43 LH Make: IDC Model: 25005-012 S/N: 2144 Has Been Tested To: 20,000 Feet. RH Make: N/A Model: N/A S/N: N/A Has Been Tested To: N/A Feet. Altitude Reporting System Tested To: 20,000 Feet Per Paragraph (C) Appendix E FAR 43. Date: 7-10-97 Auth. Sign: <i>Mike Campbell</i> I Certify The ATC Transponder Tests And Inspections Required By FAR 91.413 Were Performed This Date And Found To Comply With FAR 43, Appendix F. #1 Make: COLLINS Model: TDR-950 S/N: 11654 #2 Make: N/A Model: N/A S/N: N/A Details Of This Inspection Are On File At This Repair Station Under Work order #: 11166 Date: 7-10-97 Signed: <i>James A. Attentive</i> FOR STEVENS AVIATION R/S VIBR368K GREER, S.C. 29651	

MAINTENANCE RECORD

E A D 120

STEVENS AVIATION

CUSTOMER: RICK WRENN
 WORK ORDER NO: 01/13043 DATE: 11-19-98
 AIRCRAFT TYPE: BEECH BONANZA MODEL: A36
 REGISTRATION NO: N1800V SERIAL NO: E-1858 TIME:
 EQUIP DESCRIPTION: NAV RECEIVER GLIDESLOPE HSI COMM
 MANUFACTURER: COLLINS COLLINS KING RADIO COLLINS
 TYPE: VIR-351 GLS-350 KI-525A VHF-251
 PART NUMBER: 622-2080-011 622-2084-001 066-3046-00 622-2078-001
 SERIAL NUMBER: 34485 14180 6384 26580

REPAIR/REMARKS: 1) NAV WEAK, DISPLAY MISSING DIGITS. CONFIRM COMPLAINT.
 REPLACED 2 OPEN DISPLAY DIGITS AND ALIGNED VIR-351 PER MANUFACTURER'S
 MAINTENANCE MANUAL. UNIT FINAL TEST GOOD. REINSTALLED VIR-351 IN AIRCRAFT.
 GROUND CHECK OF NAV IS GOOD.
 2) #1 GLIDESLOPE DOES NOT WORK ON ALL FREQS, DOES NOT DIRECT A/P. CONFIRM BAD
 GLIDESLOPE. REMOVED GLS-350 TO SHOP, UNIT CHECKS GOOD. FOUND KI-525A BAD,
 REMOVED TO SHOP. CLEANED G/S MOVEMENT, BENCH TEST OF UNIT IS GOOD. REINSTALLED
 KI-525A IN A/C, GROUND CHECKS GOOD. UNABLE TO DUPLICATE A/P PROBLEM.
 3) #1 COMM HAS DIGIT OUT. REMOVED VHF-251 TO SHOP. REPLACED OPEN DIGIT AND
 TESTED UNIT PER MANUFACTURER'S MAINTENANCE MANUAL. REINSTALLED VHF-251 IN
 AIRCRAFT. GROUND CHECK OF COMM IS GOOD.

The Aircraft or Appliance Identified Above Signed Chow E. Tamm For
 Was Repaired and Inspected in Accordance
 With Current FAA Regulations and is Approved
 for Return to Service. Pertinent Details of
 The Repair Are on File at This Agency.

