

Aircraft Record General Information

Manufacturer Bech Model B36TC

Serial EA-291 Registration Number N6387U

Date of Manufacture April 5, 1982

Engine(s) currently installed:

Manufacturer T.C.M. Model TSIO-520-NBCUB(4) Serial 514738

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer McCaulley Model 3A32C406/G-82 NDB-4

HUB Model 3A32C406 Serial 816384 Serial _____

Blade Model G-82 NDB-4 Serial BK581 Serial BK593 Serial BK644

Blade Model _____ Serial _____ Serial _____

| YEAR: | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-------|---------------------|---------------|-----------------------|--|
|-------|---------------------|---------------|-----------------------|--|

DATE

Tach-464.3

Installed a new Pnd-8E1010 ELT battery and

Date 7/21/2003 TAE-2695.Y

compiled with FAR. 91.207 para d ELT checks

This Aircraft inspected in accordance with an Annual

Inspection and

OK. Next ELT. battery replacement due 8/05.

determined to be airworthy.

Inspection and

Installed a new Bracket Pnd-BA-9005 induction

Signed Thomas P. Lane

air filter. Installed New Central, InLine, &

Details on W/O 7410

Relief valve Instrument Air System Filters,

Airborne pnd's: (2ea) D9-14-5, (2ea) 214-7 and (2ea) 83-5-1. Range Primary and

Auxiliary Inst. Air Systems, operationally & leak checked OK. Installed a new

Airpath w/ct compass pnd-CA400 W/R, ser. # W2103. Sewing Compass on case, adjusted

and filled in new ts on correction card. Installed a Serviceable Hydrostatially.

Tested & Certified Oxygen Bottle (from Compressed Aviation Gases Inc. See FAA

Form 8130-3 attached) pnd-635D-A33-O-C, ser. # 12747X and filled to 1850 psiv. w/

Aviators Breathing Oxygen. (Oxygen Bottle Life Limit Expires Feb. 2005) Oper-

ationally & leak checked O₂ system OK. Installed a new pnd-1231 RH elevator

inboard bonding strap. Removed the left Nose gear door, installed a new part #

002-41001-107 left Door aft hinge. Reinstalled the left Nose gear door using new aft

hinge Pnd's: 105739X-Z60350 bushing, 130909 B17 bolt, and nut pnd- (Annual Cont. Over)

YEAR: _____ RECORDING TACH TIME _____ TODAY'S FLIGHT _____ TOTAL TIME IN SERVICE _____

Description of Inspections, Tests, Repairs and Alterations
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DATE 7/21/03 464.3 Annual cont. 2695.4 130909N29 nut. Adjusted Left + Right main

gear over center tensions as per Beech B36TC Maint. Manual by adding

two new Pw-100951-\$063XR spacer washers. Installed two new Pw-35-815-

-115 left + right + main gear uplock cable springs and new Pw's: 35-815156-4

left main Draglink boot and 35-815156-5 Right main Draglink boot. Ran gear system

and performed retraction, emergency extension, Normal extension & rigging and

warning system checks all okay. Thomas P. Rae CRS OF 1R372K Decatur Ga

Complied with FAR 91.207 para d ELT. Checks

Date 8/3/2004 TAFE-27267 Okay. Next ELT. battery replacement due

This Aircraft has been August 2005. Installed a new Pw-BA9005

inspected in accordance with an inspection and induction air filter. Installed new central,

determined to be airworthy. Thomas P. Rae inline and relief instrument air filters,

Signed Thomas P. Rae met at Airborne Pw's: D9-14-5 (2ea), 214-7 (2ea),

Details on W/O 8413 and B3-5-1 (2ea). Ran up Primary + Auxiliary Instr. Air Systems; operationally

and leak checked Okay. Removed Pilots left + Right brake master cylinders.

