



The Standard

AIRCRAFT LOG

ASA-SA-2

Aircraft Record General Information

Manufacturer BEECH Model BONANZA
Serial D6610 Registration Number N9431Y
Date of Manufacture 1961

Engine(s) currently installed:

Manufacturer CONTINENTAL Model T6550B Serial 69 0513
Manufacturer _____ Model TACHO INSTALL Serial 6352, 31

Propeller(s) currently installed:

Manufacturer _____ Model _____

HUB Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Registered Owner Record

Name PAUL DAMIANO Address 23 BRUCE RD

City MANCHESTER State CT From 8/1992 To _____

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City _____ State _____ From _____ To _____

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YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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.)
			NEW LOG BOOK 6/24/2011	
6/24/11	6959.64		TACH and TOTAL TIME AIRFRAME	
6/24/11			607.33 HRS TOTAL TIME ON ENGINE	
6/24/11			2360.1 HRS TT on Prop 607.3 SMOTH	
	DUE DATE			
	7459.6			Replace Super Inductor filter 84-26-02
	7059.6			Inspect Tail Structure 94-20-04 R2
	7059.6			Inspect ruddervator 8905-02
	2/2016			→ EGT BATTERY
	6/2012			→ ALTIMETER CHECK DUE
	6/2012			→ Aspen check DUE
	7056.7			Inspect wing spar 95-04-03
	6/25/11 7059.6			Lube uplock rollers 2007-08-08 72-22-01
				I bought the plan with 4161 HRS

1. Approving National Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: WRK0181135	
4. Organization Name and Address:		 MID-CONTINENT INSTRUMENT CO., INC 9400 E 34th ST. NORTH WICHITA, KS 67226-2615 FAA CRS OL2R061L				5. Work Order/Contract/Invoice Number: WRK0181135	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	ATTITUDE GYRO	4300-411	N/A	1	A04-10964	OVERHAULED	
13. Remarks: THE WORK ORDER REFERENCED DESCRIBES THE ACTUAL WORK PERFORMED. ALL WORK WAS PERFORMED REF. MANUAL # 34-20-42 1 10/16/06 The work specified in block 12/13 except as otherwise specified was carried out in accordance with EASA Part 145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate Number EASA 145.4675.							
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.				19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 13 Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
Authorized Signature:		16. Approval/Authorization No.:		20. Authorized Signature		21. Approval/Certificate No.:	
Name (Typed or Printed):		18. Date (m/d/y):		22. Name (Typed or Printed):		23. Date (m/d/y):	
				NICHOLAS HOWE		Jun/20/2011	

User/Installer Responsibilities

to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.
 Installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness
 country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness accepts parts/components/assemblies
 in accordance with the national regulations of the country specified in Block 1.

14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation
 in accordance with the national regulations by the installer/user before the aircraft may be flown.

*Installer must cross-check eligibility with applicable technical data.

NSN: 0052-00-012-9

JUNE 23, 2011 TACH 6959.7

REMOVED SIGMA-TEK 5000B-40 VACUUM ATTITUDE GYRO AND BEE
SECTION GAUGE - INSTALLED MID-CONTINENT 4300-411 ELECTRIC ATTITUDE
GYRO - REPLACED P400 CONNECTOR FOR GNS430W - INSTALLED
MID-CONTINENT MD222-406 GPHS INDICATOR AND INTERFACED WITH
GARMIN GNS430W SYSTEM - ALL WORK PERFORMED IN ACCORDANCE W
AC43.13-2B - FAA 337 FORM HAS BEEN FILED - AIRCRAFT WEIGHT AND
BALANCE INFORMATION HAS BEEN REVIEWED - OPS TESTED ALL SYSTEMS - E

4300-411 GYRO
S/N A04-10964

MD222-406 INDICATOR
S/N K10-10139

"EXXEL AVIONICS, LLC certifies that this aircraft, or component thereof, was repaired or altered in accordance with current FAA airworthiness regulations and in respect to that work the aircraft is approved for return to service. Pertinent details are on file at this station."

Work Order 7259 Date 6/23/2011

Authorized Signature 

EXXEL AVIONICS 20 LINDBERGH DRIVE HARTFORD CT 06114
FAA CERTIFIED REPAIR STATION No. XL6R743J

Notes

N9431Y

BEECH N35

TACH 0950.5

5-20-2011

REMOVED AND REPLACED THE LANDING LIGHT P/N LOPRESTI LMS-SCD-009-1, OPS
CHECK OK

FOR TOTAL AIRCRAFT


20 LINDBERGH DR.

BRAINARD AIRPORT

HARTFORD CT 06114

JOSEPH A BURDZY III AP107500411

38

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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.)
11/11	7078			changed oil, entered into engine log book <i>Benjamin</i> 2441777CFII
12-18-2011 N9431Y Tach Time 7081.2 Complied with AD's 94-20-04 R2, AD 2007-08-08, and AD 89-05-02. Next inspection due at 7181.2 hours. Complied with AD 95-04-03 and SB 2360. No cracks detected, next inspection due at 7581.2 hrs.				
 Alan Witkin A&P 1540176				
4/7/12	7132.6			changed oil, noted in engine log

YEAR
20
DATE

A/C : Beech N35

REG. N 9431Y

WORKORDER # 7848

ALTIMETER CORRECTIONS

Advanced Avionics, Inc Lempster NH 03605

CRS VNHR718K

Phone: 603 863 8888

TRUE ALT.	FLY AT	TRUE ALT.	FLY AT
-1,000	-1010	10,000	10000
0	-15	12,000	12000
500	485	14,000	14000
1,000	990	16,000	16000
1,500	1490	18,000	18010
2,000	1990	20,000	20020
3,000	2990	22,000	
4,000	3990	25,000	
6,000	5990	30,000	
8,000	7990	35,000	

EXPIRES

DATE: 23. June 12 END OF June 2014

A/C : Beech N35

REG. N 9431Y

WORKORDER # 7848

ALTIMETER CORRECTIONS

Advanced Avionics, Inc Lempster NH 03605

CRS VNHR718K

Phone: 603 863 8888

TRUE ALT.	FLY AT	TRUE ALT.	FLY AT
-1,000	-1000	10,000	9980
0	-5	12,000	11970
500	500	14,000	13960
1,000	1000	16,000	15960
1,500	1505	18,000	17960
2,000	2010	20,000	19970
3,000	3010	22,000	
4,000	4010	25,000	
6,000	6000	30,000	
8,000	8000	35,000	

EXPIRES

DATE: 23. June 12 END OF June 2014

I CERTIFY THAT THE TRANSPONDER-/ALTIMETER-/STATIC LEAK TESTS
OF PART 91.411 & 91.413 HAVE BEEN COMPLIED WITH IN THIS AIRCRAFT.

PFD

Display Aspen EFD 1000 s/n9268

Transponder GTX 330 s/n 8410 0545

Mod 2, complies with Garmin SB 0714

Encoder Encoding Altimeter

ALSO PARAGRAPH © APPENDIX E PART 43 CORRESPONDENCE TEST HAS BEEN COMPLIED WITH

SIGNATURE

Eckhard Straeter

Cert.# 2428516

ECKHARD STRAETER

FORM AAI 200

I CERTIFY THAT THE TRANSPONDER-/ALTIMETER-/STATIC LEAK TESTS
OF PART 91.411 & 91.413 HAVE BEEN COMPLIED WITH IN THIS AIRCRAFT.

Standby

Altimeter United p/n 5035PB-P167 s/n 32774

Transponder GTX 330 s/n 8410 0545

Mod 2, complies with Garmin SB 0714

Encoder Encoding Altimeter

ALSO PARAGRAPH © APPENDIX E PART 43 CORRESPONDENCE TEST HAS BEEN COMPLIED WITH

SIGNATURE

Eckhard Straeter

Cert.# 2428516

ECKHARD STRAETER

FORM AAI 200

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YEAR 20 12 DATE	RECORDING TACH TIME	TODAY'S 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.)
7/14/2012	7163.20 Tach		7163.20	<p>Performed an Annual Inspection using Hawker Beechcraft Bonanza 35 Series Shop Manual P/N 35-590096B22 and Hawker Beechcraft Bonanza 33, 35 and 36 100-Hour Short form Inspection checklist P/N 98-38999E as guides.</p> <p>Visually checked the fuselage: skins & accessible structure. Checked for corrosion per ESC 112. Checked the aft fuselage per AD 94-20-04, para. (d)(3). Visually checked both spar carrythroughs. Visually checked spar covers & floorboards. Cleaned area under floor. Reapplied insulation to inside of front spar cover & resecured insulation to bottom of floorboards as needed.</p> <p>Visually checked wings and stabilizers. Visually checked inside of wings & applied AV-8 where corrosion was visible & accessible. Checked for fuel leaks & chafing wiring per SC 298R1 & reinserted wiring into "J" channel of left wing as necessary. Removed wing attach hardware, cleaned & visually checked it & the bolt boxes & wells. Repressed the boxes & wells. Magnetic particle inspected the bolts & nuts. Applied Beech's anti corrosion compound and reinstalled the bolts & nuts w/ existing washers at all locations except a new washer under the nut, upper, aft, left side. Torqued the hardware. Torque should be checked in 100 hours. Checked & blew out the bolt well drains. Replaced fillers inboard of L tip tank fuel access door & sanded them to contour. Sanded out small areas of corrosion on the surface of the stabilizers. Primed & painted the fillers, sanded areas & around hardware & eroded areas of paint on the wings & stabilizers.</p>

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7/14/12 (continued) Visually checked the flight control surfaces. Checked the rudderwater control horns per AD 89-05-02 and SB 2242 R1. Checked flap nose ribs per ESC 128 and SC 313. Checked for corrosion & cracks per SC 98. Checked all surface travel & adjusted aileron stops & flap down travel to specification.

Visually checked, cleaned & lubricated the flight controls. Checked control cables per SC 322. Checked for causes of flutter per SC 102. Checked rudder pedal position latch pins/mechanisms per Beech SB 35-37. Removed control column support collar, removed rollers, cleaned, inspected, lubricated & reinstalled them. Reinstalled collar. Removed the control wheel, removed the control arm, prepared & painted it. Primed & painted the lower half of the retaining collar. Reinstalled the arm w/ new hardware. Checked cable tensions & adjusted the for and aft elevator tab cables to specification & reset the neutrals. Adjusted the aileron cable neutrals & tensions to specification & adjusted the control arm chain to neutral the control wheel. Reinstalled the control wheel.

Visually checked the control lock per SC #1 and SB 27-3459.

Cleaned & visually checked the engine cowling & firewall. Removed the top cowl door Assy, sanded out numerous areas of light corrosion, prepared-primed & painted them & an area the instrument air inlet filter had chafed. Reinstalled the door Assy. Replaced the anti chafe tapes @ side cowl "gill plates". Removed

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				<p>2/14/12 (continued) the cowl flap control rods, prepared, primed & painted them. Replaced the cowl flap control cable & transferred the knob from the old to the new. Removal the left cowl flap. Bored the hinge holes to 1/4" & reinstalled the door w/ new hinge hardware. Greased all cowl flap control rod ends, connected them & regged the system. Removal and & conversion from the firewall in the battery box area, primed & painted it.</p> <p>Removed heat shield engine shock mounts & hardware & lifted the engine to perform induction duct repair. Cleaned & inspected the heat shield, shock mount, hardware & mount cross. Reinstalled the engine w/ existing shock mounts, heat shield & hardware & torqued it.</p> <p>Checked the cabin doors: their general condition, hinges & latches. Checked installation & operation of the interior door handle per SB 52-2693 R2. Adjusted the upper cabin door latch inward. Reglued door seal @ upper aft corner. Removed remains of aft door prop rod, prepared & welded the sections together. Reinstalled the prop rod after painting.</p> <p>Visually checked the windows. Checked the general condition and operation of hinges & latches & seals on the operable ones. Reglued the seal on the left emergency window.</p> <p>Visually checked the seats. Checked & cleaned the seat tracks, their supports & the position latched holes. Replaced the slide plate on the left rear foot of the co-pilot's seat. Checked the recline & position latch mechanism.</p>

Y 2 D	YEAR 20 12 DATE	RECORDING TACH TIME	TODAY'S 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.)
	7/14/12 (continued)				<p>Removed the battery & battery box. Cleaned the battery box & lid, removed corrosion & stripped paint. Primed & painted the box. Neutralized the battery box drain tube. Set up & charged a new Gill G-35 battery per supplied documentation. Reinstalled the battery box. Checked specific gravity of the acid & installed the new battery. (S/N G 02681 238).</p> <p>Checked electrical system's components & wire runs. Removed masks & starter relays, masked & removed corrosion. Primed & painted relays & reinstalled them. Checked operation of all electrical equipment per ESC 108. Checked system voltage.</p> <p>Visually checked the fuel system. Removed the screens from the strainers, cleaned & inspected it. Reinstalled the screens w/ a new gasket per SB 2305. Drained all fuel and checked for contaminants per SC 81 and ESC 126. Removed inboard access plates & checked flap valve in left tank & noted neither flap valve for baffle reservoir tank in right. Removed inboard fuel quantity senders from the main tanks, removed rust, primed & painted them. Reinstalled the senders w/ new gaskets & hardware. Reinstalled the tank access plates w/ new gasket. Removed the fuel filler caps, disassembled, cleaned & inspected them. Replaced the release lever for the left cap. Stripped, etched, primed & painted the faces of the caps & the release levers. Replaced the "O" rings</p>

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				<p>7/14/12 (continued) in both caps (510488-28122), reassembled & reinstalled them. Visually checked the tip tank filler caps. Removed the screens from the tip tank transfer pumps. Installed a new screen & gasket in the left pump & replaced the right pump. Checked & blew out the tank vents. Removed the left tip tank & removed the fuel quantity sender. Removed fuel stains & reinstalled the sender w/ a new gasket. Reinstalled the tip tank. Added fuel to the tip tanks & checked for leaks. Checked operation of the fuel quantity system & transfer pumps. Filled the main tanks and checked for leaks (5165-45 and 510632-280R1). Painted the fuel selector valve handle. Bled all fuel lines & ran the engine from both main tanks per ESC 85.</p> <p>Checked the general condition and operation of the heating & ventilation ducts, valves and controls. Lubricated the forward heating control cables.</p> <p>Visually checked the pitot & static system. Trimmed the pitot plumbing ahead of the panel & secured the speed sensor to a channel @ the base of the windshield. Secured the pitot & static lines ahead of the panel. Checked operation of pitot heat.</p> <p>Visually checked the instruments and instrument panel. Removed two inline fuses (ELI & power outlet) & added 2 additional holes in R circuit breaker sub-panel. Relocated 2 avionics circuit breakers to the new holes & installed two new breakers of the same same rating as the fuses. Connected the ELI & power outlet wiring to the new breakers. Removed the circuit breaker previously used by the HSI capped the hole</p>

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7/14/12				<p>(continued) and blanked its placard. Installed placards for the relocated & two new breakers. Repositioned and secured a relay to a bracket on the Bendyne display box. Fabricated a bracket to hold a wire bundle off the control column & secured it to the GHX 200. Repositioned & secured NAV antenna cables & other wiring to clear the control column sensor. Sent digital tach to Horizon Inst for resetting green & red arcs per the IO-550-A. Installed the reworked tachometer. See Horizon Inst. W/O 69757. Checked operation of instruments during the engine ground runs.</p> <p>Checked general condition, mounting and operation of the avionics.</p> <p>Removed the ELI, opened & inspected it. Reassembled the ELI and tested it per the ACK instructions for continued airworthiness. Rerouted & supported the cabling @ the ELI.</p> <p>Visually checked the governor, its speeder arm, speeder arm extension & control. Adjusted speeder arm stop & extension to gain 2700 RPM at take off.</p> <p>Visually checked the placards. (SB2405 and SF 1134). Replaced placards @ both main tank filler necks per SC15. Installed the placard per AD70-03-05 at the fuel gauges. Installed "NO HANDLE" placards on both stabilizers and a "GROUND POINT" placard on the right wing.</p> <p>Reinstalled the equipment removed to perform the inspections. Tacked the</p>

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7/14/12 (continued)				aircraft & performed a fuel gas survey. Verified the emergency hand crank was outside the spar cover per ESC 89. Cleaned the aircraft per ESC 111, touched up the paint and waxed it. Lubricated the external controls & hinges per the ESC. Applied a water displacement to the tail hinges per SC 57. <i>ZM</i> 22423072 A & P. Edmonds Aircraft Service Newport, NH
7/14/12	7163.20		7163.20	I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition. <i>ZM</i> 22423072 1A. Edmonds Aircraft Service, Newport NH.

