


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.)

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

DATE _____

08 July, 2008 N6387U s/n EA-291 Beechcraft B36TC Tach: 191.6
 Replaced engine baffling with new and sealed gaps. Tested good-ELT per FAR 91.201(d).
 Replaced ELT batteries, next due 7/10.

Supervising mechanic: 
 Aero-MARS L.L.C. L.D. Adams AP 3038593
 303 Donaldson Place
 Santa Barbara, CA. 93117 805.696.6599

14 November, 2008 N6387U s/n EA-291 Beechcraft B36TC Tach: 241.3 AFTTSN: 2998.07

Tested good-ELT per FAR 91.201(d). ELT batteries, next due 7/10. Tested and adjusted main landing gear rods, doors, springs, rollers, cables, down and uplocks. Replaced 1 each 131553-4M rod end at right gear outboard door. Replaced 2 each 58-810015-1 bushing and 130909B84 bolts with new. Removed Lamb p/n 96-380022 landing gear drive motor s/n 2922 due to bad dynamic brake action and installed overhauled motor Electro Mech p/n 58-380090-1, s/n 4484. Repaired crack at inboard right gear door with doubler and touched-up finish. Landing gear operational and emergency extension operational check good. Replaced both MS27645-4 bearings at right and left elevator pivot block with new. Replaced illegible nose gear service placard with new 35-825197.

14 November, 2008 continued on next page-----

Description of Inspections, Tests, Repairs and Alterations
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DATE

14 November, 2008 continued from previous page

Replaced nose gear tube with new TU 500-5 short. Replaced bad grease zerks at main gear components and added dust caps. Removed, cleaned, inspected and re-packed all wheel bearings. Repaired delaminated floorboards and repaired oxygen servicing valve at floor mount. Replaced both 1J4-7 instrument air filters with new. Repaired broken wire at spinner bulkhead. Performed inspections per FAR Part 43 Appendix D and Beechcraft Service Manual. Checked Airworthiness Directives thru 2008-13-17 with no actions required at this time. I certify that I have inspected this aircraft in accordance with an annual inspection and found it to be in airworthy condition. end

Supervising mechanic: *[Signature]*
Aero-MARS L.L.C. L.D. Adams AP 30385931A
303 Donaldson Place
Santa Barbara, CA. 93117 805.696.6599

Accurate Aviation
SERVING PILOTS SINCE 1978

AIRFRAME LOGBOOK ENTRY

Beech B36TC
Tail #: N6387U S/N: EA 291
Tach Time: 244.8

Squawk: Owner requested portable Garmin GPS396 wiring be removed from aircraft.

Corrective Action: Removed all wiring from instrument panel associated with portable Garmin GPS396. Removed GAD6C GPS antenna and GXMM30A smart XM antenna from top on glare shield. Reference Garmin GPSMAP 396 Owners manual. No change in weight and balance. Equipment not listed in equipment list. No changes made to equipment list.

Continued on following page

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.)
		11/20/08		Certified from previous page m

DATE

Equipment Off:

Garmin GA26C GPS antenna P/N: 011-00149-04 S/N: N/A
Garmin GMX30A XM antenna P/N: 011-01316-10 S/N: 18210189

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with 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's FBO under Work Order # 08-267.

[Signature]
Accurate Aviation Group

CRS# U4UR400Y

November 20, 2008

END

10 February, 2009 N6387U s/n EA-291 Beechcraft B36TC Tach: 292.9 AFITTSN: 3049.67
 Replaced right and left main gear tires with new Goodyear 7.00 x 6, 8pr Flight Custom III using existing tubes.
 Cleaned, inspected and re-packed wheel bearings. Replaced 2 each MS28775-222 brake caliper 'o' rings in left and 2 each in right brake calipers with new, serviced hydraulic fluid, bled system and leak checked. Replaced left wing middle fuel quantity transmitter 58-380001-13 with overhauled unit, operational and leak check good.
 Repaired intermittent oil temperature wiring and repaired factory installed CHT probe wiring. Serviced oxygen system and tightened fresh air knob at centerline headliner. Replaced old 35-380132-3,-9,-13 and -39 circuit breaker switches with new -63,-69,-73 and -99, respectively per Raytheon Service Bulletin 24-3735 to comply with airworthiness directive 2008-13-17.