Disassembled, cleaned, inspected, rescaled, reassembled both and reinstalled. Installed a (new 2ea) Cleveland Pw-66-105 brake linings using (Annual Cont. Over →)

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|----------------|---------------------------------|---------------|-----------------------|--|
| 2004 | | | | |
| DATE | | | | |
| 8/3/04 | 495.6 | N/A | 2726.7 | all new (6ea) gw-105-2 rivets. Bled left + |
| | | | | Right brakes, Filled brake reservoir w/ 5606A Hyd. Fluid. Operationally and |
| | | | | leak checked both brake OKay. Replaced grease seals + retainers in both |
| | | | | main wheel assy in board positions w/ New Pins: 15400100 felt washers (2ea) |
| | | | | and 153-00100 steel washers (4ea), reusing the snags rings. Installed a Service |
| | | | | Repaired Pilots Shoulder harness/inertia reel assy. Gw-500779-19 (Lam Belt |
| | | | | -master Corp, see FAA Form 8130 attached) and installed a new gw-50077-3 |
| | | | | Lag belt + shoulder harness bushing, operationally checked Pilots lag belt + shoulder |
| | | | | harness OKay. <u>Thomas P. Racz</u> - <u>Thomas P. Racz, QES OER 372K, Ocean Air</u> - |
| | | | | Tach-511.5 |
| Date | 7/26/05 | TRE-2742.6 | | Removed Narco ELT 10 system and installed |
| Trib | Aircraft | | has been | a new Ameriking Model-AK450 ELT. |
| | Inspected in accordance with an | | Inspection and | system ser. #477070 I/A/w Ameriking FAA |
| | Annual | | | Approved Installation Instructions as a |
| | determined to be satisfactory. | | | |
| Signal | <u>Thomas P. Racz</u> | | | Found a |
| Details on W/O | 0484 | | | minor alteration with no weight changes, |
| | OCEAN AIR | CRS OR 1327K | | using a new Set of Duracell batteries |
| | | | | and complied with FAR 91.307 para 2 checks OKay. Next ELT battery |
| | | | | replacement due March 2011. Installed a New Bracket P/N: (Cont. Over →) |

Repairs and Alterations
 g and Certificate Number of
 ges for other specific entries.)

| YEAR: | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE |
|-------|---------------------|---------------|-----------------------|
| 2005 | | | |
| DATE | | | |

| | | | |
|---------------|---------------|-------------|---|
| 7/26/05 | 511.5 | Annual Cont | 2742.6 (cont. from prev. page) BA-9005 induction air filter. Installed new Central, Inline, and Relief Instrument air filters, part #'s: Rogco RA 09-14-5 (2ea), Rogco RA114-7 (2ea) and Airborne B3-S-1 (2ea). Raming Primary & backup instrument air systems, operationally and leak checked both Okay. Installed a Serviceable Inspected and Hydrostatically tested Scott O2 Cylinder assy. (from Compressed Aviation Gases Inc, See FAA Form 8130-3 attached) prl-6350-A33-0-C, Ser # 006122, and Serviced system to 1850 psi. with Aviators Breathing Oxygen. Operationally and leak checked O2 system Okay. Next Hydrostatic check due July 2008. Installed a new prl-079-00500 bleeder fitting in the left brake caliper, bled brakes, operationally & leak checked Okay. Installed a new prl-727 1-8-30, 30 Amp. Main landing gear motor Circuit breaker, ram gear and operationally checked Okay. Installed a new prl-36-920004-27 Stainless steel fuel return line in the engine compartment. Raming operationally and leak checked Okay. |
| Thomas P. Rae | Thomas P. Rae | | |

Reg # NL63874 Date 7/20/05

Make Bech Model 536TC

S/N EA-291 Tach/Hobbs 511.5

The Aircraft Static System was tested and was found to meet FAR 91.411. The Pilot's

Altimeter Make/Model Unk'd Instruments 5035P-44c

S/N 14655 was tested to

35,000 ft and was found to meet

FAR PART 43 Appendix E.

Details of this inspection are on file at this

Repair Station under W/O# 0484

FAA Cert # OF1R372K

Signed Donald H. Long

Ocean Aire, P.O. Box 1245

Toms River, NJ 08754

Transponder Log Book Entry

Reg # NL63874 Date 7/20/05

Make Bech Model 536TC

S/N EA 291 Tach/Hobbs 511.5

The Transponder Make/Model GTX 330

S/N 84107234 was tested and inspected

as required by FAR 91.413. Tested to specs using

IFR Ramp tester ATC 601.