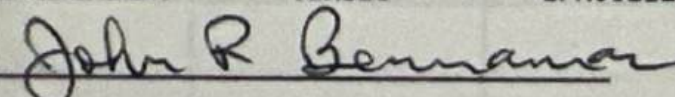
STEVENS AVIATION R/S VIBR368K
 GREER SOUTH CAROLINA 29651

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME	DESCRIPTION OF WORK PERFORMED	AGENCY & CERTIFICATE NO. ED/RETURNED TO SERVICE
	CUSTOMER: RICK WRENN		
	WORK ORDER NO: 10358	DATE: 12-5-96	
	AIRCRAFT TYPE: BEECHCRAFT	MODEL: A36	
	REGISTRATION NO: N1800V	SERIAL NO: E-1858	<u>TIME:</u>
	EQUIP DESCRIPTION: PITCH SERVO		
	MANUFACTURER: KING		
	TYPE: KS-270		
	PART NUMBER: 065-0027-02		
	SERIAL NUMBER: 6780		
	REPAIR/REMARKS: A/P HAS NO PITCH COMMANDS.....		
	REMOVED PITCH SERVO AND CHECKED ON BENCH. DRIVE TRANSISTORS BLOWN AND MOTOR HAS HIGH STARTING VOLTAGE. ORDERED NEW SERVO FROM KING AND SECURED AIRCRAFT FOR FLIGHT.		
	INSTALLED NEW KS-270A SERVO S/N 28445 IN AIRCRAFT AND A/P GROUND CHECKS GOOD.		
		Signed <u>Richard J. [Signature]</u> For	
		STEVENS AVIATION R/S VIBR368K	
		GREER SOUTH CAROLINA 29651	

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
CRS#: G3SR222J GARDNER AVIATION SPECIALIST, INC. 215 BARRY WHATLEY WAY GRIFFIN, GA 30224	05/18/99 N1800V A36 A/C TT: 1,691.0	WO# 11534 BEECH S/N: E-1858	
INSTALLED BENDIX/KING RDR2000 RADAR SYSTEM: IN102A RADAR INDICATOR AND ART2000 RADAR ANTENNA. NORTON RADOME MODEL NI-4133X WAS INSTALLED PER STC#SA1806L. COMPLETED FAA FORM 337. REVISED AIRCRAFT WEIGHT AND BALANCE. REMOVED COLLINS ANS-351 R-NAV. REWIRED VIR351 NAV1 TO INTERFACE TO HSI. RELOCATED COLLINS ADF-650 AND KLN88 LORAN RECEIVERS FROM CENTER RADIO AND MOUNTED IN RIGHT SIDE INSTRUMENT PANEL OVER TRANSPONDER. IFR CERTIFICATION. COMPLIED WITH PART 43 APPENDIX E. COMPLIED WITH TRANSPONDER FAR 91.413. PERFORMED STATIC LEAK TEST AND ALTITUDE REPORTING TEST PER FAR 91.411.			
ENCODING ALTIMETER: 25005-012 TRANSPONDER: TDR950	S/N: 2144 S/N: 16654		
		JOHN R. BENNAMAN G3SR222J	

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

DATE _____

AIRCRAFT TIME IN SERVICE	
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4-22-81

2:35

I Have Inspected This Aircraft And
Issued A STANDARD Airworthiness
Certificate. Dated APR 22 1981

Am. Tortois

D. M. Porteous

~~For BEECH AIRCRAFT CORP.~~

Delegation Option, PC#8

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
8-3-81	TIME IN SERVICE <u>106.6</u>	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. SIGNED <u>[Signature]</u>
		8-3-81 COMPLETED ANNUAL INSPECTION TIME 106.6 JACKED AIRCRAFT RAN GEAR CHECK. GREASE AIR CRAFT AS REQUIRED CLEAN WHEELS BEARING + PACK WITH GREASE. REMOVED ALL INSPECTION PLATES. OK + INSTL ALL INSPEC PLATED REPLACED. REPLACED ROTATING BEACON BULB ALSO LANDING LIGHT BULB. C/W S/I 0632
		<u>[Signature]</u> For STEVENS BEECHCRAFT, INC. Repair Station # 4360 Nashville, Tenn. 37217