Supervising mechanic:

[Signature]
L.D. Adams AP 3038593 IA

Aero-MARS L.L.C.
303 Donaldson Place
Santa Barbara, CA. 93117 805.696.6599

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01 April, 2009 N6387U s/n EA-291 Beechcraft B36TC Tach: 310.2 AF TTSN: 3066.97

Replaced existing ELT, coaxial cable, remote head and antenna with new Ameri-King model AK-451, 406 MHz ELT per Document IM-451 Rev NC-4.1 (dated 4/4/07 reference Form 337 this date for details)---end---

Supervising mechanic:

Aero-MARSL L.C. L.D. Adams AP 3038593 IA

303 Donaldson Place

Santa Barbara, CA. 93117 805.696.6599

Accurate Aviation

Santa Barbara, CA

AIRFRAME LOGBOOK ENTRY

Beech B36TC

Tail #: N6387U S/N: EA-291

Tach Time: 409.2

Squawk: #1 ATC Transponder (Garmin GTX 330) inoperative.

Corrective Action: Troubleshoot transponder system. Found ATC transponder antenna broken. Replaced broken antenna with a "New" condition Comant P/N: CI 105-16 S/N: 23108 DME/transponder antenna. System tested per Garmin GTX330 installation manual P/N 190-00270-02. All test good.

The aircraft, airframe, engine, propeller or appliance identified above, as repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved, or return to service. Pertinent details of the repair are on file at FAA Certified Repair Station's FBO under Work Order # 09-193.

[Signature]

CRSW U4UR400Y

July 8, 2009

END

Tests, Repairs and Alterations
 e, Rating and Certificate Number of
 jack pages for other specific entries.)

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	DATE

09 September, 2009 N6387U s/n EA-291 Beechcraft B36TC Tach: 454.4 AFTTSN: 3211.17
 Serviced tire pressures and oxygen system pressures per service manual. Replaced nose tire valve stem core with new AN809-1. Removed intermittent HSI p/n 066-3046-00, s/n 17990 and sent for repair reference Mid-Continent Instrument Service 8130-3 WRK0148285 dated 09/02/09, re-installed same unit and operationally checked good. -----end-----

Supervising mechanic: *L.D. Adams*
 Aero-MARS L.L.C. L.D. Adams AP 3038593 IA
 303 Donaldson Place
 Santa Barbara, CA. 93117 805.696.6599

SPITFIRE AIRCRAFT MAINTENANCE INC.
 300 Moffett Place
 Goleta, CA. 93117
 (805) 692-8587

REG: N6387U MAKE: BEECH B36TC S/N: EA-291
 Date: 02/11/2010 TACH: 509.6
 Replaced lower nose gear torque link pin P/N 60-820029-1.
 Glenn Fuller A&P547741244

204 Moffett Place Goleta, CA 93117 Tel: (805) 967-9308 Fax: (805) 967-9310

ENGINE LOGBOOK ENTRY

Beechcraft B36TC

REG #: N6387U S/N: EA-291

TCM TSO-520-NB S/N: 514738

Tach: 519.5

DA

Squawk: Customer reports engine over-boosts when full throttle applied.

Corrective Action: Troubleshoot system. Adjusted fuel system referencing Teledyne Continental Service Information Directive SID97-3E Revised 06-17-2008 and Turboplus Intercooler STC #SA3512NM Installation Instructions dated 02/03/1987 and ACD Corporation "Fuel Set up Procedure" dated June 30th, 1988. Performed ground run-up. All engine parameters found satisfactory.