Details of this inspection are on file at this

Repair Station under W/O# 0484

FAA Cert # OF1R372K

Signed Donald H. Long

Ocean Aire, P.O. Box 1245

Toms River, NJ 08754

on of Inspections, Tests, Repairs and Alterations
The endorsed with Name, Rating and Certificate Number of
or Repair Facility. (See back pages for other specific entries.)

Transponder Log Book Entry

Reg # NL63874 Date 7/20/05

Make Bech Model 536TC

S/N EA 291 Tach/Hobbs 511.5

The Transponder Make/Model KT 76A

S/N 32776 was tested and inspected

as required by FAR 91.413. Tested to specs using

IFR Ramp tester ATC 601.

Details of this inspection are on file at this

Repair Station under W/O# 0484

FAA Cert # OF1R372K

Signed Donald H. Long

Ocean Aire, P.O. Box 1245

Toms River, NJ 08754

YEAR: _____ **RECORDING TACH TIME** _____ **TODAY'S FLIGHT** _____ **TOTAL TIME IN SERVICE** _____

Description of Inspections, Tests, Repairs and Alterations
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DATE _____ **old Tach - 535.6** **New Tach - 0** **TRAF-2756.7** **Complied with FAR. 91.207 Ground ELT Checks**

Date 8/2/2006 **Inspected in accordance with an** Annual **Inspection and** Brackett induction air filter elements

Title Aircraft **determined to be airworthy.** Thomas P. Rae **Signed** 1341 **Details on W/O** CRS OF 1R37AK **and a new P/N-22081-1 intake air box**

OCEAN ALBE **AS-100M-64's clamp. Installed New Inline, Central, and relief instrument**

air filters, Regco P/N's: (Gear) RA114-T, (Gear) RAD9-14-S, and (Gear) RA83-5-1

in the primary & auxiliary instrument air systems, canopy, operationally

and leak checked both systems Okay. Removed both gear motor brushes,

inspected, and reinstalled using one new P/N-27-2-3006-1 gear brush

holder cap. Ram gear system, operationally checked Okay. Removed Tach

Reading 0525.6. Installed a Serviceable New/Remarkal Mitchell

Tachometer (from Mid Continent Instruments West, See w/o copy/maint

Release Attack) Model-D1-11A-5023, P/N-36-380007-3, Ser # 216535,

Reading 0000.0 Aircraft Total Time Can Now be Calculated @ Tach +

RTS6.7 = TRAF. Ram up & operationally checked Okay. Thomas P. Rae CRS OF 1R37AK Ocean Air.

Re Ma S/r Thi fou Alt S/r
YEAR: RECORDING TACH TODAY'S TOTAL
DATE TIME FLIGHT SERVICE

Description of Inspections, Tests, Repairs and Alterations
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2006
11/14

15-5

Replaced pinched inner tube on left
MLC tire. Installed 7.00/8 - 6 new
tube. Serviced tire to 40 PSI.
First in flight *Bill Rutter* ATP 1605812

11/14

16-0

Removed Altus 5000-10⁵⁰MPD S/N 004246
INSTALLED SERVICE ALT E EXCHANGE UNIT
PLW 5000-20-15, S/N 000 4046

Dwight H. Gendray
OEL 372K

Reg Mak S/N The S/N as r IFR Data Repair FAA Signm Oces Tom

| YEAR: | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-------|---------------------|---------------|-----------------------|--|
| DATE | | | | |

Date: 11/14/2006; Aircraft: N6387U; Type: BEECH B36TC BONANZA; S/N: EA291; Tach: 14.2; Total Time: 2770.9

Invoice #1641

Airframe Logbook Entry

Removed and disassembled left wheel, removed and replaced tire with new 700x6 8 ply Goodyear FC III reassembled wheel, retorqued wheel bolts, reinflated, checked balance, cleaned and repacked bearings with grease and reinstalled wheel assy.

Replaced ARGUS MFD with a serviceable unit p/n 5000-20-15, s/n 00004086. Installed new battery p/n 427012 in serviceable ARGUS MFD. Reinstalled in aircraft. Ops checked ARGUS OK.

