

Log Book #2

Aircraft Record General Information

Manufacturer BEECHCRAFT Model F33A
Serial CE-1513 Registration Number N898LP
Date of Manufacture _____

Engine(s) currently installed:

Manufacturer CONTINENTAL Model IO-550B43 Serial 687149
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer MCCAULEY Model 3A32C406-C
HUB Model _____ Serial 901182 Serial _____
Blade Model _____ Serial KD196 Serial KD176 Serial KD290

| DATE | | | | |
|--------|--|--|--|--|
| 5-7-03 | Removed a Skymap III C moving map. P3 Engineering PM 7000 ms. Apollo CX-50 GPS, Apollo A-34 GPS antenna, King KN-72 VOR Converter, King KX-155 NavCom, and Mid. Continent MO-41-728 annunciator panel. Installed a Garmin CNS-530 GPS/NavCom s/n 18407991, Garmin GA-56 GPS antenna s/n 59080968, Garmin CMA-340 audio panel s/n 96264728, Garmin C-TX-330 Transponder s/n 84100519, Garmin C-06-49 weather link system, s/n 39903064, with a Garmin AV-14 antenna, ASN, Prosean FSM-2000 Flight Systems Monitor, s/n 1006. Weight and balance and equipment list updated and log book entries accomplished. | | | |

[Signature]
AIR ASSOCIATES INC.
CRS# L56R110J



800-835-4392
Mail to: P.O. Box 167
Chesterfield, MO. 63006-0167

N8016T

CE-1513

06/28/2003

Performed the following modifications and or replacements as per the
STC numbers listed below.

Replaced windshield as per STC SA992NE
Thermal Pane windows as per STC SA3759NM

See 337 form and new empty weight for this date.

C.R.S. SH2R161L

The Aircraft identified above was repaired and/or modified in accordance with
the current regulations of the Federal Aviation Administration and is approved for return to
service. Pertinent details of the repair or modification are on file at this repair station
under order No. AAAAbk² DEM 3127 Creve Couer Rd. Hangar E-7 Creve Couer MO. 63146

Interior Work Performed on 1990 F33A

Aviation Design - 377 Durlay Avenue, Camarillo, Ca. 93010 (805) 484-4784

Total Time on Tach 4113

Seats/Armrests: Reupholster 4 seats and armrests with Heritage Leather #HT-675 - Color - Granite
- D/L # AHT1061

Yokes: Cover yokes with HT-65 - Color - Granite -- D/L # AHT1061

Vertical Trim: Cover with HT-65 - Color - Granite -- D/L # AHT1061

Wind Lace - Cover with HT-65 - Color - Granite -- D/L # AHT1061

Carpet - Hafner Textile Inovations - Color - Charcoal- P/N 872 - D/L 80367242

Above materials were tested to FAR 25.853 (a) Appedix F Part 2(a)(1)(8).

Weight or Balance negligible.

Burn Certs provided to Owner.

Work signed off by:

ATE

LOG BOOK ENTRY FOR BEECH F33A N8016T S/N CE-1513 TACH TIME 1411.3 DATE 07/11/2003 WO 7430
INSPECTED THE AIRCRAFT INTERIOR AND SEAT INSTALLATION AND FOUND THAT IT MEETS THE
AIRCRAFT MANUFACTURE REQUIREMENTS OF THE BEECH F33A MAINTENANCE MANUAL.
THE BEECH F33A AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER OR
APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT
REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE.
" PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER

NO. 7430 "DATE 07/11/2003 SIGNED

Nolan Wynn

FOR

NOLAN WYNN

AIR WILMINGTON INC.
FAA APPROVED REPAIR STATION NO. FFFR869D
P.O. BOX 869
WILMINGTON INTERNATIONAL AIRPORT
WILMINGTON N.C. 28402

LOG BOOK ENTRY FOR BEECH F33A N8016T S/N CE-1513 TACH TIME 1433.2 DATE 02/04/2004 W.O. 7594
REMOVED AND REPLACED ALTERNATOR. REMOVED PRESTOLITE ALV 9510 S/N 3022653. INSTALLED
OVERHAULED PRESTOLITE ALV 9510 S/N 10P000039. UNIT OVERHAULED BY AEROTECH OF LOUISVILLE,
INC R/S PU4R453M W.O. 60711. RAN AND OPPS CHECKED. NO DEFECTS NOTED.