STEVENS BEECHCRAFT, INC.
Repair Station # 4360
Nashville, Tenn. 37217

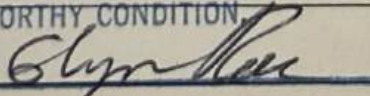
INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
10-19-81	218.01	Completed 100 hr. insp. cleaned main fuel strainer, cleaned, regreased wheel bearings, serviced tires, jacked a/cft ran gear retraction lubricated all control points. C/w S.I. 0514-35, S.I. 0632-280. Checked all A.D.s.
DATE 10-19-81	TIME IN SERVICE 218.01	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hr. INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. SIGNED <u>Shyne Lee JA 1463838</u>

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
7-7-82	320.65	Completed 100hr/annual using Beech Insp form P/N 98-32227D as a Guide. Jacked a/cft. ran normal + Emer. Gear retraction checked + repacked wheel bearings. Clean main Fuel strainer. Serviced tires. Replaced brake pads of left main tire. Replaced E.L.T. Battery. Due again torqued all wing Bolts, all bolts turned recheck torque next 100 hrs. C/W S.I. 063-280 Rev I. Fuel seepage. checked all appital A.D's. lubricated a/cft. per Service manual. Further details on file W/D 1210.
DATE 7-7-82	TIME IN SERVICE	320.65 I CERTIFY THAT
THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100hr/annual</u> INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION		For STEVENS BEECHCRAFT, INC. Repair Station # 4360 Nashville, Tenn. 37217
SIGNED		

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
8-4-83	415.01	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH 100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. LABED ALL CONTROLS LANDING GEAR RETRACTION. EMERGENCY EXTENSION GK OK. GEAR TENSION CHECK OK ATP 1696098 Jesse R. Simon
8-4-83	415.01	ALL ADS CHECKED THIS TIME AND DATE SEE AD SECTION FRONT BOOK ATP 1696098 Jesse R. Simon
		I Certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy Condition Allent C. Michael
		IA 1724788

INSPECTION RECORD

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

DATE	AIRCRAFT TIME IN SERVICE	
9-3-84	484.83	I Certify That This Aircraft Has Been Inspected in accordance with 100hr Inspection and was Determined to be Airworthy Condition. Landing Gear Retraction. Lubed All Controls. Greased Landing Gear. Gear tension OK. Emergency Extension OK. AT P 1696098 Jesse R. Simon
9-3-84	484.83	I certify this aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition. Dew W. Anderson A151237883IA.
10-3-85	539.18 Hrs	I certify that this aircraft has been inspected in accordance with 100hr inspection and was Determined in a Airworthy Condition. Greased Gear. Gear tension OK. Retraction OK. Emergency Extension OK. Lubed All Controls AT P 1696098 Jesse R. Simon

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
I CERTIFY THAT THIS AIRCRAFT, ENGINE OR APPLIANCE HAS BEEN INSPECTED FOR AN/A <u>Annual</u> INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION.		INSP. c/w 11A/w B320H maint. manual with Points c/k'd & c/w. AD c/k'd & or c/w THER 12502 85-18.

DATE 10-3-85 A/C TIME 539.0

ENGINE TIME: LT. RT.

SIGNATURE Wendel Bering

NO. A-P2148494FA

10-1-86 Act# 5861 NR I Certify That This AIRCRAFT HAS BEEN Inspected In accordance WITH 100HR Inspection and was Determined In AN Airworthy Condition. GREASED BEAR. CK BEAR Tension. Emergency Extension OK. Lubed All Controls

Jessie Jensen ATP 1696098

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
1 OCT 86 580.0 T.T.		I certify that this Aircraft has been inspected for an Annual inspection and returned to service this date. All P.O.'s checked & w. All AD's checked & their issues 86-16. Wendy At P 2148494 IA.
10-1-87	HOBBS 671.521 hr	I certify that this Aircraft has been inspected in accordance with 100 hr Inspr and was determined to be in an airworthy condition. Lubed Gear. Retraction OK. Lubed all Controls. Landing gear OK. AT 168698. Gear down c/w AD 72-23-01 landing Gear up hook clean & lubed. I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in Airworthy Condition this date. Russell H. Vain At P 178523035 IA