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service and is airworthy with respect to the work performed.
Pertinent details of the repair on file at this repair station under Work Order # 1641

Date: 11/14/06 Signed: Thomas P. Lee
CRS-OF1R372K Ocean Aire, Toms River, NJ

| | | | | |
|--|-----------|-----|--------|--|
| 12/5/06 | Tach 16.8 | N/A | 2775.5 | Removed nose wheel assy and nose strut oleo; |
| Disassembled, cleaned, inspected all components. Resealed nose strut with | | | | |
| MB 3875-012, -023, and -024 orings, reassembled, serviced w/ Stock Hyd. Fluid. | | | | |
| Repacked nose wheel bearings w/ grease and reassembled nose wheel assy. using a | | | | |
| New Goodyear 5.00X5, legly Flight Special II nose tire, Retorqued wheel bolts, reinflated, | | | | |
| Rebalanced, and reinstalled nose wheel assy, torqued Axle nut & selfried, (cont. on Next Page) | | | | |

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| YEAR: | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | |
|---------|---------------------|-----------------|-----------------------|---|
| 12/5/06 | 18.8 | Cont | 2775.5 | (cont. from Prev. Page) Serviced nose structure |
| 12/5/06 | 18.8 | | 2775.5 | Nitrogen + set height. Wiped clean + leak checked OK. Removed the right brake caliper and parking brake valve. Disassembled, cleaned + inspected both. Resealed the right brake caliper using new MS28775-002 o-rings, reassembled + reinstalled. Resealed the parking brake valve using new MS28775-010 o-rings, reassembled + reinstalled. Bled brakes + refilled brake reservoir w/ 50064 Hyd. Fluid. Operationally + leak checked brake system OK. Filled, fully charged and installed a new Gill Aircraft battery, part 6-242, ser# 602291371 IFA1W Gill Maint. Manual. Stowed Aircraft, runway operationally checked starting + charging systems OK. Installed a new Rapco Instrument air pump model-RA448CW, ser# D3846, with all new Central, inline, and relief, primary inst. air system filter 5, Rapco part: RADD9-14-5, RA154-7, and RA63-5-1. Runway primary inst. air system, operationally and leak checked OK. Complied with AD 95-04-03 by Beech 583360, cleaning and dye penetrant inspection of Spar carry through structure in fwd and aft locations on both left + right sides with no cracks noted. Next Insp. Due 3275.5TT. Checked landing gear transmission fluid level, checked for metal, and leak checked OK. Revised (cont. on next page →) |

| YEAR: 10/5/06 DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-----------------------|---------------------|---------------|-----------------------|---|
| 12/5/06 | 18.8 | com | 2775.5 | (cont. from Prev. Page) GNS 530 software revision |
| | | | | levels to current, Main Software to version 6.01 and GPs. software to version 3.03 and operationally checked Okay. Installed a new pul-307CD intercooler discharge air temp probe & operationally checked Okay. |
| | | | | Removed all wing bolts, Nuts, and washers and Installed a new pul-WBK-B36TC wingbolt Kit and torqued all eight wing bolts I/Alw Brech B-36TC |
| | | | | Maint. Manual. Removed both elevators. Painted, balanced, and installed two serviceable Reskinned/Overhauled left & Right Elevators (from Biggs Aircraft Inc, see FAA Forms 8130-3 attached), R/H elevator pul-33-610000-700, Ser.# BAI 2888-2, balanced to 4.45 in lbs tailheavy, and L/H elevator pul-33-610000-699, Ser.# BAI 2888-1, balanced to 6.01 in lbs tailheavy. Checked elevators & elevator systems rigging & travel. <i>Thom P. Linn</i> CRS OETK37AK |
| 12/8/06 | 18.8 | NA | 2775.5 | Installed a new pul-1394T100-3E Tam Co. coordinator |
| | | | | Ser.# K06-10593, and operationally checked Okay. Installed a new J.P.I. GEM system pul-EDM700-6C w/TTT, Ser.# 24593 using a new pul-727T-2-2, 2Amp pullet circuit breaker and operationally checked Okay as per JPI Inst. Manual (for details see FAA Form |
| | | | | 337 (this date) Amended Wabal + Eq. List to reflect this installation. <i>Thom P. Linn</i> CRS OETK37AK |