THE BEECH F33A AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER OR
APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT
REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE.
" PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER

NO. 7594 "DATE 02/04/2004 SIGNED

Nolan Wynn

FOR

NOLAN WYNN

AIR WILMINGTON INC.
FAA APPROVED REPAIR STATION NO. FFFR869D
P.O. BOX 869
WILMINGTON INTERNATIONAL AIRPORT
WILMINGTON N.C. 28402



DATA: 04-01-04 MAKE: BEECH MODEL: F-33A BONANZA N#: 8016T S/N: CE-1513 HM: 1240.6

PERFORMED GARMIN SERVICE BULLETIN 0310 ON GTX-330 TRANSPONDER PN: 011-00455-00 SN: 84100519. UPDATED SOFTWARE FROM 3.03 TO 3.04.

"I certify the ATC transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F".

#1 Make GARMIN Mod GTX-330 S/N 84100519
#2 Make BENDIX/KING Mod KT-76C S/N 8300

Details of this inspection are on file at this repair station under W.O.# A001130

Date 04-01-04 Auth. Sign [Signature]

"I certify the Altimeter and Static System tests and inspection required by FAR 91.411 have been performed. The altimeter(s) per Para. (A) and (B) App. E FAR 43

LH Make AEROSONIC Model 101720-01562

S/N W2549H Has Been Tested To 20,000 Feet.

RH N/A Model N/A

S/N N/A Has Been Tested To N/A Feet.

Air Data Make N/A Model N/A S/N N/A

Altitude Reporting System Tested To 20,000 Feet Per Para. (C) App. E FAR 43. Details of this inspection are on file at this repair station under W.O.# A001130

Date 04-01-04 Auth. Sign [Signature]

FOR: PIEDMONT HAWTHORNE AVIATION SERVICES, INC.

1650 Aviation Dr.

Monroe, NC 28110

Phone Number: 704.226.2307

FAA CRS # PA12208A

DATE: 4-02-04 MODEL: F-33A S/N: CE-1513 HM: 1466.3 ACTT: 1466.3 ETT: 1466.3 N# 8016T W/O# S001953

- 1-PERFORMED ANNUAL INSPECTION IAW BEECH F33A MAINTENANCE MANUAL.
2-ENGINE COMPRESSION CHECK 1-65/80, 2-73/80, 3-70/80, 4-76/80, 5-65/80, 6-70/80.
3-DRAINED OIL REPLACED FILTER P/N CH 48109-1. SERVICED ENGINE WITH 11qts AEROSHELL 15W50 OIL.
4-C/W 12 MONTH 91.207(d) INSPECTION ON ELT. BATTERY EXP. DATE NOV 2004.
5-REPLACED INSULATION ON CABIN HEATER DUCT.
6-C/W AD 76-07-12 BY FUNCTIONAL CHECK. NO DEFECTS NOTED.
7-C/W 12 MONTH BRACKETT AIR FILTER ELEMENT REPLACEMENT.
8-C/W 12 MONTH STANDBY AND MAIN PRESSURE SYSTEMS FILTERS.
9-REPAIRED #4 IGNITION LEAD AT PLUG END AND REPLACED CONTACT PIN AND SPRING.
10-DRESSED AND PAINTED PROP. BLADES.
11-RESECURED DOOR SEAL.
12-REPLACED LEFT MAIN TIRE P/N 301-063-006 SERVICED. NO LEAKS NOTED.
13-REPLACED LEFT AND RIGHT UPPER AND LOWER BRAKE HOSES.
14-ADJUSTED LEFT AND RIGHT MAIN GEAR UPLOCK CABLE TENSIONS.
15-INSPECTED AND RE-TORQUED RIGHT AFT NOSE LANDING GEAR DRAG BRACE BOLT.
16-RE-ATTACHED TAIL NAV. LIGHT HEAT SHROUD.
17-REPLACED NOSE TIRE. P/N 301-015-420. SERVICED. NO LEAKS NOTED.
18-REPLACED PACKING ON LEFT AND RIGHT BRAKE CALIPERS.
19-REPLACED BRAKE LININGS ON LEFT AND RIGHT BRAKES.
20-SERVICED LEFT AND RIGHT MAIN GEAR STRUTS.
21-REPLACED LEFT AND RIGHT FLAP ACTUATOR ATTACHÉ BRACKETS.
22-INSTALLED CABIN DOOR LATCH PLATE.
23- AD RESEARCHED THRU 3-26-04
24-ALL SYSTEMS OPERATE NORMAL DURING GROUND RUNS. NO LEAKS NOTED ON FLUID CARRYING SYSTEMS.