August 23, 2013 N9431Y Beech N35 7323.24 Tach and total time

Visually checked the fuselage, skins and accessible structure. Inspected the aft fuselage per AD 94-20-04. Checked the tail bulkheads and the spar carrythroughs. Checked for corrosion per Beech ESC112, sanded, primed and painted two small areas on the belly and aft fuselage.

Visually inspected the wings and stabilizers. Checked for fuel leaks and wires chafing in the wings per Beech SC298R1. Visually checked the wing bolt wells and blew out the drains. Checked wing bolt torque. Dressed the lower outer support brackets for both flap tracks on the right wing to clear the right flap when in the up position. Sanded out corrosion at numerous locations along the skin seam lines on the wings and stabilizers, primed and painted the sanded areas. Replaced the bearing in the mid hinge bracket for the right ruddervator. Cleaned and visually inspected the right outer and the left ruddervator mid and outer bearings and greased all 4 bearings.

Visually checked the flight control surfaces. Checked for corrosion and cracks per Beech SC98. Checked the nose ribs in the flaps per Beech ESC128 and SC313A. Checked the installation of the ailerons per Beech SC324. Removed both ruddervators, sanded out corrosion in numerous places, masked primed and painted the sanded areas. Checked static balance of both ruddervators (18.58 in/lbs left and 18.86 in/lbs right). Installed the left ruddervator with the existing hardware. Installed the right ruddervator with a new hinge bushing at the mid hinge. Replaced both bonding straps on the right flap.

Visually checked the flight controls. Inspected the ruddervator control horns per AD 89-05-02 and Beech SB2242R1. Checked the control cables per Beech SC322. Visually checked the flight control pulleys, chains and sprockets, rudder pedals and their cross shafts, bellcranks, push rods and rod ends, ruddervator mixing mechanism, elevator tab actuator control collum rollers and scissors. Lubricated the controls. Disconnected the aft elevator tab cables so as to remove the ruddervators. Reinstalled the elevator tab cable fairleads with washers per Beech ESC92 and connected the tab cables following reinstallation of the ruddervators. Tensioned the elevator tab cables and set the neutral adjustment. Checked tab travels. Checked tension and rigging of the elevator and rudder cables and adjusted the elevator cables to tension, resetting the neutral. Adjusted the ruddervator pushrods to the new neutral position. Checked total travel of the ruddervators as well as individual rudder and elevator travel. Checked aileron cable tension and surface travel. Checked the flap travel. The above checks comply with Beech SC102, inspection for causes of flutter.

Cleaned and visually checked the cowling. Stop drilled a crack in the nose bowl slope sheet. Formed a doubler covering both chafed and cracked areas, etched, alodined and primed the doubler. Installed the doubler by riveting and painted it. Applied an anti-chafe tape over the doubler. Removed the top cowl. Applied anti-chafe tapes on the forward and aft lips of the top cowl doors. Reinstalled the top cowl and secured the wiring to it. Removed the left cowl flap, greased the pivot points and retract rod end and reinstalled it. Checked cowl flap travel and clearances.

Cleaned and visually checked the firewall. Drilled out the rivets securing the bottom of the two supports for the left exhaust on the firewall as well as the firewall rivet between the supports. Stop drilled a crack in the doubler behind the firewall. Formed a new doubler for inside the aircraft from galvanized steel as well as an aluminum doubler for outside the firewall. Primed the exterior doubler and installed it by riveting. Masked, scuffed and painted the exterior doubler.

Visually checked the doors. Checked the general condition of the hinges and latches and lubricated the main cabin door hinges and latches. Checked operation and condition of the main cabin door interior handle per Beech SB52-2693R2.

Visually checked the windows. Checked the general condition and operation of the hinges, latches and seals on the storm and emergency windows.

Visually checked the seats, their frames, rollers, recline mechanisms and position latch mechanisms. Removed the recline stop from the co-pilots' seat, reformed and reinstalled it. Replaced the support glides on the pilot and co-pilot seats. Sanded out corrosion on the left and right rear seats where the cotter pin through the position latch cross bar contacts the vertical leg of the seat, primed and painted it. Sanded out corrosion at the center for the front cross member of the left rear seat, primed and painted it. Visually checked the seat tracks and their supports.

Visually checked the seat belts and the buckles. Reformed one data tag on the pilot's belt.

Visually checked the shoulder harnesses.

Removed the wheels, disassembled, cleaned and inspected the tires, tubes, wheel halves, bearings and their seals. Reassembled the wheels with the existing tires and tubes and balanced the assemblies. Packed the bearings with grease and installed them and their respective seals. Cleaned and visually checked the axles. Reinstalled the wheels and inflated the tires to specification.

Removed the brake slave cylinders, pressure plate/lining assemblies and disks, cleaned and inspected them. Disassembled, cleaned and inspected the slave cylinders. Replaced the seals and

reassembled them. Masked, grit blasted and painted the disks and pressure plates. Reinstalled the disks, pressure plate/lining assemblies and slave cylinders. Cleaned and visually checked the master cylinders, reservoir, parking brake valve and brake plumbing. Removed the pilot's right master cylinder, disassembled, cleaned and inspected it. Replaced the seals, reassembled and reinstalled it. Removed the 4 hoses at the master cylinders and two hoses in each gear well and fabricated new hoses using the existing fittings. Pressure tested the hoses and installed them in their respective locations. Bled the brakes, connected and filled the reservoir to specification. Checked operation of the individual and parking brake.

Cleaned and visually checked the nose gear strut. Removed the main gear struts, disassembled, cleaned and inspected them. Replaced the seals, oiled new felts and installed them in the main struts. Reassembled the main struts. Greased the existing trunion bushings and bolts and reinstalled the main struts. Torqued the hardware and checked for freedom of travel/proper shimming. Greased/lubricated all struts. Filled the main struts and checked the fluid level in the nose struts. Inflated the struts with nitrogen.

Cleaned and visually checked the steering mechanism. Removed the steering bellcrank, both steering pushrods and checked dimensions of the pivot points. Shimmed the steering yoke and cone. Drilled out the rivets and removed the steering bellcrank support and sent it, the bellcrank and aft pushrod out for machining. Installed the repaired bellcrank support by riveting at the gear well side and bolting through the fuselage rib. Installed the bellcrank with a new bushing. Installed both steering pushrods and connected the system with the existing bolts at the forward and aft attachment and a new bolt and bushings at the junction between the rods and the bellcrank. Checked freedom of the nose centering roller. Lubricated the steering mechanism.

Checked the general condition of, and fluid level in, the shimmy damper.

Removed the landing gear motor, disassembled, cleaned and inspected it. Reassembled, bench tested and reinstalled the motor.

Cleaned, visually checked and lubricated the retract mechanism. Checked the fluid level in the transmission. Visually checked the uplock rollers and cables and greased the rollers per Beech SB33.9, SI0448-211R1 and AD 07-08-08(4)(i). Checked uplock cable hardware and placards per Beech SI0680-211.

Swung the gear and checked limit switch rigging, throttle warning horn, dynamic brake and squat switch operation. Checked gear up clearances including tire clearances per SI0449-200R1. Checked main gear uplock roller clearances and cable tensions and adjusted all to specification. Checked nose gear up tension and all gear down tensions.

Cleaned and visually checked the landing gear doors. Lubricated the hinges. Greased the inner rod ends for the main gear outboard door retract links and connected them. Greased the rod ends for the nose gear doors and connected them. Checked operation and rigging of the gear doors.

Checked the general condition and operation of the lights. Removed the landing light (to access the slope sheet for repair) and reinstalled it following the repairs.

Removed the battery and battery box, cleaned and visually checked them. Performed a condition test on the battery which it passed and recharged the battery. Reinstalled the battery box and connected the vent and drain tubes. Installed the battery and torqued the wire terminals.

Checked the electrical system - components and wire runs. Checked for chafing wiring per ESC116. Checked operation of all electrical equipment per Beech ESC 108.

Visually checked the fuel system. Checked for leaks per Beech SL65-45 and SI0632-280R1. Removed the fuel filler caps, disassembled, cleaned and inspected them. Replaced the inner and outer rings (Beech SI0488-281R1), reassembled and reinstalled them. Removed the sump strainer screen, inspected and cleaned it. Reinstalled the screen with a new gasket per Beech SB2305. Removed the screens from the tip tank fuel transfer pumps and installed new screens with new gaskets. Drained fuel from all sumps and checked for contaminants per Beech ESC 126 and SC81. Replaced the coupling

at the main tanks. Removed the tip tanks, replaced the fuel hoses, retorqued the fuel senders, wiped off the fuel stains and reinstalled the tip tanks. Visually checked the tank vents and blew them out with air. Removed the drain valve from the right tip tank, cleaned and reinstalled it.

Visually checked the heating and ventilation systems. Disconnected the ducts to and from the heater muff as well as the heater overboard vent tube. Scuffed, masked and repainted the silver portion of the heater overboard tube. Removed failing paint from the ventilation air intake scoop, masked, primed and painted it.

Visually checked the pitot and static systems. Replaced the coupling hose at the pitot mast. Checked operation of the pitot heater.

Checked the general condition and operation of the instruments. Disconnected the CHT probes, fuel flow and JPI oil temp sensor wiring and removed the EGT probes so as to remove the engine. Reconnected/reinstalled them following the engine reinstallation.

Checked basic operation of the avionics. Visually checked the area ahead of the instrument panel. Removed the gyro horizon from the panel and performed a condition test on the standby battery per Mid Continent Instructions for Continuing Airworthiness. Recharged the battery. Reinstalled the gyro.

Removed the ELT, opened, inspected and reassembled it. Removed the RPCI unit and alerter from the panel, opened and checked the batteries. Reassembled and reinstalled them. Connected and checked operation of the ELT - manually, via impact and remote switches. Reset, armed and installed the ELT.

Checked the general condition of the governor. Disconnected its control due to engine removal. Reconnected and rigged it following the engine reinstallation. Lubricated the rod end.

Visually checked the placards (Beech SB2405 and SI1134).

Cleaned and visually checked the floorboards and restapled the insulation to the bottom. Visually checked the spar cover sections and reglued the insulation to the aft cover of the front spar cover.

August 23, 2013

N9431Y

Continued

Straitened the aluminum at the center of the aft cover and stop drilled a crack. Visually checked the glareshield and reglued the fabric on the lower, outer corners. Vacuumed/cleaned the carpets. Replaced two nutplates that retain the tail cone.

Reinstalled the floorboards, spar covers, seats, carpets, aft cabin bulkhead, exterior inspection plates, tail cone, spinner and fairings. Performed a final gear swing, lowered the aircraft off jacks and installed the jack pad covers. Verified the emergency gear hand crank was outside the spar cover per ESC89. Cleaned the aircraft, touched up the paint and waxed the exterior. Lubricated the external hinges and controls per Beech ESC111. Applied a water dispersant to the tab hinges per SC57.



22423072 A&P

Edmonds Aircraft Service, Newport, NH


August 23, 2013

N9431Y

Beech N35

7323.24 Tach and total time

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



22423072 IA

Edmonds Aircraft Service, Newport, NH

YEAR 20 DATE	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alter Entries must be endorsed with Name, Rating and Certificate Num Technician or Repair Facility. (See back pages for other specific e
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2-14-14Tach: 7373.2

N943IY

Serviced engine with 12 Qts Phillips XC 20w-50 engine oil. Replaced filter with new, Opened old filter with no contaminants noted. Ground run, leak and operational check satisfactory. This engine is approved for return to service.

C Neal Ellis

C. Neal Ellis

3289147A&P

Spruce Creek FBO
205 Cessna Blvd
Port Orange, FL 32128
386-322-0701

2-14-14 Tach: 7373.2

N943IY

Removed and replaced nose tire with new 5.00x5 6 ply flight custom III IAW bonanza maintenance manual. Ops check ok, this aircraft is approved for return to service.

C Neal Ellis

C. Neal Ellis

3289147A&P

Spruce Creek FBO
205 Cessna Blvd
Port Orange, FL 32128
386-322-0701

YEAR
20
DATE

A/C : Beech N35
ALTIMETER CORRECTIONS

REG. N 9431Y

WORKORDER # 8501

Advanced Avionics, Inc Lempster NH 03605
CRS VNHR718K Phone: 603 863 8888

TRUE ALT.	FLY AT	TRUE ALT.	FLY AT
-1,000	-1020	10,000	10000
0	-20	12,000	12000
500	480	14,000	14000
1,000	980	16,000	16000
1,500	1480	18,000	18010
2,000	1980	20,000	20020
3,000	2980	22,000	
4,000	3985	25,000	
6,000	5990	30,000	
8,000	7990	35,000	

EXPIRES

DATE: 25. July 14 END OF July 2016

I CERTIFY THAT THE TRANSPONDER-/ALTIMETER-/STATIC LEAK TESTS
OF PART 91.411 & 91.413 HAVE BEEN COMPLIED WITH IN THIS AIRCRAFT.