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of work are on file at this FBO under Work Order # 10-3661A.

Chris P. Jewell

Chris P Jewell

A&P 3066835

END

August 12th, 2010



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.)
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Accurate Aviation

Santa Barbara, CA

204 Moffett Place Goleta, CA 93117 Tel: (805) 967-9308 Fax: (805) 967-9310

PROPELLER LOGBOOK ENTRY

Beechcraft B36TC

REG #: N6387U S/N: EA-291

Tach: 519.5

Squawk: Customer reports Prop Heat INOP.

Corrective Action: Troubleshoot system. Found brush block incorrectly rigged and loose on mount and wire ring terminals loose. Rigged brush block to spec tightened brush block wiring as required. During further troubleshooting found wiring at Slip Ring broken at numerous locations. Removed propeller to facilitate Slip Ring wire repair. Repaired wiring at Propeller Slip Ring IAW Goodrich De-Iciser Installation and Maintenance Manual Section 30-60-02 dated May 20, 2000. Re-installed propeller. Performed ground operational check to system. System checks satisfactory. Reference Beechcraft B36 AMM Chapter 30.

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of work are on file at this FBO under Work Order # 10-3661A.

Chris P. Jewell

eli Jewell

A&P 3066835

END

August 12th, 2010

Description of Inspections, Tests, Repairs and Alterations
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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE
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DATE

Accurate Aviation

San Jose, Berkeley, CA

204 Moffett Place Goleta, CA 93117 Tel: (805) 967-9308 Fax: (805) 967-9310

AIRFRAME LOGBOOK ENTRY

Beechcraft B36TC

REG #: N6387U S/N: EA-291

Tach: 519.5

Squawk: During engine maintenance found numerous baffling and Fuel and Ignition system discrepancies.

Corrective Action: Found incorrect baffle installed forward of #6 cylinder. Removed entire baffling in front of #6 cylinder, removed incorrect baffling and plugged access hole found in correct baffle. Re-installed correct baffling and secured with new hardware. Found baffle seals leaking and incorrectly installed in numerous locations in engine compartment. Removed incorrect baffle seals an installed new seals as required. Found numerous baffle attachment hardware missing, loose or incorrect. Replaced incorrect hardware with correct new hardware as required and tightened remaining hardware as required. Corrected numerous Fuel hose, Ignition lead and wire bundles free of chaffing. Reference Beechcraft B36 AMM.

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of work are on file at this FBO under Work Order # 10-3661A.

Chris P. Jewell

Chris P. Jewell

A&P 3066835

END

August 12th, 2010

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.)
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Accurate Aviation

Garza Barrow, CA

204 Moffett Place Goleta, CA 93117 Tel: (805) 967-9308 Fax: (805) 967-9310

AIRFRAME LOGBOOK ENTRY

Beechcraft B36TC

REG #: N6387U S/N: EA-291

Tach: 519.5

Squawk: Customer reports #4 EGT indication erratic/intermittent.

Corrective Action: Troubleshoot system. Found #4 cylinder EGT probe bent and electrical connections loose. Tightened electrical connections and removed EGT probe from exhaust stack and tested. Probe found defective. Removed defective probe, re-clocked EGT probe location in exhaust stack to prevent interference with aircraft structure and installed new unit (P/N: PRB-2870 S/N: na). Plugged hole in exhaust stack at previous location with Solid Monel rivet located underneath EGT probe clamp. Performed ground operational test to Engine Analyzer system. System checks satisfactory.

Squawk: L/H and R/H brake calipers found seeping brake fluid.

Corrective Action: Removed L/H and R/H brake calipers, disassembled calipers as required, installed new, 2-each, o-rings (p/n: MS28775-1111). Reassembled calipers, installed and bled system free of entrapped air. Performed ground operational test to brake system. System checks satisfactory.

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of work are on file at this FBO under Work Order # 10-3661A.