-----END-----
I certify that this AIRCRAFT/ENGINE has been inspected in accordance with a ANNUAL inspection and is approved for return to service.

Signed: J. Beattell For:

Details of work accomplished on file at this repair station under work order # S001953

Dated 4-2-04 Signed J. Beattell

PIEDMONT HAWTHORNE AVIATION
1650 Aviation Drive
Monroe, N.C. 28110
Phone Number: 704-226-2307
FAA Certified Repair Station



PIEDMONT
HAWTHORNE

DATE: 6-25-04 MODEL: F-33A S/N: CE-1513 HM: 1506.1 N# 8016T WO # S002057

- 1-SERVICED AIR-CONDITIONER WITH 2.0LBS OF FREON R-12. OPERATIONAL CHECK GOOD.
2- SET ENGINE IDLE TO PROPER LIMITS PER ENGINE MANUFACTURER. RUN CHECK GOOD.

-----END-----
Details of work completed on file work order # S002057

J. Beattell FOR:

PIEDMONT HAWTHORNE AVIATION

1650 Aviation Drive
Monroe, N.C. 28110

Phone Number: 704-226-2307

FAA Certified Repair Station Number: PAI2208A

1990 BONANZA N898WP SERIAL# CE-1513 TOTAL TIME.

MAINTENANCE RELEASE

1. INCOMING INSPECTION. REMOVED ALL FLIGHT CONTROLS AS REQUIRED FOR PAINT. INSPECTED AIRCRAFT
2. CHEMICALLY STRIPPED, ACID ETCHED, ALODINE, EPOXY PRIMED USING THE FOLLOWING PAINT PRODUCTS IAW BEECHCRAFT SERVICE AND MAINT. MANUAL SECTION 20, CHAPTER 20. STANDARD PRACTICES 20-08-00 THRU 20-09-08 AND AC65-15A.
 1. 1 COAT PRIMER: USPAINT EPOXY PRIMER S4001
 2. 3 COATS BASE: SNOW WHITE CA8000/I1012
 3. TRIM: CLARET RED CA8000/I4032
 4. TRIM: DARK CAMEL CA8000/IM924
 5. TRIM: DARK GREEN CA8000/I5105
3. BALANCED FLIGHT CONTROLS IAW MANUFACTURER'S SERVICE AND MAINT. MANUAL.
 1. AILERONS SECTION 57-50-00, PAGE 1
 2. RUDDER SECTION 55-20-00, PAGE 4
 3. ELEVATOR SECTION 55-20-00, PAGE 1
4. REMOVAL & INSTALLTION OF FLIGHT CONTROLS WAS DONE IAW MANUFACTURER'S SERVICE AND MAINT.MANUAL.
 1. AILERONS SECTION 27-10-00, PAGE 5
 2. RUDDER SECTION 27-20-00, PAGE 1
 3. ELEVATOR SECTION 27-30-00, PAGE 1
 4. WING FLAPS SECTION 27-50-00, PAGE 1
5. REMOVED R/H TIRE AND REPLACED WITH NEW TIRE, IAW BEECHCRAFT MAINT. MANUAL, SECTION 32-40-00, PAGES 3 & 4
6. REGREASE WHEEL BEARING AND PERFORM SATISFACTORY RETRACT TEST, IAW BEECHCRAFT MAINT. MANUAL, SECTION 32-30-00, PAGES 14 & 15.

PAGE 1 OF 2

THE AIRCRAFT, AIRFRAME OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS ARE ON FILE AT THIS AGENCY.