PFD

Display Aspen EFD 1000 s/n9268

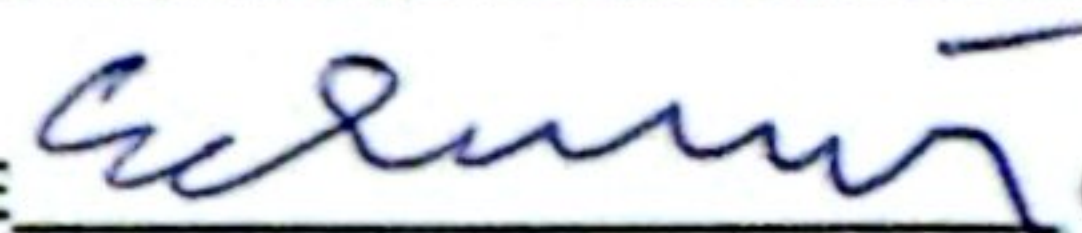
Transponder GTX 330 s/n 8410 0545

Mod 2, complies with Garmin SB 0714

Encoder Encoding Altimeter

ALSO PARAGRAPH © APPENDIX E PART 43 CORRESPONDENCE TEST HAS BEEN COMPLIED WITH

SIGNATURE



Cert.# 2428516

ECKHARD STRAETER

FORM AAI 20

A/C : Beech N35
ALTIMETER CORRECTIONS

REG. N 9431Y

WORKORDER # 8501

Advanced Avionics, Inc Lempster NH 03605
CRS VNHR718K Phone: 603 863 8888

TRUE ALT.	FLY AT	TRUE ALT.	FLY AT
-1,000	-1015	10,000	9990
0	10	12,000	11980
500	500	14,000	13960
1,000	1010	16,000	15960
1,500	1510	18,000	17970
2,000	2020	20,000	19980
3,000	3020	22,000	
4,000	4010	25,000	
6,000	6000	30,000	
8,000	8000	35,000	

EXPIRES

DATE: 25. July 14 END OF July 2016

I CERTIFY THAT THE TRANSPONDER-/ALTIMETER-/STATIC LEAK TESTS
OF PART 91.411 & 91.413 HAVE BEEN COMPLIED WITH IN THIS AIRCRAFT.

Standby

Altimeter United p/n 5035PB-P167 s/n 32774

Transponder

Encoder

ALSO PARAGRAPH © APPENDIX E PART 43 CORRESPONDENCE TEST HAS BEEN COMPLIED WITH

SIGNATURE



Cert.# 2428516

ECKHARD STRAETER

FORM AAI 20

N9431Y Beech N35 D-6610 August 7, 2014 7435.58 Tach and total time

Visually inspected the fuselage. Checked the spar carrythrough. Visually checked the aft skins and structure per AD 94-20-04R2(d)(3). Visually checked the main spar carrythrough. Stop drilled cracks in the nose bulkhead at the left and right lower cut-outs as well as at the outer perimeter of a portion of the fuel control unit blast duct flange. Fabricated doublers for the cracked areas (one doubler for the crack on the left and one doubler for the two cracks on the right). Eched and alodined the doublers, applied epoxy and scrim cloth to the doublers and installed them with rivets. Primed and painted the doublers. Checked the airframe for corrosion per Beech ESC112.

Visually checked the wings and stabilizers; skins and accessible structure. Checked for fuel leaks and chafing wiring per Beech SC298R1. Visually checked the exposed portions of the wing attach hardware and bolt wells and blew out the bolt well drain holes.

Visually checked flight control surfaces. Checked for corrosion and cracks per Beech SC98. Checked the flap nose ribs per Beech ESC128 and SC313. Checked surface travels and reset the neutral position of both elevator tabs.

Checked the flight controls; cables (Beech SC322) and pulleys, rudder pedals, cross shafts, bellcranks and rod ends, chains and sprockets. Lubricated the rod ends and bellcranks. and control collum rollers. Checked all cable tensions (Beech SC102) and adjusted the right elevator tab cable tension. Checked the elevator tab cable fairleads per Beech ESC92. Checked operation of the rudder pedal position adjusting mechanisms per Beech SB35.37. Checked the ruddervator magnesium control horns per Beech SB2242R1 and AD 89-05-02.

Cleaned and visually checked the cowling and firewall. Checked condition and operation of the cowl hinges and latches. Checked security, operation and rigging of the cowl flaps. Checked the security of the wiring at all equipment on the firewall.

Cleaned and visually checked the engine mount arms and shock mounts and heat shields.

Visually checked the doors; general condition as well as the seals, latches and hinges.

Lubricated the forward door latch and hinges. Checked operation of the interior door control handle per Beech SB52-2693R2.

Visually checked the windows. Checked operation and condition of the hinges, latches and

seals on the openable ones.

Visually checked the seats, seat tracks and supports. Lubricated the position latch mechanisms. Checked the recline mechanisms. Cleaned out the position latch holes.

Checked the seat belts and shoulder harnesses.

Removed the wheels, disassembled, cleaned and inspected the tires, tubes, wheel halves, bearings, seals and axles. Reassembled the wheels with the existing tires and tubes and balanced the assemblies. Lightly greased the axles and reinstalled the wheels with the existing bearings and seals. Inflated the tires to specification.

Removed the brake slave cylinders, pressure plate/lining assemblies and disks, cleaned and inspected them. Masked and painted the pressure plates and non wearing portions of the brake disks. Reinstalled the disks, pressure plate/lining assemblies and slave cylinders. Visually checked the master cylinders, parking brake valve and brake plumbing. Disconnected the brake plumbing in the engine compartment and later reinstalled it. Cut off top of aluminum tube to the reservoir, replaced the ferrule, reflared the tube and reconnected it to the reservoir. Bled the brakes and filled the reservoir to specification. Checked operation of the individual and parking brake.

Cleaned and visually checked the gear wells. Sanded two areas of mild corrosion in the left gear well, primed and painted them.

Cleaned, visually checked and lubricated the landing gear struts. Checked fluid level in the struts and added as necessary. Shimmed the left main gear torque links. Checked rigging of the squat switch on the right main gear. Inflated the struts with nitrogen.

Cleaned, visually checked and lubricated the steering mechanism. Checked freedom and lubricated the nose gear centering roller.

Cleaned and visually checked the shimmy damper. Checked the fluid level in the dampener.

Removed the landing gear motor, disassembled, cleaned and inspected it. Removed the ground lead and connector terminal from the motor. Cleaned the terminal and ground brush housing. Installed a new ground wire into the motor. Applied red insulating varnish to exposed portions of the motor interior frame. Reassembled the motor and bench tested it. Reinstalled the motor.

Cleaned, visually checked and lubricated the retract mechanism. Checked freedom of the main gear uplock rollers and lubricated them per Beech SB33.9, SI0448-211R1 and AD 07-08-08 (E)(4)(i). Checked security of the hardware connecting the aft nose gear retract rod to the transmission bellcrank arm. Checked lubricant level in the transmission.

Checked operation of the landing gear, electrically up and down and manually down. Checked rigging of the limit switches. Adjusted the main gear retract rods to clear each other in the up position. Checked dynamic brake. Checked operation of the squat switch and throttle warning horn. Checked all gear up clearances. Checked the main gear uplock roller clearance and cable tension. Checked nose gear up tension. Checked tire clearances per SI0449-200R1.

Cleaned and visually checked the landing gear doors. Shimmed the right nose gear door hinges at the bushings and replaced the aft hinge on the left nose gear door. Lubricated the door hinges and retract rod ends. Checked operation and rigging of the gear doors.

Checked the general condition, mounting and operation of the lights. Replaced the left navigation light bulb. Removed the landing light and its power supply for the nose bulkhead repair. Reattached one support stud for the light power supply and reinstalled the power supply and landing light.

Removed the battery, added distilled water and charged it. Performed a condition test which it passed. Placed the battery back on charge. Removed the battery box, cleaned and inspected it. Neutralized the interior of the box and the drain tube. Reinstalled the battery box and installed the battery in it. Cleaned the terminals and connected them. Installed the blast duct and drain tube for battery box.

Checked the electrical system - components and wire runs. Checked for wire chafing per Beech ESC116. Checked operation of the electrical equipment per Beech ESC108.

Visually checked the fuel system. Checked for tank leaks per SL65-45 and SI0632-280R1. Removed the screen from the fuel strainer, cleaned and inspected it. Reinstalled the screen per SB2305 with a new gasket. Removed the main fuel tank caps, disassembled, cleaned and inspected them. Replaced the "O" ring seals (inner and outer) per Beech SI0488-281R1, reassembled and reinstalled

them. Drained fuel from all sumps and checked for contaminants per Beech ESC126 and SC81. Removed the screens from the tip tank transfer pumps, and inspected the pump caps. Reinstalled the caps with new screens and gaskets. Visually checked the tank vents and blew them out. Added fuel to the tip tanks and checked operation of the tip tank transfer pumps and control system. Filled all fuel tanks.

Visually checked the heating and ventilation systems. Removed the metal air duct from the left side of the engine compartment. Stop drilled a crack in the duct below the lower side retaining screw at the forward end. Formed and riveted a doubler over it. Reinstalled the duct.

Visually checked the pitot and static systems. Checked the static drain. Checked pitot heat, cleaned and reconnected the terminals at the heater.

Checked the general condition, mounting and operation of the instruments. Removed the CHT and cylinder heat probes from cylinders #2 and #3 due to cylinder repairs and reinstalled them following that work. Tied up the heater wiring on the right side of the engine. Removed all EGT probes. Riveted a new clamp band section onto the band for the #3 EGT probe. Reinstalled the probes.

Checked the general condition and mounting of the radios. Secured the clamp retaining the Avidyne traffic antenna cables near the belly antenna.

Removed the ELT, opened and inspected it. Shipped the ELT to ACK for repairs. Removed the annunciator and remote control, opened and inspected them. Reinstalled the annunciator. Installed a new battery in the ELT remote and reinstalled it. See ACK Technologies Form 8130-3 at the back of this book. Assembled the repaired ELT to the existing battery. Installed a supplied static eliminator into the antenna system and connected ELT to antenna and remote cables. Checked operation of ELT; manually and via impact switch. Reset, armed and installed the ELT.

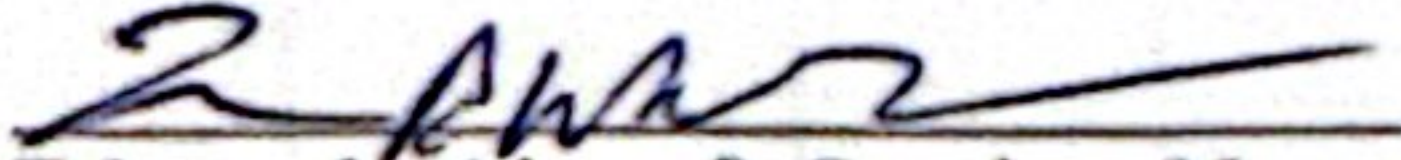
Visually checked the governor and its speeder arm. Replaced the rod end on the governor control.

Visually checked the placards (Beech SB2405 and SI1134).

Cleaned, visually checked the floorboards and spar covers and reinstalled them. Installed the center console and connected and rigged the nose gear position indicator. Reinstalled the seats, carpets,


N9431Y Beech N35 D-6610 August 7, 2014 Page 5

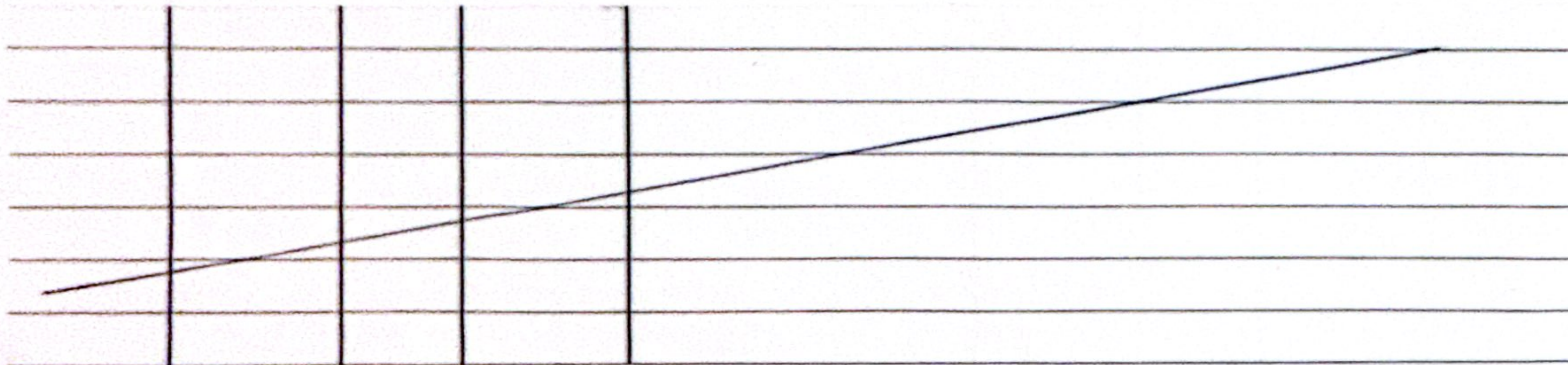
aft cabin bulkhead, exterior inspection plates, tail cone, spinner and fairings. Reglued loose fabric and hook and loop strips on the glareshield and installed the glareshield. Jacked the aircraft and checked landing gear operation and rigging of the nose gear position indicator. Verified the emergency gear hand crank was outside the spar cover per Beech ESC89. Cleaned the aircraft, touched up the paint and waxed the exterior. Lubricated the exterior hinges and controls per Beech ESC111. Applied a water dispersant to the tab hinges per Beech SC57 and the maintenance manual.