Chris P. Jewell

Chris P Jewell

A&P 3066835

END

August 12th, 2010

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.)
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DATE

Accurate Aviation

Orange, California, CA

204 Moffett Place Goleta, CA 93117 Tel: (805) 967-9308 Fax: (805) 967-9310

AIRFRAME LOGBOOK ENTRY

Beechcraft B36TC

REG #: N6387U S/N: EA-291

Tach: 519.5

Squawk: Customer reports L/H main landing gear door not closing fully.

Corrective Action: Troubleshoot system. Jacked up aircraft and performed gear swing and confirmed squawk. Found numerous discrepancies with landing gear system/rigging. Performed the following repairs: Found nose gear retract arm rod end loose below landing gearbox. Disassembled assembly, re-torqued clevis bolt/nut and re-safetied. Found nose gear retract rod and drag brace A-frame loose. Disassembled rod/drag brace assembly, inspected. Found lower forward nose gear drag brace bolt worn. Replaced bolt (P/N: AN6-36) and nut (P/N: AN310-6). Reassembled assembly and re-torqued to spec. Found all nose gear steering linkages loose and/or worn. Disassembled steering assembly, cleaned and inspected. Linkages found satisfactory. Reassembled nose gear steering assembly, torqued and safetied as required. No looseness in steering system noted. Found landing gear gearbox actuator seeping oil. Found emergency extension handle adaptor seeping oil excessively. Removed adaptor, disassembled cleaned and inspected. Reassembled adaptor with new O-ring (P/N: MS28775-111) and re-installed into landing gear gearbox and safetied. No further leakage noted. Found landing gear up-lock cable tension out of spec. Adjusted up-lock cable tension to specification. Greased entire landing gear system as required. Performed numerous landing gear swings. Landing gear system functioning satisfactory. Reference Beechcraft B36 AMM Chapter 32.

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of work are on file at this FBO under Work Order # 10-3661A.

Chris P. Jewell

Chris P. Jewell

A&P 3066835

END

August 12th, 2010

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Accurate Aviation

Gene Garmon, CO

AIRFRAME LOGBOOK ENTRY

Beech B36TC

REG # N6387U S/N: EA-291

TACH TIME: 512.1

Squawk: Comply with aircraft static system tests, ATC transponder certification per 14CFR91.411 and 14CFR91.413 and 14CFR Part 43 Appendix E and F.

Corrective Action: Complied with static system operational and leak checks and complied with ATC transponder operational checks. Static system leak tested good per FAR 25.1325. All tests good.

I certify that the altimeter and static systems test required by 14CFR91.411 and ATC transponder tests, including data correspondence, required by 14CFR91.413 have been performed and found to comply with 14CFR Part 43, Appendix E and F. The systems were tested to 20,000 feet.

Encoding Altimeter: United P/N: 5035P-P6 S/N: 14655

#1 Transponder: Garmin GTX330 P/N: 011-00455-00 S/N: 84107234

#2 Transponder: Bendix/King KT76A P/N: 065-1062-00 S/N: 32776

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with 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 # 10-355.



Accurate Aviation Group

CRS# U4UR400Y

END

July 19, 2010

YEAR:**RECORD****TACH
TIME****DATE**

Installed new: fresh air duct between nose bowl & cabin air box, ducts

& heater inlet & outlet, intercooler outlet temp probe, 2ea. D9-14-5

& 1ea. 1J4-7 instrument air filters, hardware @ base of rudder spar

attaching to pivot, mixture & prop control rod ends & hardware at

engine ends, rotating beacon bulb, tail nav light bulb & flash tube, landing

light lamp, L/H fuel cap lanyard, new brake caliper orings, prop deice

brushes assembly, engine inlet filter, n/l/g steering rod cover, n/l/g ext./ retr.