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
11-16-88	706.54 TT	I certify that this aircraft has been inspected in accordance with 100 hr inspection and was determined to be in an Airworthy Condition. Lubed Gear. Gear Retraction Emergency Extension CK OK. Lubed All Controls. Gear Tension CK OK. Complied with AD BB-21-02 Pilot - Co-Pilot's Seat PARA (A) (B) As per Beech S.B. # 2010 Rev 1 Dated May 1988 C/w AD 72-22-01 Landing Gear up Lock ATP1696098 <i>Joseph Simon</i>
11-17-88	706.54 TT	I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Visual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <i>Robert Alan Fry</i> 1593004541A
11-2-89	712.76 TT	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I ACCORDANCE WITH 100 hr inspection and was determined to be in an Airworthy Condition. Lubed Gear, Lubed All Controls. Gear Retract CK OK. Tension CK OK. C/w AD 72-22-01 Landing Gear up Locks ATP1696098 <i>Joseph Simon</i>

INSPECTION RECORD

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

DATE	AIRCRAFT TIME IN SERVICE	
11-2-89	712.76 TT	Installed New BRAKE Pads PIN RA 166-55 New Chrome Disc PIN CLD 164-12502 Jesse R Simon ATP 1696098
11-2-89	712.76 TT	Inspect Aircraft for Annual inspection, ckr AIDs to date I certify that this Aircraft has been inspected in accordance with A Annual inspection And was determined to be in Airworthy Condition this date. Russell Vinn AiP 178573057A
6-2-90	743:38	Installed Aero SAFE Electrically Drive Air Pump STC # SA4835SW Guardian II AS per Instructions Provide in Kit. ADP 1696098 Jesse R Simon
6-5-90	744.0	WO 4936. (1) Inspected prop Installation per STC SA 1166GL dated 9-24-87 completed 337 per stc instructions (2) Inspected Aero safe vacuum pressure Installation per STC SA4835SW date 11-12-82 Rev 4 10-18-84 Doug L. Ad. ADP 1530064 IA (3) Revised Wte Bal & Equipment List

PENN-AIR, INC.

ALTOONA-BLAIR COUNTY AIRPORT

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
11-1-90	782.24	I certify that this aircraft has been inspected in accordance with a 100hr inspection and determined to be in a Airworthy Condition. lubed Controls. Gear Retraction OK. Stens. in OK Gear. ATP 1696098 Jesse R. Dizon
11-2-90	782.24	I certify that this aircraft has been inspected in accordance with a Annual inspection and was determined to be in Airworthy Condition this date Runup: i ggs ck normal Russell Veen ATP 178523035 IA
11-15-91	820.94	I certify that this aircraft has been inspected in accordance with 100hr inspection and determined to be in a Airworthy Condition. Retraction OK OK Lubed Gear and Controls ATP 1696098 Jesse R. Dizon

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE
11-21-91	820.94	I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in Airworthy Condition this date <i>[Signature]</i> AP178523035IA
7/7/92	851.92	INSTALLED FACTORY O.H. POWER Supply P/N 701571 S/N 634 IN ALG. Servicable Parts Tag attached. W.O.# R05978 <i>[Signature]</i> Aerobatics Systems, Inc. Rep. St. & TODE 784K

ELT Due Apr 95 INSPECTION RECORD F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

5-3-94

952.03

Open all inspection covers Insp & Service
Brakes 80%, Lub Gear, & swing ck, drain fuel
Symps & ck screens, ck battery water, all lights & heat
Run up & opp's ck normal

I certify that this Aircraft has been inspected
in accordance with a thorough inspection and was
determined to be in Airworthy condition this date

1/11/94
APR 78523035 IA

Aug 15 94 TACH 989.0 WO 7674 & 7675R

- (1) Removed KC 295 S/N 6764 set up Flight line test - Re aligned
Gyro to Computer per KFC 200 manual Ref T T #2 Trip
- (2) Removed Alternator P/N 642055 S/N P010349.5 and BCB2378
Installed A Fwd bearing seal kit P/N 646492 A1