 Louis R. W. Edmonds 22423072 A&P
Edmonds Aircraft Service, Newport, NH

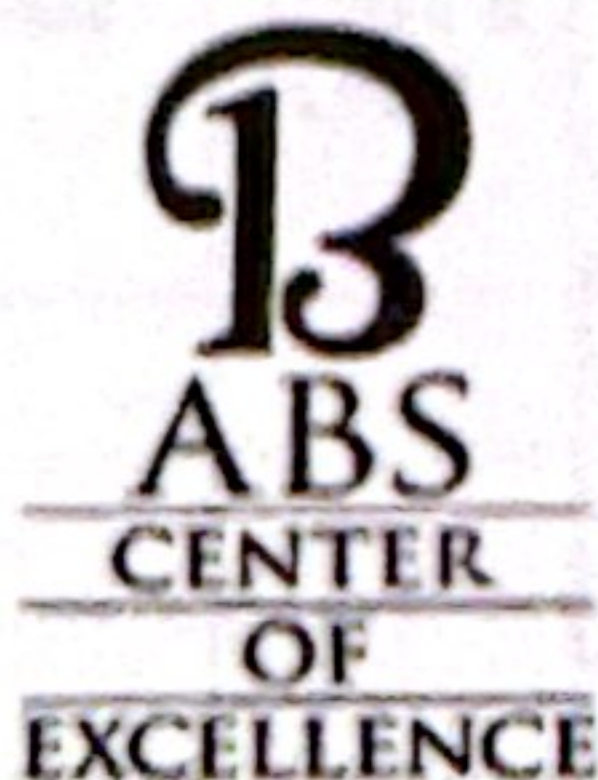
N9431Y Beech N35 D-6610 August 7, 2014 Tach time Total time

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

 Louis R. W. Edmonds 22423072 A&P
Edmonds Aircraft Service, Newport, NH



YEAR
20
DATE



George Baker Aviation

333 South Street, New Smyrna, FL
386-427-2727

Date:	12/11/14
Registration:	N9431Y
Make/ Model:	N35
Serial Number:	D-6610
Tach / Hobbs:	7492.3
TTAF:	7492.3

- Adjusted left aileron mechanic travel stops.
- Tighten tailpipe clamps.
- Replaced studded muffler assembly with new.
- Trim up-lock cable tygon tubing for proper visual inspection of cable.
- Replaced shimmy damper hardware and bushing.
- Repaired clip on forward right bathtub cover.
- All work performed in accordance with manufacturers specifications. I approve these repairs for return to service.


Curtis Boulware A&P3232817IA

Airframe - Logbook Label Date: 17. Sept 15

Aircraft: Beech N35 Reg.: N9431Y

Updated GMX 200 s/n 3840 0871 software from 2.12 to 2.14 per
Garmin SB 1509 rev. B. Requires GMX 200 Pilots Guide & reference
p/n 190-00607-02 rev. D or later and Cockpit Reference Guide
190-00607-03 rev. C or later. These documents can be
downloaded from the Garmin website.

Details are on file under workorder 8876

The component and/or system identified above was repaired and/or inspected
in accordance with current FAA regulations and is approved for return to service.



Signature

Form AAI 220

Eckhard Straeter

Advanced Avionics

CRS VNHR 718K

October 9, 2015 N9431Y Beech N35 7561.93 Tach and Total Time

Performed an Annual Inspection using the Beechcraft Bonanza 35 Series Shop Manual and included 100-hour or Annual Inspection check lists as guides.

Visually inspected the fuselage; skins and accessible structure. Checked for corrosion Per Beech ESC112. Performed the spar carrythrough inspection per AD 95-04-03 and Beech SB53-2360R1. Visually checked the stub spar attach points and related bulkheads. Cleaned the interior of the aft fuselage and inspected the cuffs and aft fuselage per AD 92-20-04R2. Visually checked the tail cone and inspection covers.

Visually inspected the wings and stabilizers. Visually checked the wing bolt wells and blew the drains out. Sanded out corroding areas on both stabilizers, primed and painted them. Checked for fuel leaks and wire chafing in the wings per Beech SC298R1. Removed loose tapes from around the transfer pump wiring in the right wing.

Visually inspected the flight control surfaces. Checked for corrosion and cracks per SC98. Checked the freeplay in the aileron and ruddervator hinges and control rods. Removed the ruddervator support casting at the tail of the aircraft and removed paint and corrosion from it and the ruddervator lower travel stop hardware. Visually inspected the casting. Checked and masked the rudder balance cable support bearing. Primed and painted the casting and hardware. Replaced the ruddervator support bearings and reinstalled the casting with new bolts, washers and the existing nuts. Installed the existing lower ruddervator travel stop bolts. Secured the ruddervators to the support bearings with new bolts and washers and the existing nuts. Set the total travel of the ruddervators and secured the down stops. Connected the ruddervator pushrods to the ruddervators with the existing hardware. Visually checked the flap nose ribs per Beech ESC128 and SC313. Checked all surface travels. Checked the flap up stop bumpers and adjusted the right bumper.

Wiped and visually checked the flight control cables (Beech SC322). Replaced the hardware that retained the aileron cable fairleads in the gear wells. Cleaned, inspected and lubricated the flight control bellcranks, rod ends, ruddervator differential mechanism, elevator tab actuator, control collum scissors and rollers, rudder pedals and their position latch mechanisms (Beech SB35.37). Cleaned and visually checked the pushrods. Visually checked the ruddervator control horns per AD 89-05-02 and Beech SB2242R1. Sanded out a corroded area on the left ruddervator control horn, primed and painted it. Disconnected the rudder balance cable pulley from its support casting and reconnected it following reinstallation of the support casting. Checked tension of the control cables and adjusted the forward elevator tab and rudder cables to specification. Removed the flap limit switches and removed the switch actuator arms from them. Removed corrosion via grit blasting, primed and painted them. Reinstalled the actuator arms and

October 8, 2015 Beechcraft N35 N9431Y Continued

switches with new hardware and checked their operation and flap travel rigging. Visually checked the control lock per Beech SC1 and SB27-3459. Checked for causes of flutter per Beech SC102.

Cleaned and visually checked the cowling. Checked the upper cowl door hinges, chafe seals and latches. Checked the cowl flaps, their controls and operation.

Cleaned and visually checked the firewall, engine mount arms, shock mounts and heat shields.

Checked the general condition and operation of the doors. Checked the hinges and lubricated the main cabin door hinges. Checked the general condition and operation of the latches and lubricated the upper latch of the main cabin door. Checked the interior handle per Beech SB52-2693R2.

Visually checked the windows. Checked the hinges, latches and seals of the openable windows.

Visually checked the seat tracks and their supports. Visually inspected the seats; their rollers, recline and position latch mechanisms. Lubricated the mechanisms. Dressed and reformed the recline position latch on the co-pilot seat. Straitened and dressed one support of the co-pilot headrest.

Checked the seat belts and shoulder harnesses.

Removed the wheels, disassembled, cleaned and inspected the wheel halves, their bearings and seals, tires and tubes. Replaced the bearing races in the left wheel halves. Reassembled the main wheels with the existing tires and tube and new hardware and balanced the assemblies. Reassembled the nose wheel with the existing tire, tube and hardware and balanced it. Repacked the bearings and installed them and their seals in their respective locations. Reinstalled the wheels and inflated the tires to specification.

Removed the brake slave cylinders, pressure plate/lining assemblies and disks, cleaned and inspected them. Masked, grit blasted the pressure plates and disks and painted them. Replaced the linings on the left brake pressure plate (slave cylinder side) and reinstalled the disks, pressure plate/lining assemblies and slave cylinders. Removed rust from the brake hose fittings at the slave cylinders and painted them. Visually inspected the master cylinders, parking brake valve, its control and the reservoir. Checked the brake plumbing. Checked the fluid level in the reservoir. Checked operation of the individual and parking brakes.

Cleaned and visually inspected the landing gear wells. Sanded out corrosion on the mid ribs in both main gear wells and primed the sanded areas. Fabricated a doubler for a corroded spot at the forward, upper portion of the left

gear well, mid rib that had corroded through, etched and alodined it. Installed the doubler with epoxy, scrim cloth and rivets.

Cleaned, visually checked and lubricated the main landing gear struts. Checked the fluid level in the struts and added as necessary. Checked the rigging of the squat switch on the right strut. Replaced the valve cores and inflated the struts with nitrogen. Sanded out corrosion on the left main gear axle and applied a light coat of grease to all axles.

Removed the nose strut, disassembled, cleaned and inspected it. Stripped/grit blasted the upper brace and upper torque link and visually inspected them. Masked, primed and painted them. Removed rust from all hardware and fittings from the nose strut and visually inspected them. Polished the nose strut piston and dimensionally checked it. Replaced the "O" rings at the center of the strut, at the top of the metering tube and at the filler valve body. Cleaned, inspected, oiled and reinstalled the felt. Cleaned, visually inspected and reinstalled the scraper seal. Reassembled the strut and filled it with hydraulic fluid. Shimmed the upper torque link at the tow pin junction. Installed a new valve core and inflated the strut with nitrogen. Lubricated the trunion bolts and bushings, installed the nose strut with the existing bolts and bushings and checked the lateral clearance. Torqued the trunion hardware and checked pivoting freedom.

Cleaned, visually checked and lubricated the steering mechanism.

Checked the general condition and operation of the shimmy damper.

Removed the landing gear motor, disassembled, cleaned and inspected it. Checked the commutator for shorts. Reassembled the motor and bench tested it. Installed the landing gear motor.

Cleaned, visually checked and lubricated the retract mechanism. Cut and removed the left main gear uplock cable. Fabricated a new uplock cable by swaging a new clevis onto a new section of cable. Cut the cable to length, fed it through the existing cable housing and swaged a new threaded end onto the cable in the gear well. Checked installation of the uplock cable attach bolt and placards per Beech SI680-211. Checked and lubricated the uplock rollers per AD 07-08-08 (e)(4)(i), Beech SB33.9 and SI0448-211R1. Checked the fluid level in the transmission.

Checked operation of the landing gear; electrically up and down and manually down. Checked the limit switch rigging. Checked operation of the dynamic brake. Checked operation of the gear warning horn as well as the right gear squat switch. Checked clearances in the gear wells, including tire clearances per Beech SI0449-200R1. Checked the main gear uplock roller clearances and cable tensions and adjusted both cable tensions and the left roller clearance to

specification. The gear rigging was performed with external power applied per Beech ESC44.

Cleaned and visually checked the landing gear doors, their hinges and retract rods. Lubricated the hinges and rod ends. Replaced the outer rod end of the outboard retract rod to the right main gear, inboard door. Disconnected the brake hose at the strut bracket and replaced the hardware between the bracket and outboard door retract rod ends. Reconnected the brake hose and connected the door retract rods. Installed the nose gear door retract rods and checked operation and rigging of the gear doors.

Checked the operation of the lights. Stop drilled a crack in the taxi light bracket, fabricated a doubler from 2024-T3 x .032 aluminum, primed and painted it and installed it by riveting. Reinstalled the taxi light bracket with the existing hardware. Replaced the taxi light circuit breaker switch.

Removed the battery, checked voltage, performed a condition test and recharged the battery. Cleaned, visually checked the battery box and reinstalled it and the battery.

Checked the electrical system - components and wire runs. Checked for wire chafing per Beech ESC116. Checked operation of all electrical equipment per Beech ESC108.

Visually checked the fuel system (Beech SL65-45 and SI06332-280R1). Drained fuel from the sumps and checked for contaminants (Beech ESC126 and SC81). Checked the tank vent systems and blew the lines out. Removed the main tank filler caps, disassembled, cleaned and inspected them. Replaced the inner and outer "O" rings (Beech SI0488-281R2), reassembled and reinstalled them. Removed the screen from the main strainer, cleaned and inspected it. Reinstalled the screen with a new gasket per Beech EB2305. Replaced the screens in both tip tank transfer pumps. Removed the right tip tank and removed the fuel quantity sender from it. Checked the sender and reformed the float arm. Reinstalled the sender with a new gasket kit and the existing hardware. Reconnected the wiring and fuel hose and reinstalled the tip tank with new hardware. Filled the tip tanks and checked operation of the transfer pumps and fuel gauges. Checked the right tip tank for leaks. Filled the main tanks. Replaced the fuel pressure tube support above the center console.

Visually checked the heating and ventilation systems. Removed the tie wrap from the heater control arm and installed a new spring to hold the system off.

Visually checked the pitot and static systems and checked the static system drain.

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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October 8, 2015 Beechcraft N35 N9431Y Continued Page 5

Checked the general condition, mounting and operation of the avionics. Removed the glareshield and visually checked the area ahead of the instrument panel. Removed the standby gyro, replaced the back-up battery and charged it. Replaced the tie wraps on the firesleeves at the CHT/cylinder heater probes at cylinders #4 and #6. Reattached the velcro strip across the base of the windshield and reinstalled the glareshield.

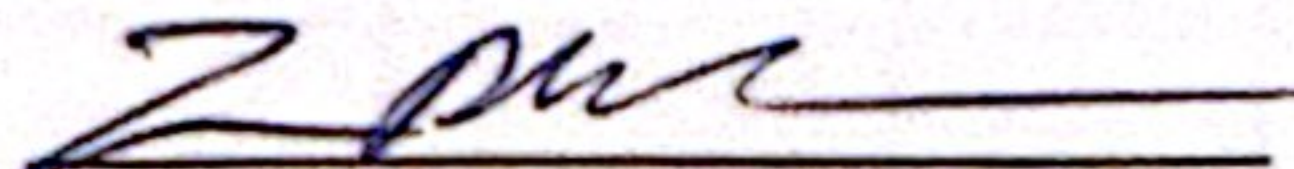
Removed the ELT, opened and inspected it. Reassembled, connected and tested the ELT via the impact, manual and remote switches.

Visually checked the governor, its speeder arm and speeder arm extension. Checked rigging of the governor control.

Visually checked the placards per Beech SB2405 and SI1134. Replaced the upper forward left wing bolt lube placard.

Visually checked the spar covers, floorboards, center console and fuel selector valve cover. Applied 3 bid carbon fiber to cracked and worn areas of the fuel selector valve cover. Sanded the edges of the carbon fiber repairs to the fuel selector valve cover. Applied filler to the repaired areas on the face and sanded them to adjacent contour. Mixed paint and painted the repaired areas.