rod cover & tension spring plus 2ea. washers, pilot shoulder harness web

guide, landing gear throttle switch. Removed, disassembled, inspected,

reassembled, & reinstalled landing gear actuator due to previously found landing

gear dynamic brake & weak sector gear contacting internal stops. Serviced w/

Mobil Delvac gear oil. Riveted & sealed w/ RTV 106 intercooler shroud due

to missing rivet / sealant. Cleaned emergency window seals & land areas &

applied DC4 to seals. Repaired heater inlet tube w/ .050 2024 T3 aluminum

& MS206004-4 rivets, Serviced main & nose tire pressures, cleaned &

repacked bearings. Performed 100 Hr. inspection requirements of GAMI

fuel injectors LAW STC# SE09289SC.

Performed 100 Hr. inspection requirements of Turboplus Intercooler

System LAW STC# SA3512NM. Work performed IAW Beechcraft B36TC

& Continental TSIO 520 manuals. I certify this Airframe has been inspected

in accordance with a 100 Hr. Inspection and was determined to be in an airworthy

condition. Pertinent details of all work performed, including a listing of parts used

are on file @ Coastal Aircraft Maintenance, Santa Barbara Calif. under w/o # 145.

See attached table w/ FAA form 8130-3 data

Kim Hougland A&P 3325455



I certify that this aircraft has been inspected in accordance with an annual

inspection and was determined to be in an airworthy condition.

Michael Houser 31986391A


Alterations

(ate Number of
specific entries.)

Mather Aviation, LLC

MODEL B96TC
SN EA-291
REG. NO. N6387U
CYCLES _____

818-783-7473
7240 HAYVENHURST AVENUE
VAN NUYS, CALIFORNIA 91406

AIRFRAME LOGBOOK INSERT

DATE 27-Dec-10
W.O. # 800240
HOBBS. 595.7
AFTT 3352.4

- 1 Complied with **AD 93-24-03, Amendment No. 39-8752**. To prevent separation of the rudder from the airplane caused by cracks in the forward rudder spar, complied with rudder forward spar inspection in accordance with Beech Aircraft Corp. SB 2333 R1 dated November 1991. No cracks noted at this time. Next inspection Due at 1095.7 Hr. meter or 3852.4 Actt. Total time.
- 2 Complied with **12 month, ELT battery test** in accordance with FAR 91.207 (d) with no defects noted. Verified ELT battery Expires Aug. 2014.
- 3 Complied with **12 month, Cabin Fire Extinguisher Weight Check / Inspection**. Pressure noted in green arc and weight is satisfactory at 4lbs. 10ozs.
- 3 Relamped the right wing NAV light. Ops check satisfactory. PN On:1524.
- 4 Jacked aircraft, accomplished a satisfactory gear retraction. Swung gear 5 complete cycles with no defects noted. Technician(s): A. Ferguson, Wm. Barrett, J. Ernsdorf

----- END -----

I certify that with respect to the work performed, this aircraft/engine/propeller/appliance was repaired and inspected in accordance with current FAA regulations. Only those items specified in the SHOP Order have been inspected and found to be Airworthy and Returned to Service. No other representations concerning Airworthiness are expressed or implied.

Signature Timothy J. Kenan

Signature

A&P 2042764 IA

Date

27-Dec-10

CERTIFICATE # _____

PEARCE AIRCRAFT SERVICES, INC.