Op. B. Blum Rpt 1530064

PENN-AIR, INC.
ALTOONA-BLAIR COUNTY AIRPORT
MARTINSBURG, PA 15002

ELT Due OCT '97

INSPECTION RECORD

F.A.R. 43.11 - 91.217

1134.76

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
9-1-95	1033.74	c/w AD 92-15-06 1000 HR rudder spar insp no cracks, installed top Hinge Kit Per Spacecraft Machine Products STC SA4879NM and STC SA5870NM middle Hinge, reinstalled rudder; opp's ck, Annual insp Open all inspection covers, Insp & Service lube all controls, landing gear, service battery, ck all lights P-hat, installed new ELT Battery Due 10-97 opp's ck Per AN81301 G spur & Am test good, Drain fuel sumps - ck screens Jack AC & Swing gear opp's ck normal c/w AD 72-2201 up back lube, Brake Puds 80%, Run up & opp's ck normal I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in Airworthy Condition this date. Paul W. AP174522035TA
4/23/96	1078.47	Replaced induction air filter with new part. - Blues AP228388876 (P/N) 35-380035-5

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST	SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
DATE 5/14/96	AIRCRAFT TIME IN SERVICE 1,079.40
	C.W. AD 72-22-01 Inspected roller L inspect
	& lubrication
	N 1800 V
	OCT 1999
	ANNUAL INSPECTION

DATE 10-31-97 T.T. 1407.97 TACH 1407.97

Airframe Inspection Performed in Accordance with FAR Part 43. Checked Skin for Condition ☒ Cleanliness ☒ Batteries ☒ Seats & Safety Belts ☒ Windows & Windshields ☒ Instruments ☒ Flight Controls ☒ Tires ☒ Brakes ☒ Hydraulic Fluid ☒ Sumps & Fuel Screens ☒ Fuel Systems ☒ Electric Systems ☒ Oxygen System ☒ Oleo Struts ☒ Landing Gear ☒ Lights ☒ Pitot Heat ☒ ELT Operation Static System ☒ Cables, Pulleys, Fairleads, and Torque Tubes ☒ Wing Fittings Wing Struts ☒ Gear & Stall Warning Devices ☒ Lubricate Gear Fittings ☒ Performed Landing Gear Retraction Test ☒ Repacked Wheel Bearings ☒ ELT Battery Replacement Due OCT 99 A.D. Compliance Record at Rear of Log and Researched Through Issue 97-19 /

- CONT -

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE

AIRCRAFT TIME
IN SERVICEKIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

10-3-97 1407.97 CU AD 97-14-15 Door Lock
 CU AD 95-04-03 SPAR CARRY THROUGH
 Installed O/H STALL WARNING DETECTOR
 Installed new ELT BATT OCT 99
 Installed new Brake LININGS, New Fuel cap
 ORAIS New Beacon Bulb. New AIR FILTER.
 CU AD 84-26-02 AIR FILTER

MAINTENANCE RELEASE

THE

Amesbury

IDENTIFIED

ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT
 INSTRUCTIONS CONTAINED IN ASHEVILLE JET, INC. REPAIR STATION
 INSPECTION PROCEDURES MANUAL, THE MAINTENANCE RULES OF THE
 FEDERAL AVIATION REGULATIONS UNDER WHICH THE OPERATOR IS
 CERTIFIED AND IS APPROVED FOR RETURN FOR SERVICE AS PER THOSE
 REQUIREMENTS.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR
 STATION UNDER WORK ORDER NO. *151189* DATE *10-3-97*