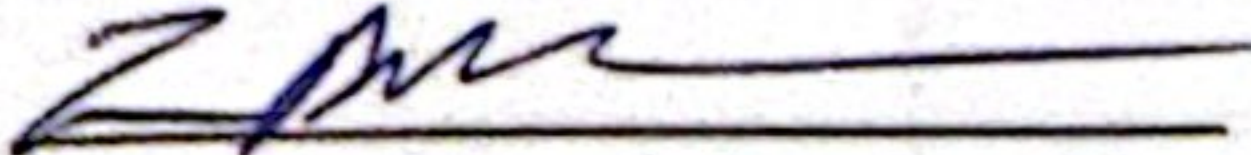
Wiped out/vacuumed the aft fuselage. Brushed and vacuumed the belly between the spars and ahead of the front spar. Installed the aft cabin bulkhead, its cap strip, the floorboards and center console. Connected the nose gear position indicator and rigged it. Vacuumed and reinstalled the carpets and seats. Performed a final gear swing. Verified the gear hand crank handle was outside the spar cover per Beech ESC89. Reinstalled the exterior inspection plates, tail cone and fairings. Cleaned the aircraft, touched up the paint and waxed the exterior. Lubricated the external hinges and controls per Beech ESC111. Applied a water dispersant to the tab hinges per Beech SC57 and the maintenance manual.


 Louis R. W. Edmonds 22423072 A&P
 Edmonds Aircraft Service, Newport, NH

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S 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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October 9, 2015 N9431Y Beech N35 7561.93 Tach and Total Time

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

 Louis R. W. Edmonds 22423072 A&P
Edmonds Aircraft Service, Newport, NH

08-06-2015

Tach Time: 7556.29

N9431Y Beech Bonanza

Removed GTX-330 s/n 84100545 and sent to factory for ES upgrade.
Installed GTX-330ES s/n 84100545 upgraded from factory



Complied with Garmin Software Service Bulletin 1474 Rev A, 1461 Rev A, 1315 Rev A and 1317 Rev A.
Upgrading GNS-530W s/n 78402813 and GNS-430W s/n 96300486 to main s/w 5.20, GPS s/w 5.00 and
incorporating them on the MDL of STC SA01933LA-D Rev J.

All equipment installed IAW manufacturer's installation instructions in space provided by Beechcraft. The
aircraft equipment list has been updated, and the aircraft has been weighed at this time. This aircrafts
new avionics systems have been tested, inspected and determined to be in airworthy condition.



Concord, NH Municipal Airport
83 Airport Road, PO Box 895
Concord, NH 03302
(603) 225-8894


Jeff Dusseault
Inspector
Repair station # RS5R182N

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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: <u>8-6-15</u> #1 XPDR Model <u>6TV330ES</u> s/n <u>84100545</u> N <u>9431Y</u> #2 XPDR Model _____ s/n _____ Tach <u>7556.29</u> #1 ENC Model <u>5035PB-P407</u> s/n <u>32724</u> Hobbs: <u>7556.29</u> #2 ENC Model _____ s/n _____ The above listed XPDR(S) & ENC (S) were tested and inspected as per FAR 91.413 and found to comply with appendix F and E paragraph C of part 43, to include Altitude reporting. This aircraft is certified for the purpose of VFR use Next certification is due before <u>9-1-17</u> <div style="text-align: right;">  Jeff Dusseault Inspector FAA Repair Station RS5R182N </div> <div style="text-align: center;">  </div> <div style="text-align: right; font-size: small;"> Certified for Municipal Airport 61 Airport Road, PO Box 885 Concord, NH 03302 (603) 726-8864 </div>

October 14, 2016 N9431Y N35 7655.42 Tach and TT

Performed an Annual Inspection using the Hawker Beechcraft Bonanza 35 Series Shop Manual and included 100-Hour or Annual Inspection checklist as a guide.

Cleaned and visually checked the fuselage. Checked for corrosion per Beech MC112. Visually and dye penetrant inspected the front spar carrythrough per AD 95-04-03 and Beech SB53-2360R1. The next inspection is

due at 8252.17 hours. Visually checked the aft spar carrythrough as well as the bulkhead at the tail stub spar attach. Checked the aft fuselage per AD 94-20-04R2(d)(3). The next inspection is due at 7852.17 hours. Checked security of the insulation on the rear bulkhead of the cabin and reglued the upper portion. Removed the front, lower, right sidewall upholstered panel as part of the spar carrythrough inspection. Reglued the lower carpet panel to the backing and reinstalled the panel.

Cleaned and visually checked the wings. Checked for fuel leaks and wire chafing per Beech SC298R1. Cleaned and visually checked the gear wells. Visually checked the wing bolt wells and blew out the drains. Removed the wing tips, drilled out rivets retaining the forward outboard rib from both wings and reinstalled the floating nuts that had dropped out. Clinched the retainers of the floating nuts in the remaining nutplates in the nose rib and rib aft of the spar. Reinstalled the nose ribs in both wings with rivets of same size and location as original. Lowered the left aileron and removed the trailing rib insert from the left wing. Removed the forward nut plates from the upper and lower surfaces, straitened the rib and stop drilled a crack in the upper hardware hole. Fabricated doublers and installed them and the nutplates. Reinstalled the rib insert. Cleaned the left wing aileron bay and aileron and reinstalled the aileron, verifying proper installation per Beech SC324.

Removed the nav and strobe lights from the right tip tank, repositioned and secured the strobe head mounting panel. Sanded the area aft of the light cut-out, formed and installed a foam filler and applied a three bid section of carbon fiber at the junction of the composite nose section and the aluminum tank. Removed a failed section of the lens recess and applied 2 bid carbon fiber and epoxy/flox mix. Applied filler over the carbon fiber and sanded to contour. Cleaned, masked, primed and repainted the orange portions. Dressed the area around the lens and installed a nutplate where one had failed. Masked the tank and painted the lighting area white. Cut a new navigation light lens retainer to size and painted it, the existing strobe lens retainer and its hardware white. Cleaned the strobe lens and installed the strobe and navigation light assemblies with a new navigation light bulb, new green lens and new retainer. Fit, drilled and installed a new outer lens. Installed the tip tanks, filled and leak checked them. Checked operation of the transfer pumps/system. Checked tip tank fuel gauge readings.

Visually checked the flight control surfaces. Checked for cracks and corrosion per Beech SC98. Checked the magnesium bellcrank on the ruddervator per AD 89-05-02 and Beech SB2242R1. The next inspection is due at

7852.17 hours. Inspected the flap nose ribs per Beech MC128 and SC313R1. Checked control surface travel. Increased travel of the flap to 30°.

Cleaned, inspected and lubricated the flight controls. Checked operation and condition of the rudder pedal position latch pins/mechanisms per Beech SB35.37. Visually checked the control cables per Beech SC323. Checked control cable tensions. Checked rigging of the elevator/rudder mixer and cables. Checked dimension of the elevator tab actuator at full nose up position per the rigging manual. Cleaned and visually checked the flap actuators and their mounting points. Lubricated the actuator pivots. Checked for causes of control surface flutter per Beech SC102.

Cleaned and visually checked the cowling. Reglued the anti-chafe strip at the mid point of the leading edge of the left cowl door. Removed the right cowl flap, fabricated, etched, alodined and installed a doubler on the lower aft portion where it had chafed on the exhaust pipe. Filled the chafed portion of the stiffening bead with epoxy as well as the eroded area at the trailing edge. Scuffed the right cowl flap, primed bare portions and painted all of the cowl flap white. Lubricated the hinges and retract rod end and reinstalled the cowl flap with the existing hardware. Checked cowl flap operation and rigging. Checked condition and operation of the hinges and latches on the upper cowl doors.

Cleaned and visually checked the firewall, equipment on it, the engine mount legs, shock mounts and heat shields.

Visually checked the doors. Checked the hinges, latches and seals. Checked operation of the main cabin door interior handle per Beech SB52-2693R2. Lubricated the hinges and latch of the main cabin door.

Visually checked the windows. Checked the hinges, latches and seals on the openable ones. Reglued the velcro at the base of the windshield with the RTV specified for windshield installation. Cleaned the windows.

Visually checked the seats. Checked the glides in the supports, position latches and rollers and recline mechanisms. Separated the seat back and bottom of the pilot's seat and removed the recline lever. Ground out a crack and repaired it by welding. Added additional weld to build up the area. Ground out a crack at the aft end of the right side lower horizontal tube at the cut-out area for the recline pin and repaired the area by welding.

Reassembled the seat and dressed the repaired areas.

Visually checked the seat belts, buckles and front seat shoulder harnesses.

Removed the wheels, disassembled, cleaned and inspected the wheels, their bearings and seals, tires and tubes. Sleeved the nose tube inflation stem. Reassembled the nose wheel with the exiting tire and tube and balanced the assembly. Assembled both main wheels with new tires and tubes and balanced the assemblies. Packed the bearings and inserted them and their seals in the locations they were removed from. Grit blasted the axle nuts, primed and painted them. Visually checked the axles, lightly greased them and installed the wheels. Inflated the tires to specification.

Removed the brake slave cylinders, backing plates/lining assemblies and disks. Checked thickness of brake disks and linings. Prepared and painted the non wearing surfaces of the disks and the pressure plates. Cleaned and visually checked the slave cylinders. Replaced all linings on the right brake and the linings on the outer pressure plates of the left brake. Reamed the bolt holes in the slave cylinders and reinstalled the brakes with new lock and thin washers on the bolts that retain the pressure plates. Torqued the retaining hardware. Conditioned the new brake linings.

Cleaned, visually checked and greased/lubricated the landing gear struts. Disassembled the center pivot of the nose strut scissor, cleaned and inspected it. Drove hardened grease from the fittings and reassembled the pivot with new external washers. Checked fluid levels in all three struts. Checked rigging of the squat switch (right gear). Installed new valve cores in the struts and inflated the struts with nitrogen. Adjusted strut height after filling the fuel tanks.

Cleaned, visually checked and lubricated the steering mechanism. Checked and lubricated the nose gear centering roller.

Removed the shimmy damper, cleaned and inspected the attach points. Installed a new Lord non hydraulic shimmy damper per included instructions. Checked and adjusted the steering stops per the damper installation manual. Removed corrosion from the steering stop cone and painted it.

Removed the landing gear motor, disassembled, cleaned and inspected it. Checked and balanced a rewind Lamb armature. Transferred the bearings from the old armature to the replacement, reassembled the motor and bench tested it. Added grease as necessary to the landing gear transmission reduction unit and installed the gear motor.

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Cleaned, visually checked and lubricated the retract mechanism. Checked and greased the uplock rollers per AD 07-08-08(e)(4)(i), Beech SI0448-211R1 and Beech SB33.9. The next inspection is due at 7852.17 hours. Checked the security of the bolt at the aft end of the aft nose gear, rear retract rod (at the transmission bellcrank). Checked security of the pivot bolts for the nose gear retract triangle. Disconnected the nose retract rod and removed the boot. Sewed two tears in the boot, reinstalled the boot and reconnected the retract rod. Replaced both main gear uplock boots.

Checked landing gear operation, up and down electrically and manually down. Checked limit switch rigging and operation of the dynamic brake. Checked operation of the throttle/gear warning system. Checked operation of the right strut squat switch. Checked all gear up clearances including tire clearances per Beech SI0449-200R1. Checked main gear uplock roller clearances and cable tensions and slightly increased the cable tensions. Checked the nose gear up tension and all gear down tensions. The gear checks were done with battery and external power per Beech ESC44.

Cleaned and visually checked the landing gear doors. Visually checked and lubricated the door hinges and retract rod ends. Visually checked and reformed the nose door retract actuator to reduce chafing between it and the pin arm on the gear retract triangle. Connected the retract rods and checked operation and rigging of the doors. Adjusted the forward retract rod for the right main gear outboard door.

Checked the general condition, mounting and operation of the lights. Removed the lens from the tail cone and removed the nav light assembly. Cleaned the light lens and cover lens. Replaced the bulb and reinstalled the lenses.

Removed the battery, cleaned and inspected the battery box. Checked static voltage of a new Concorde RG-35AXC battery and placed it on a topping charge. Installed the new battery, with a new wire boot on the positive lead. Trimmed the hold down blocks on the battery box lid and installed the lid.

Checked the electrical system - components and wire runs. Checked operation of all electrical equipment per Beech ESC108. Checked for wire chafing per Beech MC116.

Visually checked the fuel system. Checked for leaks per Beech SL65-45 and SI0632-280R1. Drained fuel from the sumps and checked for contaminants per Beech MC126 and SC81. Removed the strainer screen, cleaned

and inspected it. Reinstalled the screen per Beech SB2305 with a new gasket. Checked operation of the tank vents. Removed the filler caps, disassembled, cleaned and inspected them. Replaced the inner and outer "O" rings on the right cap, reassembled and reinstalled it. Removed rust from the central shaft of the left cap, masked, primed and painted it. Removed the masks, installed a new "O" ring on the central shaft. Replaced the "O" ring on the outer perimeter of the cap, reassembled, adjusted and reinstalled the left fuel tank filler cap. The replacement of seals complies with Beech SI0488-281R2. Filled the tanks and ran the engine with fuel supplied from both main tanks per Beech ESC85.

Visually checked the heating and ventilation systems. Checked operation of the controls.

Visually checked the exposed portions of the pitot and static systems. Checked the static drain in the aft cabin. Checked operation of the pitot heater. Painted the upper portion of the pitot mast.

Checked the general condition, mounting and operation of the instruments. Removed the attitude indicator and performed a condition test of its standby battery. Recharged the standby battery and reinstalled it. Reinstalled the attitude indicator and checked its level.

Checked the general condition, mounting and operation of the avionics. Removed the GDL39, an electronic noise filter and the strobe power supply to remove the floorboard. Reinstalled them following the interior inspections.

Removed the ELT, opened and inspected it. Installed a new battery on the ELT, connected and tested it; manually and via impact and remote switches. Installed and armed it. The next primary battery change is due by 9/9/2021.

Visually checked the governor. Checked security of the speeder arm extension.

Visually checked the placards per Beech SB2405 and SI1134. Checked for bolt head placarding in the gear wells per Beech SI0680-211.

Visually checked the floorboards and reattached the insulation where loose.

Reinstalled the floorboards, spar covers, fuel selector valve cover, center console, seats, aft cabin bulkhead, exterior inspection plates, tail cone, spinner and fairings. Connected and adjusted the nose gear position indicator. Checked gear operation with the interior installed. Verified the emergency gear hand crank was outside the spar

cover per Beech ESC89. Vacuumed the carpets and installed them. Cleaned the aircraft, touched up the paint, waxed the exterior and lubricated the external controls per Beech ESC111.



Louis R. W. Edmonds 22423072 A&P

Edmonds Aircraft Service, Newport, NH

October 31, 2017 N9431Y Beechcraft N35 7780.23 Tach and Total Time

Performed an annual inspection using the Beechcraft Bonanza 33, 35 and 36 Maintenance Manual and included 100-Hour or Annual Long Form Inspection guide for guidance.