DATE: AUGUST 12, 2004

SIGNED

ROBERT C VAUGHN A&P412137063IA

-----END-----

BLUE SKY AVIATION
1356 TORY HILL ROAD
LORIS, SC 26569
843-756-0959

PAGE 2 OF 2



DATE: 8-23-04 MODEL: F33A S/N: CE-1513 HM: 1285.3 TACH: 1515.6 CYCLES: N/A
N#: 898WP WO#: S002140

- 1-REPLACED FAULTY AIRCONDITIONER POWER FUSE BLOCK WITH NEW DUE TO HIGH RESISTANCE. PART# 4532 AND NEW FUSES PART# AGC-5(2). OPERATIONAL CHECK GOOD.
- 2-REPLACED COCKPIT SUBPANEL E.L. PANEL AT IGNITION SWITCH WITH NEW PART# 35-380126-3. OPERATIONAL CHECK GOOD.
- 3-RIGGED AND ADJUSTED CABIN/COCKPIT DOOR FOR PROPER OPERATION DUE TO NEW DOOR SEAL INSTALLED AT AN EARLIER DATE. OPERATIONAL CHECK GOOD.
- 4-REPLACED AIRCONDITIONER EVAPORATOR FILTER WITH NEW PER CUSTOMER REQUEST.

END

FOR: **PIEDMONT HAWTHORNE AVIATION**
3900 PAUL J. HELMS DRIVE
Monroe, N.C. 28110
Phone Number: 704-226-2307
FAA Certified Repair Station Number: PAI2208A



DATE: 08-23-04 MAKE: BEECH MODEL: F-33A BONANZA N#: 898WP SN: CE-1513 HM: 1285.3
PERFORMED GARMIN SERVICE BULLETIN 0405 TO GDL-49 DATALINK UPGRADING SOFTWARE FROM V. 2.03 TO V. 2.04. PN:
011-00729-00 SN: 39803064. OPERATIONALLY TESTED GDL-49 DATA LINK WITH NO DEFECTS NOTED.

END

THOMAS W. JASPER

For: **Piedmont Hawthorne Aviation Inc.**
1650 Aviation Dr.
Monroe, NC 28110
FAA CRS# PAI2208A
Work order # A001243

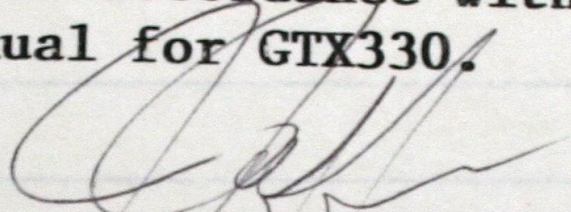
12/30/2004 N898WP Beechcraft F33A Serial# CE-1513
1547.0 TTAF Annual Inspection TACH 1547.0.

Installed new ELT battery [expires 12/2006]. This ELT has been inspected and tested in accordance with FAR 91.207 par d and found to comply at this time. Cleaned and Packed wheel bearings. Installed new bearings in nose wheel. Installed new seals in Left and right brake calipers. Installed new expansion valve, filter dryer, new compressor, And new hoses in accordance with STC SA09553SC for converting air conditioning System to Freon 134A. Installed new instrument air filters. Removed original IO-520-BB Continental engine. Installed Continental IO-550-B43 engine Serial # 687149 in Accordance with STC # SA2200SW. Removed original baffling and installed new Baffling in accordance with STC# SA368CH. Installed Airwolf air/oil separator in Accordance with STC# SA3683WE. Installed STC# SA525CH for increasing airframe gross weight by 100 lbs. Weight and balance and equipment list revised. C/W AD 76-07-12R1 Bendix Ignition switch by operational test. No defects noted. Due In 100 hours. Installed new bulb in tail cone strobe light assembly. Installed fuel flow/ Manifold pressure gauge after repair by Pressure Technologies and Avionics, Inc. CRS# PGWR692K work order # 10178. I certify that this airframe has ben inspected in Accordance with an Annual inspection and found to be Airworthy at this time.

Richard C. Pahnke IA 4509634978
Richard C. Pahnke

5/23/05 Removed Garmin GTX330 transponder s/n 84100519, for service check. Re-installed unit ground and flight checked - good.