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|----------|---------------------|---------------|-----------------------|---|
| 12/27/06 | 18.8 | 1.5 | | Aircraft test flown at Phoenix, AZ on 12/27/06. Aircraft returned to service on 12/27/06. |

N6387U AIRFRAME
 LOG ENTRY

Tucson Aerospace Center
 11700 W. Avra Valley Rd
 Marana, AZ 85653
 FAA CRS#YXUR055J

Hobbs: 36.4

Beechcraft B36TC S/N EA-291
 Removed looser dual control yoke P/N 35-524261-37 N/A S/N and installed original single control yoke P/N 35-524087-6 in accordance with Bonanza B36TC Maintenance manual section 27-10-00. Tightened loose connection on TIT IAW Bonanza B36TC maintenance manual section 20-00-00. Tightened flap switch body in panel, tightened magnetic compass light socket. This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return service only for the work accomplished. Pertinent details of the repair are on file with this agency. W.O.06-0979

DATE: 12/27/06 Signed Ted Sanderson
 Ted Sanderson CRS-YXUR055J

12/27/06 Installed dual yoke and dehydrated upper-
 deck fuel filter and test new fuel selector
 for return to service this date.
 (Refer to 11/11/06
 AT 1216463871)

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|---------|---------------------|---------------|-----------------------|--|
| 2006 | | | | |
| DATE | | | | |
| 1/03/07 | | | | Lowered dead weight and replaced with single weight. Myrtle Waters. 1/1/07 |
| Tach | | | | ATI 316 4638 APP |

Advanced Aviation 5 Aero Plaza New Century, KS 66031 Phone: 913-768-1500

Date: 9/17/2007 Tach: 83.3 TTAF: 2840.0 TSMOH: 318.8 N6387U

Performed an Annual Inspection in accordance with FAR 43 Appendix D, using Beechcraft Model 33, 35 & 36 Long Inspection Report as a guide only. Lubricated flight control hinges, rod ends, etc. as per the service manual. Cleaned and repacked wheel bearings. E.L.T Inspection complied with in accordance with in accordance with FAR 91.207(d), next battery change due March 2008. Serviced left strut with MIL-H-5606 & nitrogen. Serviced shimmy damper with MIL-H-5606; replaced shimmy damper rod p/n RN35-825148, springs p/n RNT100943ZE3166 and pistons p/n RN35-825152 with new. Replaced one tail beacon light bulb p/n CMA7079B-24 with new. Resealed right brake caliper and replaced all right brake linings p/n 066-10500 with new. Replaced landing gear motor with overhauled motor p/n 96-380022, s/n 2922. Checked landing gear rig and adjusted the following: rigged landing gear limit switches to 5/8 to 3/4 turn of the gear handle, adjusted uplock clearances to .010-.020". AD93-24-03 complied with by visual inspection of the rudder spar, next due in 500 hours at 3340.0 TTAF. AD2007-08-04 complied with as per para. (f) & (h), next inspection due in 100 hours at 2940.0 TTAF. AD's checked using ATP Navigator Revision 2007-18F dated 9/7/2007. I certify that I have inspected this aircraft in accordance with an Annual Inspection and that it has been determined to be in an airworthy condition at this time.



Michael D. Jewell AP30410761A

YEAR: _____ **RECORDING TACH TIME** _____ **TODAYS FLIGHT** _____ **TOTAL TIME IN SERVICE** _____

DATE _____

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#- 6387U **Date-** 2-0CT-07

Station #TF2R185L

Kings Avionics, Inc.

The aircraft and/or component identified was repaired and inspected in accordance with current federal air regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.

Signature *Serwy E. Kelly* **Repairman #** 2587433
Hobbs/Tac _____ **W.O. #** 63450, 64022

Action: RAR ENCODING ACTMETER, #1 AND #2 TRANS-
 PONDERS FOR RE-CERTIFICATION. PERFORMED 9/14/11,
 9/14/13 AND MODE C INTEGRATION TESTS ON!