SIGNED

A. K. Carpenter

FOR ASHEVILLE JET, INC. ASJB354B
 P.O. BOX 1200
 FLETCHER, NC 20732

2-23-98

TACH 1489.98

REPLACED BOTH MAIN GEAR TIRES WITH
NEW TIRES (P/N 700-6-6 PLY BFGOODRICH)
REPACKED ALL WHEEL BEARINGS (AFTER CLEANING
WITH GREASE. OPS CHECK GOOD)

mark D Janning
ATP 246152587



DEPARTMENT OF
TRANSPORTATION
FEDERAL AVIATION
ADMINISTRATION

CHARLOTTE FLIGHT STANDARDS DISTRICT OFFICE

RECOMMENDED EMERGENCY LOCATOR TRANSMITTER (ELT) SUPPLEMENTAL INSPECTION PROCEDURE.

APRIL 15, 1997

This is in response to requests for guidance on the means of compliance with the ELT inspection requirements of FAR Section 91.207. The FAA recommends these procedures only as a supplement where applicable to regulatory requirements (ADs, etc.) as well as a supplement to the aircraft and equipment manufacturers' instructions*. Questions regarding this guidance should be addressed to the Charlotte FSDO. Phone (704) 344-6488, FAX (704) 344-6485

RECOMMENDED PROCEDURE

1. Remove all interconnections to the ELT unit and ELT antenna. Visually inspect and confirm proper seating of all connector pins. Give special attention to coaxial center conductor pins which are prone to retracting into the connector housing.
2. Remove the ELT from the mount and inspect the mounting hardware. Ensure all required mounting hardware is properly installed and secured.
3. Gain access to the ELT battery and inspect. No corrosion should be detectable. Verify the ELT battery is approved and check its expiration date.
4. Activate the ELT using an applied force. Consult the ELT manufacturer's instructions before activation. Marks on the ELT show the direction for mounting and force activation. A TSO-C91 ELT should activate by a quick rap with the palm. A TSO-C91a ELT should activate by a rapid forward (throwing) motion coupled by a rapid reversing action. Verify ELT activation using a watt meter, the airplane's VHF radio communications receiver tuned to 121.5 MHz, or other means (see Note 1).
5. Reinstall the ELT into its mount and verify the proper direction for crash activation. Reconnect all cables. The cables should have some slack at each end and should be secured to the airplane structure for support and protection.
6. First read Note 3. Activate the ELT using the "on" or ELT "test" switch. Check for energy transmitted from the ELT antenna by using a low-quality amplitude modulation (AM) broadcast radio receiver. Hold the antenna of the AM receiver (tuning dial on any setting) about 6 inches from the activated ELT antenna; you should hear the ELT aural tone. (See Note 2).
7. Verify that all switches are properly labeled and positioned.
8. Record the inspection in the aircraft maintenance records according to FAR 43.9. We suggest the following:

I have inspected the Make/Model/Serial Number N18RCC 10 ELT system in this aircraft according to applicable Aircraft and ELT manufacturer's instructions and applicable FAA guidance and found that it meets the requirements of FAR 91.207(d). The ELT battery expires on 10-99.

Signed: [Signature] Certificate No. 241989191 Date: 11-5-98

NOTES:

1. This is not a measured check; it only indicates that the G-switch is working.
2. This is not a measured check; but it provides confidence that the antenna is radiating with sufficient power to aid search and rescue. The signal may be weak even if it is picked up by an aircraft VHF receiver located at a considerable distance from the radiating ELT. Therefore, this check does not check the integrity of the ELT system or provide the same level of confidence as does the AM radio check.
3. Because the ELT radiates on the emergency frequency, the Federal Communications Commission allows these tests only to be conducted within the first 5 minutes after any hour and is limited to 3 sweeps of the transmitter audio modulation.
- * [This information is based on FAA Notices A8310.1, September 23, 1988, and A8150.3, July 23, 1990, and the Federal Register, Vol. 59, No. 118, Tuesday, June 21, 1994, page 32053. The FAA published those notices as an effort to improve the confidence level that ELTs are functional and to reduce the number of false transmissions.]