Visually checked the fuselage. Checked for corrosion per Beech MC112. Visually checked the spar carrythroughs, floor structure and inside the aft fuselage. Checked the aft fuselage skins and bulkheads per AD 94-20-04R2(d)(3). Reglued the insulation and carpeting on the firewall forward of the rudder pedals, at and above the floorboards. Cleaned the aft belly interior. Installed a new Airloc fastener in the belly plate under the landing gear transmission.

Cleaned and visually checked the wings and stabilizers. Checked the interior structure where accessible.

Visually checked the flight control surfaces. Checked for corrosion and cracks per Beech SC98. Checked the flap nose ribs for cracks per Beech MC128 and SC313R1. Secured the bonding straps on the right flap.

Removed the ailerons and reinstalled them on the opposite wings with new (non stainless) hardware per Beech SC324. Fabricated a new bonding strap for the inboard hinge on the right wing, dressed the mounting points and installed it with aluminum washers between the straps and wing and aileron.

Cleaned, visually checked and lubricated the flight controls. Checked condition and operation of the pedal position levers and pins per Beech SB35.37. Visually checked the control cables (Beech SC322) and pulleys.

Checked the ruddervator control horns per AD 89-05-02 and Beech SB2242R1.

Released tension on the elevator tab cables and removed the fairlead blocks, cleaned and visually inspected

them. Dressed the forward edges of the cable guide slots. Glued washers to the forward edge of the blocks per Beech ESC92 and installed the blocks on the right ruddervator with the existing screws to the elevator spar and a new screw and an existing one on the left ruddervator spar. Tightened the through screws between the blocks and aligned the blocks relative to each other. Reconnected the aft cables and tensioned them. Checked elevator tab neutral and rigging.

Checked tensions of the remaining control cables (Beech SC102). Checked rigging of the remaining control surfaces.

Visually checked the flap actuator pivots and lubricated them. Replaced the flap up limit switch. Checked travel of the flaps and adjusted both upstop bumpers.

Cleaned and visually checked the cowling. Checked condition and operation of the upper cowl door hinges and latches. Removed both cowl flaps, cleaned and inspected the hinges and retract rod ends. Removed shims, greased the hinges and reinstalled the cowl flaps, checking clearance with the gear well. Reconnected and greased the control rod ends and checked rigging and clearance with the exhaust.

Cleaned and visually checked the engine compartment and firewall, engine mount arms, shock mounts and heat shields.

Visually checked the doors, their hinges latches and seals. Lubricated the main cabin door hinges and latches. Checked operation of the interior latch handle per Beech SB52-2693R2.

Visually checked the windows. Checked the hinges, latches and seals of the operable ones. Checked for proper release pin paint and placarding on the emergency windows (Beech S103~~81~~³⁵-108).

Inspected the seats; their supports, rollers, position latch mechanisms and recline mechanisms. Lubricated the rollers and cleaned the seats. Straitened the recline latch pins on the pilot and copilot seats. Installed the seats. Visually checked the seat tracks and their supports. Cleaned out the position latch holes.

Visually checked the seat belts and latches. Visually checked the front seat shoulder harnesses.

Removed the wheels, disassembled, cleaned and inspected the wheel halves, bearings, their seals, hardware, tires and tubes. Reassembled the wheels with the existing tires and tubes and balanced the assemblies. Greased the bearings and reinstalled them and their seals at the locations they were removed from. Replaced the valve cores and

inflated the tires to specification. Applied AgeMaster to the tire sidewalls. Cleaned, visually checked the axles and applied a thin grease coating. Reinstalled the wheels.

Removed the brake slave cylinders, pressure plate/lining assemblies and disks, cleaned and inspected them. Measured the disks and linings. Prepared, masked and painted the disks and pressure plates. Reinstalled the slave cylinders, pressure plate/lining assemblies in the positions they were removed from with the existing hardware, the existing insulator on the right brake and a new one on the left. Removed the pilot's left master cylinder, disassembled, cleaned and inspected it. Replaced the three "O" ring seals, reassembled and reinstalled it. Bled the brakes and filled the reservoir to specification. Installed new caps on the bleeder valves. Repositioned the lower brake hose on the right main gear to clear the inboard gear door.

Cleaned and visually checked the landing gear struts. Removed the valve cores and checked the fluid level in the struts. Added hydraulic fluid as necessary, installed new valve cores and inflated the struts with nitrogen. Adjusted strut height after filling the main fuel tanks.

Cleaned, visually checked and lubricated the steering mechanism. Visually checked the steering stops. Checked freedom of the nose centering roller and lubricated it.

Cleaned and visually checked the shimmy damper.

Removed the landing gear motor, disassembled, cleaned and inspected it. Reassembled, bench tested and reinstalled it.

Cleaned and visually checked the retract mechanism. Disassembled the right main gear squat switch assembly, replaced the switch, reassembled, reinstalled and adjusted the squat switch. Checked the lubricant level in the transmission and reinstalled the inspection plug with a new crush gasket. Cleaned, visually checked and lubricated the retract mechanism including greasing the uplock rollers per AD 07-08-08, Beech SB33.9 and SI0448-211R1.

Checked operation of the landing gear; electrically up and down and manually down. Checked operation of the dynamic brake, position lights, throttle warning horn and squat switch. Checked limit switch rigging. Checked gear up clearances including tire clearances per Beech SI0449-200R1. Checked main gear uplock roller clearance and cable tensions. Checked nose gear up tension and all gear down tensions. Disconnected the forward nose gear

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retract rod, cleaned and lubricated the slide, added two shim washers to the spring and reconnected the retract rod. Shortened the aft nose gear retract rod and rechecked the up and down tensions. Disconnected the right main gear retract rod at the transmission bellcrank arm, transferred one thick washer from against the nut to between the arm and retract rod and repositioned a thin washer that was at that position to the nut and reattached the retract rod. Rechecked the up limit switch rigging and readjusted it. Landing gear operation was checked with external power supplied per Beech ESC44.

Cleaned and visually checked the landing gear doors. Visually checked and lubricated the hinges and retract rod ends. Reconnected the gear doors and checked operation and rigging. Loosened the hardware on the left nose door, repositioned the forward hinge at the door end, tightened the hardware and rechecked rigging.

Checked operation of the lights. Removed the tail cone nav light lens and removed the light assembly. Disassembled the socket, cleaned the center contact and ground rings and resoldered the wiring to both. Grit blasted, primed and painted the housing. Reassembled the tail nav light and reinstalled it with the existing bulb, shield, lens and new gasket and touched up the paint. Cleaned the outer lens and reinstalled it on the tail cone. Connected wiring to the tail nav light with a new insulating sleeve. Removed the upper landing light (HID landing light), swaged a new terminal on the ground lead and reinstalled it. Removed the left tip tank navigation light lens, drilled and installed a replacement.

Removed the battery and battery box and charged the battery. Cleaned and inspected the battery box. Reinstalled the battery and battery box.

Checked the electrical system - components and wire runs. Checked for wire chafing per Beech MC116. Removed the flap control knob and left side facia plate over the circuit breaker switches. Replaced all circuit breaker switches on the left sub panel. Opened the mounting holes for the navigation light switch slightly, fabricated a spacer block and installed the navigation light switch slightly to the left of its previous position. Dressed the openings for the circuit breakers to the right slightly and installed the circuit breakers. Reinstalled the facia plate over the circuit breaker switches and the flap control knob. reinstalled the lighting dimmers below them. Replaced the circuit breaker switch for the Aspen display. Checked operation of all electrical equipment per Beech ESC108.

Visually checked the fuel system. Checked for tank leaks and wire chafing in the wings per Beech

SC298R1, SL65-45 and SI0632-280R1. Removed the aircraft fuel strainer screen, cleaned and inspected it. Reinstalled the screen, spring, new gasket and coverplate per SB2305. Replaced the cushioned clamp on the fuel return tube at the top of the nose gear well. Checked for chafing of fuel tubes inside the fuselage per Beech SB J35-8. Drained fuel from the sumps and checked for contaminants (Beech SC81). Checked operation of the tank vents. Replaced the rubber grommet at the left wing, inboard vent tube. Removed the main tank fuel filler caps, disassembled, cleaned and inspected them (Beech SI0488-281R2). Replaced the inner and outer "O" rings (Beech MC126). Dressed the flat surfaces on the underside of the release levers. Reassembled and reinstalled the caps. Filled the main tanks. Visually checked the tip tank filler caps and doors.

Cleaned and visually checked the heating and ventilation systems. Checked operation of the heat and ventilation controls.

Visually checked the pitot and static systems. Checked operation of the pitot heat. Checked the static drain.

Checked the general mounting, condition and operation of the instruments. Removed the gyro horizon and tested the standby battery per Mid Continent instructions. Recharged the battery and reinstalled the horizon.

Removed the CHT probes from cylinders #2 and #3 and all EGT probes due to cylinder work. Chased threads in the CHT wells of both new cylinders and installed the existing CHT and EGT probes. Connected the wiring along the left and right side and tied it up at the intake risers as necessary. Checked the engine monitor operation during the engine runs and replaced the #2 EGT probe.

Checked the general mounting and condition of the radios. Visually checked the area forward of the instrument panel. Checked operation of the avionics on the ground. Checked operation of the electric trim.

Removed the ELT, opened and inspected it. Connected the ELT and tested it - manually at the unit, at the remote switch and via the impact switch. Rearmed it and installed the ELT. Tied up the wiring.

Checked the general condition of the governor. Checked security of the speeder arm and its extension.

Visually checked the placards (Beech SI1134) and installed "no handle" placards on the stabilizers, "wing bolt lube ..." placards on the fuselage, "no step" placards on the wings, "fuel cell sump daily" placards adjacent to the sumps, and "jack pad point" placard adjacent to the jack pad. Painted the turn limit stripes on the nose gear.

Checked the hydro date on the portable oxygen bottle, removed the top cap and filled the bottle. Reinstalled

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the top cap.

Visually checked the fire extinguisher. Checked weight and noted 3 Lbs 4.5 oz.

Reinstalled the floorboards and spar covers. Taped the edges of the top plates of the front spar cover. Verified the landing gear emergency gear hand crank was outside the spar cover per Beech ESC89. Installed the fuel selector cover and fuel selector valve handle. Verified operation of the fuel selector valve light. Connected the wiring between the avionics on the firewall access plate and installed the plate. Reinstalled the seats, carpets, aft cabin bulkhead and hat shelf rail, exterior inspection plates, tail cone and fairings. Cleaned the aircraft, touched up the paint and waxed the exterior. Lubricated the external hinges and controls following the cleaning and waxing per Beech ESC111. Applied a water dispersant to the tab hinges per Beech SC57. Performed a final gear swing.

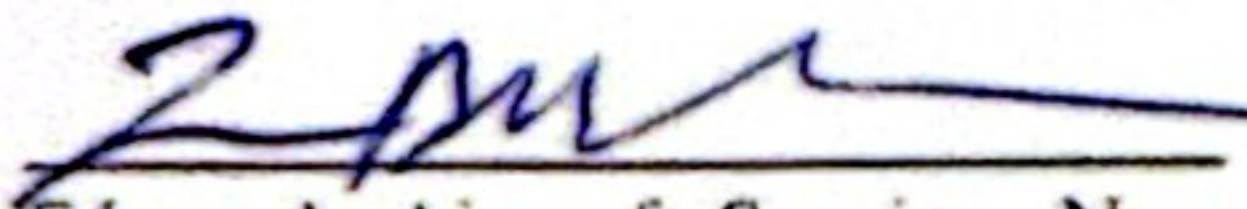


Louis R. W. Edmonds 22423072 A&P

Edmonds Aircraft Service, Newport, NH

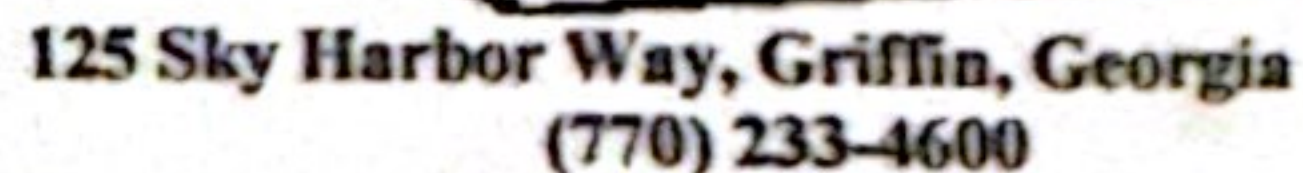
October 31, 2017 N9431Y Beechcraft N35 7780.23 Tach and Total Time

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



Louis R. W. Edmonds 22423072 IA

Edmonds Aircraft Service, Newport, NH



Make Beech Model N35
Registration N9431Y S/N: D-6610

Bonanza MM and SRM

Colors Applied

Base;

CMO84010 Snow White/Express

Trim:

10701 Ruby Met/AcryGlo


10640 Ice Silver Met/AcryGlo

10653 Harvest Gold Met/AcryGlo

Ruddervator balance specs:

Right: 19.504 in lbs tail heavy

Left: 19.443 in lbs tail heavy


Terry Lee Higdon A&P 2713082

must be endorsed with Name, Rating and Certificate Number of an or Repair Facility. (See back pages for other specific entries.)

YEAR
20
DATE

A/C : Beech N35 REG. N 9431Y WORKORDER # 9422

ALTIMETER CORRECTIONS

TRUE ALT.	FLY AT	TRUE ALT.	FLY AT
-1,000	-1010	10,000	10020
0	-10	12,000	12020
500	495	14,000	14020
1,000	990	16,000	16020
1,500	1500	18,000	18030
2,000	2000	20,000	20050
3,000	3000	22,000	22050
4,000	4000	25,000	25060
6,000	6010	30,000	
8,000	8010	35,000	

EXPIRES

DATE: 26. Oct 17 END OF Oct 2019

A/C : Beech N35 REG. N 9431Y WORKORDER # 9422

ALTIMETER CORRECTIONS

TRUE ALT.	FLY AT	TRUE ALT.	FLY AT
-1,000	-1015	10,000	9990
0	0	12,000	11980
500	520	14,000	13970
1,000	1010	16,000	15970
1,500	1520	18,000	17980
2,000	2010	20,000	19990
3,000	3010	22,000	22000
4,000	4010	25,000	25000
6,000	6000	30,000	
8,000	8000	35,000	

EXPIRES

DATE: 26. Oct 17 END OF Oct 2019

Advanced Avionics, Inc
CRS VNHR718K

Lempster NH 03605
Phone: 603 863 8888

I CERTIFY THAT THE TRANSPONDER-/ALTIMETER-/STATIC LEAK TESTS
OF PART 91.411 & 91.413 HAVE BEEN COMPLIED WITH IN THIS AIRCRAFT.