MEADOW LAKE AIRPORT 8264 CESSNA DR PEYTON, CO 80831 719 683 3314 719 683 4220 fax

DATE	TYPE	SERIAL	REGISTRATION	TACH	TIS
05-19-2011	B36TC	EA291	6387U	656.3	3413.0

1. Inspected and serviced using Beech 98-32227H as a guide.
2. C/W CFR Part 91.207(d) by inspection and test of the ELT.
3. C/W AD 2003-01-01 by installing three missing rivets.
4. C/W AD 2007-08-04 by inspection of prop and replacing limitations placard.
5. Replaced taxi light lamp with new GE4596 lamp.
6. Replaced inboard static discharger base on right wing with new B1 base.
7. Replaced induction air filter element with new BA4005 element cut down to BA9005 size.
8. Replaced nose tire with new GY FLC III 5.00x5 6ply tire. Wheel and tire assembly was balanced.
9. Installed missing AN960-10L washers on aileron hinge screws.
10. Fabricated and installed drain tube on fuel sump door.
11. Replaced uplock springs with new 35-815115 springs.
12. Replaced MS28775-222 o-rings in right brake caliper. Bled and serviced system.
13. Reversed outboard flap rollers for correct installation.
14. Cleaned middle fuel quantity transmitter for right fuel indicator. Ops check good.
15. Repaired ground strap on right flap.
16. Cleaned debris from both upper aft wing bolt tubs and drained water.
17. Re-oriented striker plate for forward cargo door internal handle for proper lock engagement.
18. Repaired cargo door external handle by replacing broken pin.
19. Swapped seatbacks for #3 & 4 seats for proper installation.

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



Robert K. Taylor A&P 524291127 IA

Description of Inspections, Tests, Repairs and Alterations
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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE
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NW 638714 Transponder/Altimeter/Static Biennial Certification

This aircraft's Altimeter system and Altitude Reporting Equipment have been inspected and tested in accordance with FAR 43 appendix E & F. To comply with 91.411.

PILOT ALT: P/N 5035P-P46 S/N 14655 Tested to 25000

CP ALT: P/N _____ S/N _____ Tested to _____

Encoder P/N 5035P-P44 S/N 14655 Tested to 25000

The Aircraft's ATC Transponder sys. Has been inspected and tested ICW FAR 43 Appendix F to Comply with 91.413.

#1 Transponder GARMIN P/N GTX 330 S/N 84107234

#2 Transponder KING P/N KT76A S/N 32774

*Static system complies with CFR 23.1325. Leakage thru: P/N -68 CP NA
 Note: None Tach

W.O.# 1210088889 Date: 10/3/12 Hours 7476.82

INSPECTOR: Gene Wicks

From Range Transponder Svc,

300 Airport Dr., Etna, Co., 60876 863-808-9276 CR3 F428797

Description of Inspections, Tests, Repairs and Alterations
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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DATE
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October 10 2012

N6387U

Beech B36TC, S/N EA-291

Tach: 3476.50

ACTT: 3476.50



Erie Municipal Airport
 395 Airport Drive
 Erie, Colorado 80516

1. Replaced main vacuum pump with overhauled exchange unit P/N 442CW, S/N 620121, standby vacuum pump overhauled exchange unit P/N 212CW, S/N 150214, Zea. Instrument air system filters P/N RA1J4-7, Zea. central air system filters RAD9-14-5, Zea. relief valve filters B3-5-1, Zea. pressure regulator valve P/N RA2H30-9, and all instrument air flexible hoses.
2. Removed and resealed left and right brake calipers with MS28775-222, replaced right main caliper supply hose P/N 350-4-0160. Serviced and bled brakes.
3. Tightened loose flap switch in instrument panel.
4. Re-rigged mixture control cable to reach both idle cut off and full power stops.
5. Replaced left flap inboard bonding strap.
6. Replaced multiple working rivets in left cowling door doubler.
7. Secured loose tail nav light wiring in empennage.
8. Secured left bank engine analyzer temp probe wires away from cowling door latch mechanism.
9. Replaced adel clamps on right side engine analyzer temp probe wires.
10. Replaced fuel system hose couplers in left and right wing.
11. Removed and reinstalled exhaust slip joint safety straps correctly.
12. Replaced both main gear uplock return springs P/N 35-815115.
13. Replaced right outboard fuel quantity transmitter with overhauled exchange unit P/N CB7740-00079, S/N 120239.

-----END-----


 Charles J Bennati
 AP2885079