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

CW ANNUAL INSP.

DATE 11-5-98 T.T. 1636.15 TACH 1636.15

Airframe Inspection Performed in Accordance with FAR Part 43. Checked Skin for Condition ☒ Cleanliness ☒ Batteries ☒ Seats & Safety Belts ☒ Windows & Windshields ☒ Instruments ☒ Flight Controls ☒ Tires ☒ Brakes ☒ Hydraulic Fluid ☒ Sumps & Fuel Screens ☒ Fuel Systems ☒ Electric Systems ☒ Oxygen System ☒ Oleo Struts ☒ Landing Gear ☒ Lights ☒ Pitot Heat ☒ ELT Operation ☒ Static System ☒ Cables, Pulleys, Fairleads, and Torque Tubes ☒ Wing Fittings ☒ Wing Struts ☒ Gear & Stall Warning Devices ☒ Lubricate Gear Fittings ☒ Performed Landing Gear Retraction Test ☒ Repacked Wheel Bearings ☒ ELT Battery Replacement Due OCT 99 A.D. Compliance Record at Rear of Log and Researched Through Issue 98-21 1.

INSTALLED NEW BEACON BULB. INSTALLED
NEW VACUUM PUMP. PN 216 CW. NEW "O" RINGS LEFT BRAKE.
INSTALLED NEW LEFT MUFFLER.
REMOVED M.A.P. & FUEL FLOW GAUGE SENT FOR RECALIBRATION
REINSTALLED GAUGE.

-CONT-

INSPECTION RECORD

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

AIRCRAFT TIME
IN SERVICE

-CONT-

11-5-98

INSTALLED NEW TAIL LIGHT LENS. INSTALLED
 NEW PROP ROD END MIXTURE ROD END
 THROTTLE ROD END. INSTALLED NEW ALTERNATOR
 CABLES. REPAIRED NOSE GEAR. STRUT.
 REMOVED GOVERNOR & PROP FOR OVERHAUL.
 REINSTALLED GOVERNOR & PROP AFTER OVERHAUL.
 INSTALLED D'SHANAION Baffle KIT.
 INSTALLED IO550B 13B ENGINE SN 297093-R.

MAINTENANCE RELEASE

THE

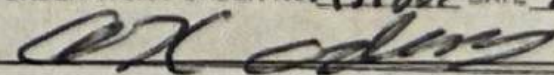
Aircraft

IDENTIFIED

ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT
 INSTRUCTIONS CONTAINED IN ASHEVILLE JET, INC. REPAIR STATION
 INSPECTION PROCEDURES MANUAL. THE MAINTENANCE RULES OF THE
 FEDERAL AVIATION REGULATIONS UNDER WHICH THE OPERATOR IS
 CERTIFIED AND IS APPROVED FOR RETURN FOR SERVICE AS PER THOSE
 REQUIREMENTS.

*PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR
 STATION UNDER WORK ORDER NO. RS1887 DATE 11-5-98

SIGNED



FOR ASHEVILLE JET, INC. ASJR354B
 P.O. BOX 1209
 FLETCHER, NC 28732

AARON ADAMS

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE

AIRCRAFT TIME
IN SERVICEKIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

11-17-98 AC TACH 1645.76 N 1800 ✓
C/W AD 98-23-01. Removed OLD COUPLING
FROM EXISTING VACUUM PUMP AND
INSTALLED NEW FLEXIBLE COUPLING KIT
(AIRBORNE PIN 350) INTO VACUUM PUMP.
INSTALLED DATE TAG AROUND INLET
FITTING FOR DATE VERIFICATION AND
AD COMPLIANCE, OPS CHECK PERFORMED,
OPS CHECK NORMAL

Mark D Lanning
ATP 246152587

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
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11-30-98 N11800V Hobbs 1649.15
 Removed Left & Right FUEL TANKS
 INSTALLED New FUEL TANKS Left & Right
 SIDE. Rt PN 38-0135AT-10 SN 159
 Left PN 380135AT-9 SN 177. SERVICED
 NO LEAKS NOTED.