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|-------|---------------------|---------------|-----------------------|--|
| | | | | <p style="text-align: right;">Registration # <u>N6387U</u></p> <p>I certify that the following equipment and associated pitot/static systems were tested as required by FAR 91.411, FAR 43, Appendix E, FAR 23.1325, FAR 25.1325 and/or specific RVSM requirements found in _____</p> <p>Pilot's Altimeter <u>FNC006</u> Model # <u>50359-146</u> S/N # <u>14655</u></p> <p>Co-Pilot's Altimeter _____</p> <p>STDBY Altimeter _____</p> <p>Remote Encoder/ADC _____</p> <p>RVSM Compliance _____</p> <p>MAX Test A (Rude to <u>859000</u>) & Date <u>2-05-07</u> If applicable</p> <p>Signature: <u>Verly</u> Certificate # <u>258743</u></p> <p>FAA Repair Station: <u>TF2R185L</u> Kings Avionics, Inc.</p> <p style="text-align: right;">KA Form-003</p> |
| | | | | <p>Registration # <u>N6387U</u></p> <p>I certify that the following transponder and altitude reporting system was tested as required by FAR 91.413 as per the instructions in FAR 43 appendix F.</p> <p>Transponder Model # <u>KT76A1CM388</u> S/N <u>327768840234</u></p> <p>Signature <u>Verly</u> Date <u>2-05-07</u></p> <p>Certificate No. <u>258743</u> for Kings Avionics, Inc.</p> <p>FAA Repair Station TF2R185L</p> |
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Description of Inspections, Tests, Repairs and Alterations
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YEAR:
RECORDING TACH TIME
TODAYS FLIGHT
TOTAL TIME IN SERVICE

DATE

G & D AERO PRODUCTS, INC. TINTED THERMAL PANE WINDOW INSERTS

G & D AERO PRODUCTS, INC. WINDOW INSERTS
 INSTALLED PER STC# SR3759MN

IN ACCORDANCE WITH INSTALLATION
 INSTRUCTIONS DATED MARCH 21, 1988
 INSTALLED BY:

G&D Aero Products Inc
23220 Minors Road
Gavilan Hills
Perris, CA 92570

AUTH. SIG:

Shea Kelly
GDPR8070

DATE: 3/18/88

TACH:

| YEAR: | RECORDING TACH TIMES | TODAYS FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-------|----------------------------|------------------|-----------------------------|---|
| DATE | | | | |

Accurate Aviation

Seven Garbera, CA

AIRFRAME LOGBOOK ENTRY

Beech B36TC

REG #: N6387U S/N: EA-291

TACH TIME: 211.0

Squawk: #3 position rear ICS headphone jack will not plug in.

Corrective Action: Verified ICS headphone jack tip was bent out of position. Replaced phone with new condition P/N: SWC 12B stereo headphone jack. Headphone jack tested good per PS Engineering PMA8000B Installation and Operation Manual Document P/N 200-890-0100 Rev 9, dated August 2008.

Squawk: No mic audio from #3 position rear mic jack.

Corrective Action: Troubleshot intercom mic jack wiring and verified mic jack was incorrectly wired. Located previously installed but not connected #3 position mic audio wire. Disconnected and stowed incorrect wire from mic jack and connected correct mic audio wire. Mic jack was wired to and unused phone audio that was stowed behind the pilot instrument panel. Mic jack tested good per PS Engineering PMA8000B Installation and Operation Manual Document P/N 200-890-0100 Rev 9, dated August 2008.

Squawk: Rear ICS intermittent.

Corrective Action: Troubleshot rear intercom mic and phone system and verified problem. Found #3 position mic and phone jacks would come in contact with ground when side panel was gently moved. Repositioned mic and phone jacks under #1 and #2 position jacks to clear intermittent ground contact. ICS system tested good per PS Engineering PMA8000B Installation and Operation Manual Document P/N 200-890-0100 Rev 9, dated August 2008.

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with the current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at FAA Certified Repair Station under Work Order # 08-212.


Accurate Aviation Group

CRS# U4UR400Y

August 28, 2008

END