PFD

Display Aspen EFD 1000 s/n 9268

Transponder GTX 330ES s/n 8410 0545
Mod 2, complies with Garmin SB 0714

Encoder Encoding Altimeter

ALSO PARAGRAPH © APPENDIX E PART 43 CORRESPONDENCE TEST HAS BEEN COMPLIED WITH

SIGNATURE  Cert.# 2428516

ECKHARD STRAETER

FORM AAI 200

Advanced Avionics, Inc
CRS VNHR718K

Lempster NH 03605
Phone: 603 863 8888

I CERTIFY THAT THE TRANSPONDER-/ALTIMETER-/STATIC LEAK TESTS
OF PART 91.411 & 91.413 HAVE BEEN COMPLIED WITH IN THIS AIRCRAFT.

Standby

Altimeter United p/n 5035PB-P167 s/n 32774

Transponder

Encoder United p/n 5035PB-P167 s/n 32774

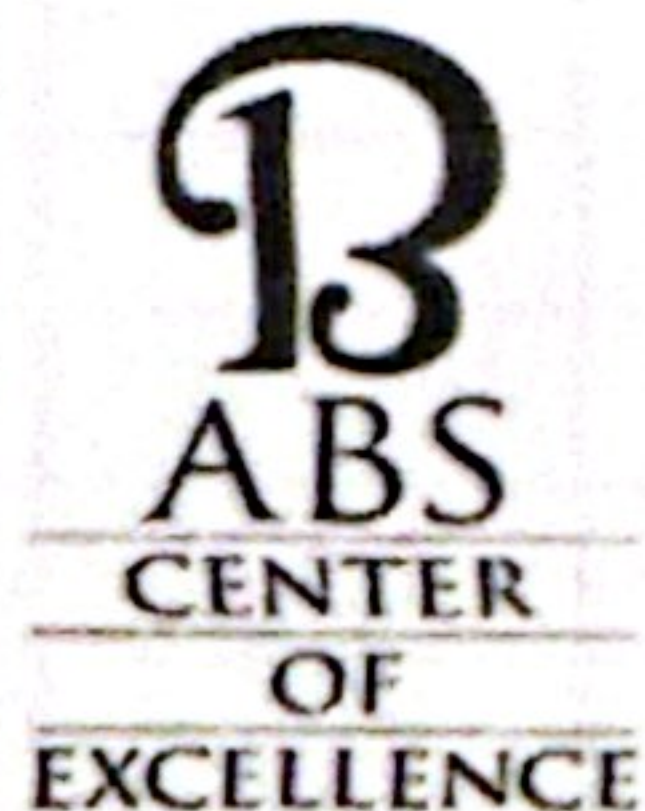
ALSO PARAGRAPH © APPENDIX E PART 43 CORRESPONDENCE TEST HAS BEEN COMPLIED WITH

SIGNATURE  Cert.# 2428516

ECKHARD STRAETER

FORM AAI 200

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Baker Aviation

333 South Street, New Smyrna, FL
386-837-4073

Date: 01/03/19
Registration: N9431Y
Make/ Model: N35
Serial Number: D-6610
Tach / Hobbs: 7884.7
TTAF: 7884.7

IRF Certification	Oct 2019
ELT Date	Jan 2020
Engine Type	IO-520-BA
Serial Number	822807R
TTSMOH:	1532.39
TTIS:	1532.39
Propeller Type	PHC-L3YF-1RF
Serial Number	FD88A
TTSMOH:	1532.4
TTIS:	3285.23

- Performed Annual Inspection in accordance with FAR 43 appendix D and the Bonanza 33, 35, & 36 Annual Long Form Inspection Guide, reissued March, 1985.
- **Maintenance Items Completed:**
- Lubed landing gear system.
- Performed landing gear retraction check and set all clearances to factory specs.
- Lubed flight control bearings.
- Checked rigging on all 3 axes.
- Removed airframe fuel screen, cleaned & re-installed.
- Lubricate all air controls.
- Reseal right master cylinder.
- Capacity tested battery. Battery tested 91%.
- Replaced nose taxi light with new.
- Adjust right inner gear door tension.
- Adjust gear down travel.
- Bleed brakes.
- ELT tested & inspected in accordance with FAR 91.207. Next check due Jan 2019.


YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S 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.)

- AD's Complied with
 - AD 94-20-04R1 Inspected in accordance with instructions 2 and 3, Inspection of structural tail bulkheads for deformation. No defects noted. Next inspection due TTAF: 7,984.7
 - AD 89-05-02 Inspection of magnesium elevator horns. No defects noted. Next due TTAF: 7,984.7
 - AD 07-08-08 Lubrication of Main Landing Gear Up-Lock rollers, next due TTAF: 7,984.7 or next Annual.
- Recurring AD's not due at this time:
 - AD 95-04-03 Front Wing Spar Carry Through inspection. Next inspection due TTAF: 8,155.42
 - All other AD's researched through this date.
- I certify that this AIRCRAFT has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition.
- All work performed within manufacturers specifications. I approve this airplane for return to service.



Curtis Boulware A&P 3232871 IA

END

3/21/2019	7885.1	Unsafety wire aileron turnbuckles, cleand and inspected. No defects noted. resafety with double wrap 0.041 Stainless steel lock wire. I approve this work for return to service.	CURTIS BOULWARE AP3232187IA
			

RECORDING
TACH
TIME

TODAY'S
FLIGHT

N9431Y

Beechcraft N35

S/N: D-6610

Performed the following

1. Removed the GN
#116645520, and
satisfactory.

All work was performed
on file at this Repair Station
Daytona Aircraft Services
561 Pearl Harbor Drive
Daytona Beach, Florida

Altitude	Scale Error	Tol ±	Friction	Case Leak	Hysteresis	
-1000	-20	20		3'	± 100	
0	-20	20			Altitude	Up
500	-20	20			8k	0
1000	-15	20	0 ± 70		10k	0
1500	-15	25				0
2000	-10	30	0 ± 70		After Effect	0 30'
3000	-5	30	0 ± 70		Tol. Baro. Scale Error	
4000	-5	35		25'	28.10	-1727
5000	-5	35	0 ± 70	25'	28.50	-1360 -1340
6000	-5	40		25'	29.00	-880 -863
7000	0	40		25'	29.50	-410 -392
8000	0	60		25'	29.92	-20 0
9000	0	60		25'	30.50	+520 +531
10000	+10	80	0 ± 80	25'	30.90	+880 +893
12000	+10	90		25'	30.99	+960 +974
14000	+10	100		Altimeter S/N		
15000	+10	100	0 ± 90	9426		
16000	+10	110		Mfg. Model/Part #		
18000	+20	120		Aspen EFD 1008		
20000	+30	130	0 ± 100	Master Alt. P/N & S/N		
22000		140		6300 SN: 75200		
25000		155	± 125	Master Cal. Due Date		
30000		180	± 140	11/11/2020		
35000		205	± 160	Technician		
40000		230		GREER		
45000		265		Inspector		
50000		288	± 250	John V. Ward		

Tested in compliance with F.A.A. Regulations Part 43 Appendix E
 Calibrated to 20,000 Ft. Date 12/16/2019
 Daytona Aircraft Services, Inc. - F.A.A. Certified Repair Station D1TR 262K
 561 Pearl Harbor Dr., Daytona Beach, Florida 32114
 W.O.# 13134 (386) 255-2049

nd Alterations

cate Number of
specific entries.)

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YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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12/16/19 7944

N9431Y
Beechcraft N35
S/N: D-6610

DAYTONA
AIRCRAFT SERVICES 

12/16/2019
Tach: 7944.0

Performed the following maintenance:

- 1 Performed tests required by FAR 91.411, 91.413, and 91.217 in accordance with Part 43 Appendix E, Paragraphs (a), (b), and (c), and Appendix F. Tested to 20,000 feet.
 - a. Re-certified the Aspen EFD1000 (S/N: 9426),
 - b. Re-certified the United Altimeter (P/N: 5035PB-P167; S/N: 32774),
 - c. Performed FAR 91.413 Transponder Test on the Garmin GTX330 (S/N: 84100545),
 - d. Performed FAR 91.411 with Mode "C" Correlation and Static System Leak Checks.
 - e. ADS-B out performance requirements checked in accordance with FAR 91.227.

All work was performed with current regulations of the FAA and is approved for return to service. Details are on file at this Repair Station under WO #15134.

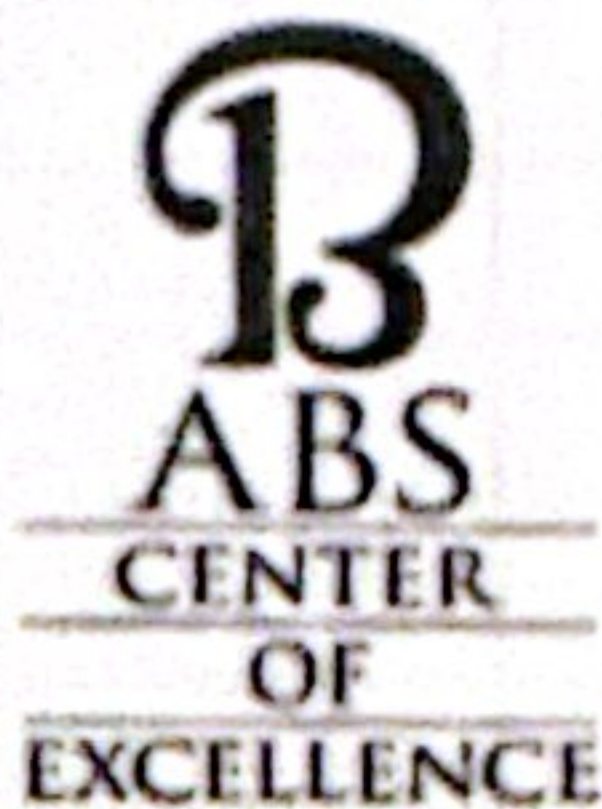
Daytona Aircraft Services, Inc.
561 Pearl Harbor Drive
Daytona Beach, Florida 32114

Authorized Signature: _____


FAA CRS DYTR262K

-----END-----

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Baker Aviation

333 South Street, New Smyrna, FL
386-837-4073

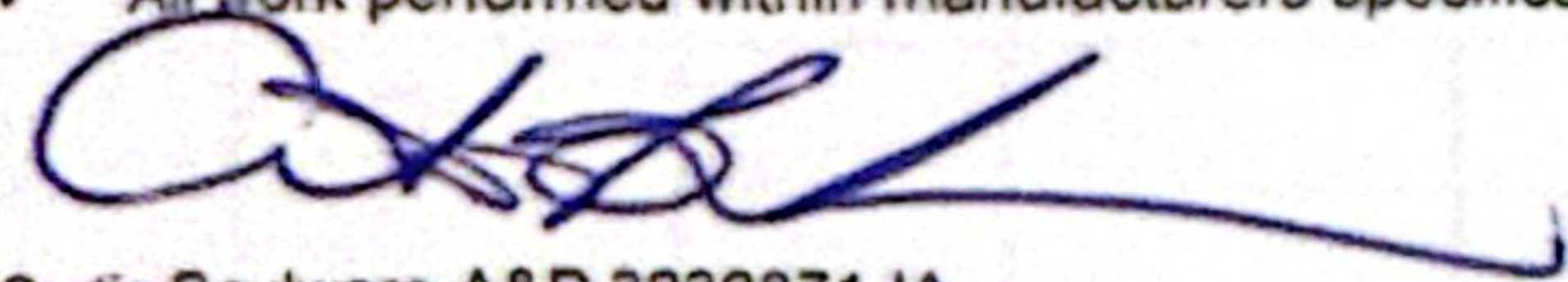
Date: 02/01/20
Registration: N9431Y
Make/ Model: N35
Serial Number: D-6610
Tach / Hobbs: 7945.6
TTAF: 7945.6

IRF Certification	Jan 2022
ELT Date	Sept 2021
Engine Type	IO-520-BA
Serial Number	690513
TTS MOH:	1593.29
TTIS:	1593.29
Propeller Type	PHC-L3YF-1RF
Serial Number	FD88A
TTS MOH:	1593.3
TTIS:	3346.13

- Performed **Annual** Inspection in accordance with 14CFR 43 appendix D, the Bonanza 33, 35, & 36 Annual Long Form Inspection Guide, reissued March, 1985, and the Textron Beechcraft Model 35 Shop / Maintenance Manuals as ref reference.
- **Maintenance Items Completed:**
- Lubed landing gear system.
- Performed landing gear retraction check and set all clearances to factory specs.
- Lubed flight control bearings.
- Checked rigging on all 3 axes.
- Removed airframe fuel screen, cleaned & re-installed.
- Lubricate all air controls.
- Replaced cowl flap gusset plates with new and repaired cowl flap shaft.
- Removed Garmin 430 and sent to Garmin for repair. Re-installed upon return.
- Replaced #4 & #5 EGT probes with new, p/n M-111
- Replaced forward and middle nose gear retract rod ends with new, p/n ADNE5-323
- Resealed emergency gear hand crack.
- Repaired wiring to gear warning horn.
- ELT tested & inspected in accordance with FAR 91.207. Next check due Sept 2021.

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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- **AD's Complied with**
 - AD 94-20-04R1 Inspected in accordance with instructions 2 and 3, Inspection of structural tail bulkheads for deformation. No defects noted. **Next inspection due TTAF: 8045.6**
 - AD 89-05-02 Inspection of magnesium elevator horns. No defects noted. **Next due TTAF: 8045.6**
 - AD 07-08-08 Lubrication of Main Landing Gear Up-Lock rollers, next due TTAF: 7045.6 or next Annual.
- **Recurring AD's not due at this time:**
 - AD 95-04-03 Front Wing Spar Carry Through inspection. **Next inspection due TTAF: 8,155.42**
 - All other AD's researched through this date.
- I certify that this **AIRCRAFT** has been inspected in accordance with an **Annual** inspection and was determined to be in an airworthy condition.
- All work performed within manufacturers specifications. I approve this airplane for return to service.



Curtis Boulware A&P 3232871 IA

END

4-21-2020
N9431Y

- Serviced main struts with fresh Aeroshell 4 fluid and dry nitrogen to proper levels.
- Work performed in reference to Textron Beechcraft Model 35 Maintenance Manual.
- I approve this work for return to service.