MAINTENANCE RELEASE

THE Aircraft IDENTIFIED
 ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT
 INSTRUCTIONS CONTAINED IN ASHEVILLE JET, INC. REPAIR STATION
 INSPECTION PROCEDURES MANUAL. THE MAINTENANCE RULES OF THE
 FEDERAL AVIATION REGULATIONS WHICH THE OPERATOR IS
 CERTIFIED AND IS APPROVED FOR SERVICE AS PER THOSE
 REQUIREMENTS.

"PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR
 STATION UNDER WORK ORDER NO. R52035 DATE 11-30-98

SIGNED

FOR ASHEVILLE JET, INC. ASJR354B
 P.O. BOX 1209
 FLETCHER, NC 28732

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
2/26/99	1664.93	Repaired broken wire to instrument air indicator light tray. Replaced landing gear in transit light. Replaced fuse for starter energized light circuit. Replaced nose gear retract rod end. Replace both a/c elevator control rod ends. Adjusted free play out of both elevator trim tab actuators. Replace left a/c aileron control rod end. Replace right aileron fuel control rod end. Reglue cabin door seal. Replace Outside Air Temp probe cover. Replace windshield with new unit. Install GPS Antenna on top of fuselage. Operational check normal end William P. McAdams A&P 411049207 for Ocean Airline.
		— END — SEE ADLOG AIRFRAME # 2

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
10-6-99	1739.63 TACH	INSTALLED NEW DOO FWD CABIN DOOR SEAL P/N 115-155-12000. OPERATIONAL CHECK NORMAL. END Kirk A. Ramaley ATP 250534036 FOR OCEAN AIR INC. C/W AD 91-17-01 Trim TAB Actuator I.D.
DEC. 16, 1999	1763.93	CHECK ECT PER FAR 91.207 AND INSTALL NEW BATTERY DUE JAN 2002, RESCAL NOSE STRUT, INSTALL BEECH LANDING LIGHT RESISTOR KIT 36-3021-1, C/W AD 95-04-03 (EA 500) WING Carry THRU Insp, NO CRACKS FOUND. REPLACE ALL (4) UPLOCK SPRINGS. C/W AD 99-05-13 FUEL PLACARDS. C/W AD 97-14-15 Insp BOTH DOOR HANDLES FOR PROPER ACTION. CHECK MAG SWITCH PER AD 76-07-12 (EA 100) I HAVE INSPECTED THIS AIRCRAFT IN ACCORDANCE WITH AN ANNUAL INSPECTION AND FOUND IT TO BE IN AN AIR WORTHY CONDITION. <i>[Signature]</i> A# 1942189 W.H. PARKS TRANSFERRED AD LOG 12-17-99 END
		PHONE 770-267-2343

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE

AIRCRAFT TIME
IN SERVICEKIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

Date: 5/31/2000 Aircraft: N1800V Type: BONANZA A36 S/N: E1858
Hobbs: , Tach Time: , Total Time: 1785.6
Removed and repaint new N#. Repaint vertical fin. Removed Bendix 2000 Radar system and install Bendix RDR-160 system. Removed Sandel HSI indicator and replaced with King KI-525A. Interfaced King KLN-88 to HSI KI-525A Indicator. Installed serviceable Loran/ Nav switch. Reinstalled KA-51 as per installation manual. Reinstalled flight panel and instruments. Removed Loran from right lower panel. Removed center stack of avionics and reconfigured to allow installation of Loran. Rewired glideslope channeling to Nav #1. Negligible weight change.

Signature: Harry CreabertDate: 5/31/2000

The Aircraft, Airframe, Aircraft Engine or Appliance identified herein was repaired and inspected in accordance with current regulations of the F.A.A. and is approved for return to service. KC0R492F

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