Curtis Boulware A&P 3232817IA

YEAR 20 <u>21</u> DATE	RECORDING TACH TIME	TODAY'S 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.)
4/14/21	7989.0		7989.0	
N9431Y	SN. D6610	Reedcraft NPS		Removed Damaged Flaps and replaced w. serv. parts. removed prop and replced. performed multiple gear swings, verified all flight controls operational. inspected aircraft. I have inspected this aircraft and found safe for onetime ferry flight to Knoch
				Ben Presley AP3848488

YEAR	RECORDING	TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations
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Entries must be endorsed with Name, Rating and Certificate Number of



Make: Beechcraft

Model N35

Serial number: D-6610

Date: 11/1/2021

ACTT: 7992.0

Reg: N9431Y

Removed nose gear doors PN35-410077-2, and 35-410077-3 and replaced. Replaced Belly skins pn 35-410000sa-24, pn. 35-410452-19, and pn. 35-413003-20. Painted repaired skins. Replaced flaps PN. 35-165050-78, and 35-165050-79 with serviceable units following paint. Replaced cowl flaps pn.35-910053 and 35-910053-1. Opened aircraft up for annual inspection. Greased gear, flap tracks, pulleys and bell cranks. Replaced crankshaft vent tube with serviceable unit. Checked all flight control cables for proper tension. checked all lights, controls and gauges for proper function Performed multiple gear swings including emergency gear extensions. Serviced brakes, greased wheel bearings. Checked function of ELT AW FAR 143 app. D. ELT batt due replacement _____ Checked operation of Bendix ignition IAW AD 76-07-12R1. Replaced prop with serviceable unit. Verified all switches, gauges, and controls satisfactory. Verified all airworthiness directives are in compliance. Cleaned cockpit. I certify that I have repaired/inspected this airframe and found it safe for return to service IAW an annual inspection

CN 847 41417 2642 IN

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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N9431Y (Engine)

Beechcraft N35

S/N: D-6610

DAYTONA
AIRCRAFT SERVICES 

1/19/2022

Tach: 8016.53

Performed the following maintenance:

1. Drained the engine oil. Removed, cut open, and inspected the oil filter, no defects noted. Installed a new oil filter (P/N: CH48108-1) and serviced the engine with 12 quarts of Phillips 20W50 X/C oil. Operational and leak checks found to be satisfactory.

All work was performed with current regulations of the FAA and is approved for return to service. Details are on file at this Repair Station under WO #SC11053.

Daytona Aircraft Services, Inc.

561 Pearl Harbor Drive

Daytona Beach, Florida 32114

Authorized Signature: 

FAA CRS DYTR262K

END

N9431Y (Propeller)

Beechcraft N35 S/N: D-6610

Propeller M/N: PHC-L3YF-1RF

S/N: PQ172B

DAYTONA
AIRCRAFT SERVICES 

4

5/02/2023

Tach: 8077.32

Prop TT: 85.32

Performed the following maintenance:

1. Performed an Annual inspection referencing the Beechcraft N35 Maintenance Manual.
- I certify that this **Propeller** has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition. Work performed in accordance with the current regulations of the FAA and is approved for return to service. Details are on file at this Repair Station under WO #SC11319.

Daytona Aircraft Services, Inc.

561 Pearl Harbor Drive

Daytona Beach, Florida 32114

Authorized Signature: 

FAA CRS DYTR262K

END

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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N9431Y (Engine)

Beechcraft N35 S/N: D-6010

Engine M/N: IO-550-B46B

DAYTONA
AIRCRAFT SERVICES 

S/N: 690513



5/02/2023

Tach: 8077.32

Eng TT: 1678.62

Eng TSMOH: 85.32

Performed the following maintenance:

1. Performed an Annual inspection referencing the Beechcraft N35 Maintenance Manual.
2. Performed a compression test with the following results: #1 72/80, #2 70/80, #3 66/80, #4 64/80, #5 68/80, #6 72/80.
3. AD 2022-04-04 is Not Applicable (N/A) due to affected Oil Filter Adapter Gaskets are not installed.
4. AD 2022-16-03 is Not Applicable (N/A) due to affected Magnetos are not installed.
5. AD 2023-02-12 is Not Applicable (N/A) due to affected Cylinders are not installed.
6. AD 2023-05-16 is Not Applicable (N/A) due to affected Crankshafts are not installed.

I certify that this **Engine** has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition. Work performed in accordance with the current regulations of the FAA and is approved for return to service. Details are on file at this Repair Station under WO #SC11319.

Daytona Aircraft Services, Inc.

561 Pearl Harbor Drive

Daytona Beach, Florida 32114

Authorized Signature: _____


FAA CRS DYTR262K

END

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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N9431Y

Beechcraft N35

S/N: D-6610

DAYTONA
AIRCRAFT SERVICES 



5/02/2023

Tach: 8077.32

Performed the following maintenance:

- I. Performed tests required by FAR 91.411, 91.413, and 91.217 in accordance with Part 43 Appendix E, Paragraphs (a), (b), and (c), and Appendix F. Tested to 20,000 feet.
 - a. Re-certified the Aspen EFD1000 (S/N: 9426).
 - b. Re-certified the United Altimeter (P/N: 5035PB-P167, S/N: 32774).
 - c. Performed FAR 91.413 Transponder Test on the Garmin GTX330ES (S/N: 84100545).
 - d. Performed FAR 91.411 with Mode "C" Correlation and Static System Leak Checks.
 - e. ADS-B out performance requirements checked in accordance with FAR 91.227.

All work was performed with current regulations of the FAA and is approved for return to service. Details are on file at this Repair Station under WO #SC11319.

Daytona Aircraft Services, Inc.

561 Pearl Harbor Drive

Daytona Beach, Florida 32114

Authorized Signature: _____

FAA CRS DYTR262K

END

DATE: 05/24/2024
N9431Y

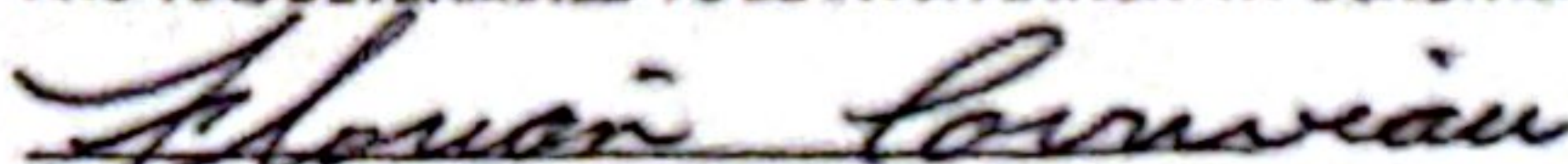
AIRCRAFT LOG
TAC TIME: 8112

TOTAL TIME: 8112

PERFORMED ANNUAL INSPECTION

BEECH BANANZA N35

CLEANED AIRCRAFT, OPEN INSPECTION PANNELS, CHECK CABLES AND PULLIES AND LUBED
CHECK FUEL SCREENS, CHECK CONTROLS AND LUBED, CHECK WHEELS TIRES BRAKES,
BEARINGS, PERFORMED ELT TEST IN ACORDANCE WITH FAR 91.207 ELT BATT. DUE 05/26
AD 94-20-04 R2 EMPANAGE, AFT FUSELAGE, RUDDERVATOR CONTROL SYS. AD 94-04-03 WING FRONT SPAR
BY INSP. AD 2007 LANDING GEAR UPLOCK ROLLERS BY INSP, AD 2023-08-09 LIFE LIMITS FOR SPOT WELDED
ad V BAND COUPLING BY INSP. AD'S CHECK AS OF BIWEEKLY 2024-08 INSP
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACORDANCE WITH AN ANNUAL INSPECTION
AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.


FLORIAN CORRIVEAU CERT # 1790384 IA

ENGINE LOG

DATE: 05/24/2024
N9431Y

TIME SMOH: 120

TOTAL TIME: 1713

PERFORMED ANNUAL INSPECTION

BONANZA N35

CLEANED ENGINE, CHANGED OIL, CHECK OIL SCREEN, CHECK AND LUBED CONTROLS,
CHECK EXHAUST SYSTEM, CEANED AND GAP PLUGS, PERFORMED COMPRESSION CHECK
#1-79, #2-79, #3-78, #4-79 #5-79, #6-78 s SERVICED WITH WITH SHELL 15-50
AD 2023-17-04 OIL FILTER ADAPTER FIBER GASKET REPLACEMENT NA
(ii) AD'S CHECK AS OF BIWEEKLY 2024-08
RAN ENG, CHECK FOR LEAKS, NON FOUND. OK FOR SERVICE
I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACORDANCE WITH ANNUAL INSPECTION


FLORIAN CORRIVEAU CERTIFICATE # 1790384 IA

PROP LOG

DATE: 05/24/2024
PCH-L3YF-1R

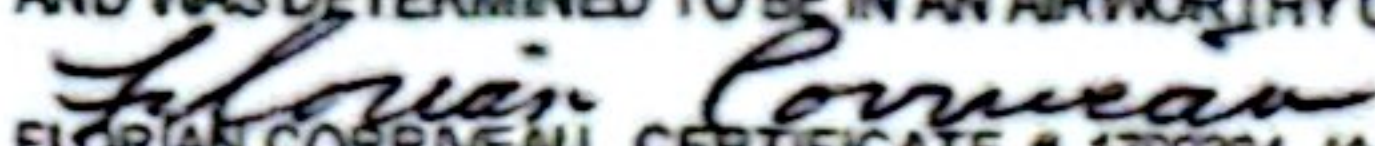
TAC TIME: 8112
HARTZELL

NEW 120

PERFORMED ANNUAL INSPECTION

N9431Y

CHECK AD'S AS OF BIWEEKLY 2024-08 AD 94-17-13 GREASE FITTING HOLE CRACKS BY INSP
I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACORANCE WITH AN ANNUAL INSPECTION
AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION AD 2001-23-08 HUB CRACKS BY INSP,


FLORIAN CORRIVEAU CERTIFICATE # 1790384 IA

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S 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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N9431Y
Beechcraft N35
S/N: D-6610

DAYTONA
AIRCRAFT SERVICES 



5/02/2023
ACTT: 8077.32
Tach: 8077.32

Performed the following maintenance:

- 1 Performed an Annual inspection referencing the Beechcraft N35 Maintenance Manual.
- 2 Researched AD Compliance referencing bi-weekly issue 2023-08
- 3 Complied with **AD 76-07-12** by inspection of Bendix Ignition Switch referencing Bendix SB 583, no defects noted. Next due at **8177.32 Tach**.
- 4 Complied with **AD 84-26-02** Removed and installed a new Induction Air Filter (P/N AA10-5304). Next due at **8577.32 Tach**
- 5 Complied with **AD 89-05-02** by visual inspection of the elevator control fittings referencing Beech SB 2242 Revision 1, no defects noted. Next due at **8177.32 Tach**.
- 6 Complied with **AD 94-20-04 Rev 2 Para (D)(3)** by visual inspection of the fuselage bulkheads at FS 250-9 and FS 272 and visual inspection of the fuselage skin around the bulkhead for damage ref Beechcraft SB 2188, no defects noted. Next due at **8177.32 Tach**
- 7 Complied with **AD 95-04-03** by inspection of the wing front spar carry-through frame (web) structure for cracks ref Beech SB 2300, no defects noted. Next due at **8577.32 Tach**
- 8 Complied with **AD 2007-08-08** by lubrication of the Gear Uplock Mechanism referencing Beechcraft SA 00448-211 Rev E. Next due at **8177.32 Tach**
- 9 Performed an annual ELT inspection referencing FAR 91.207(d), no defects noted. The battery expiration date is **Sep 2026**. Operational check found to be satisfactory.
- 10 Serviced the hydraulic fluid and tires
- 11 Removed the R/H Ruddervator, sent out for repair, paint and balance, and reinstalled
- 12 Removed and installed a new Nose Wheel Tube

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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13 Resealed the Nose Gear Strut using a new Seal Kit and serviced as required.

14 Removed and installed new L/H and R/H Brake Linings (P/N 066-04400)

15 Removed the L/H and R/H Brake Calipers, cleaned, installed new o-rings, and reinstalled.

I certify that this **Airframe** has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition. Work performed in accordance with the current regulations of the FAA and is approved for return to service. Details are on file at this Repair Station under WO #SC11319

Daytona Aircraft Services, Inc.

561 Pearl Harbor Drive

Daytona Beach, Florida 32114

Authorized Signature: _____

FAA CRS DYTR262K

FNU

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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N9431Y

Beechcraft N35

S/N: D-6610

DAYTONA
AIRCRAFT SERVICES 

1/23/2025

ACTT: 8130.1

Tach: 8130.1

Performed the following maintenance:

1. Performed an Annual inspection referencing the Beechcraft N35 Maintenance Manual
2. Researched AD Compliance referencing bi-weekly issue 2025-01.
3. Complied with **AD 76-07-12** by inspection of Bendix Ignition Switch referencing Bendix SB 583, no defects noted. Next due at **8230.1 Tach**
4. Complied with **AD 89-05-02** by visual inspection of the elevator control fittings referencing Beech SB 2242 Revision 1, no defects noted. Next due at **8230.1 Tach**
5. Complied with **AD 94-20-04 Rev 2 Para (D)(3)** by visual inspection of the fuselage bulkheads at FS 256.9 and FS 272 and visual inspection of the fuselage skin around the bulkhead for damage ref. Beechcraft SB 2188, no defects noted. Next due at **8230.1 Tach**
6. Complied with **AD 2007-08-08** by lubrication of the Gear Uplock Mechanism referencing Beechcraft SI #0448-211 Rev 1. Next due at **8230.1 Tach**
7. **AD 2023-09-09** is not applicable (N/A) due to this aircraft is not a turbo-charged aircraft.
8. Performed an annual ELT inspection referencing FAR 91.207(d), no defects noted. The battery expiration date is **Sep 2026**. Operational check found to be satisfactory.
9. Serviced the hydraulic fluid and tires.
10. Removed and installed a new Crankcase Breather Flexible Tube (P/N: WAITS-3-14-4)
11. Removed and installed a new Aircraft Battery (P/N: RG35AXC, S/N: 70039254).

Reference of Major Repairs and Major Alterations
FAA Form ACA 223

YEAR DATE	TOTAL TIME IN SERVICE
7/14/2012	7163.25160
8/23/2013	7323.3112
8/7/2014	7435.61263
10/9/2015	7561.993.1
10/14/2016	7655.4124.8
10/31/2017	7780.2104.5
01/03/2019	7884.7160.9
2/1/2020	7945.6