Work done in accordance with Garmin manual for GTX330.



AIR ASSOCIATES INC.
CRS# LS6R110J

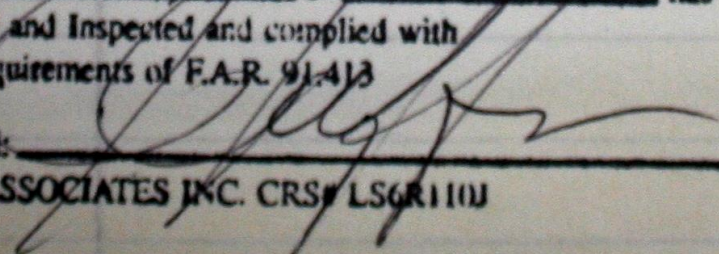
5/23/05

(DATE) _____

I certify this Transponder make Garmin

Model GTX330 S# 84100519 has been

Tested and Inspected and complied with the requirements of F.A.R. 91.413

Signed:  _____ for

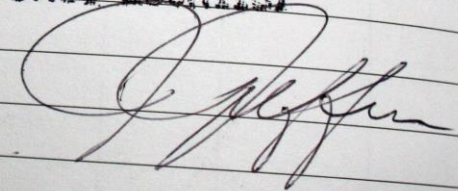
AIR ASSOCIATES INC. CRS# LS6R110J

9/30/05 1352.1 Removed King KFC autopilot complete minus horizon, and Garmin GDL49. Installed STEC system 55X autopilot with auto and manual trim and altitude preselect. Also installed Garmin GDL69 XM weather receiver & 2 Bose headset outlets. Weight & balance and equipment list updated. See 337's for further details on A/P & GDL69 installations. Systems ground & flight checked ok.

AIR ASSOCIATES INC.
CRS# LS6R110J

4/29/05 Removed ProScan unit, Sandel HSI, and Davtron VOR indicator for outside repair, then reinstalled units. Replaced KC192 flight computer s/n UM51702. Aircraft flight checked ok.

AIR ASSOCIATES INC.
CRS# LS6R110J

| YEAR | RECORDING TACH TIME | TOTALS FLIGHT | TIME IN SERVICE | Entries must be endorsed with name, name and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-------|---------------------|---------------|-----------------|---|
| 2005 | | | | |
| 12-16 | | | | INSTALLED STEC ST645 FLIGHT DIRECTOR SYSTEM IN CONJUNCTION WITH EXISTING KI 256 KING INDICATOR AND STEC SYSTEM 55X AUTO 110T. ALL SYSTEMS GROUND AND FLIGHT CHECKED GOOD IN W MECS. SPECS. AIR ASSOCIATES INC. CRS#LS6R110J  |

| YEAR | RECORDING TACH TIME | TOTALS FLIGHT | TIME IN SERVICE | Entries must be endorsed with name, name and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|------|---------------------|---------------|-----------------|--|
| 2006 | | | | |
| 1/5 | 1619.0 | | | |

1/05/2006 N898WP Beechcraft F33A Serial # CE-1513
 Tach 1619.0 TTAF Annual Inspection

ELT Battery expires 12/2006. This ELT has been tested and inspected in accordance With FAR 91.207 par d and found to comply at this time. Installed center lower lighting Panel after repair. Cleaned and packed wheel bearings. Lubed landing gear. Ran landing Gear normal and emergency. Adjusted up limit switch. C/W AD 76-07-12 R1 Bendix magneto switch by operational test. No defects noted. Due in 100 hours. I certify That this airframe has been inspected in accordance with an Annual inspection and found To be airworthy at this time.

Richard C. Pahnke IA 450963498



DATE

1/28/2006. Aircraft: N898WP. Type: BEECH F33A. S/N: CE-1513. Tach: 1633.9. Total Time: 1633.9 SERVICED THE AIR CONDITIONER SYSTEM WITH 12 OZ OF R134A REFRIGERANT IN ACCORDANCE WITH THE AEROSPACE PRODUCTS INTERNATIONAL R134A CONVERSION MANUAL. THE AIR CONDITIONER FUNCTIONS PROPERLY AT THIS TIME. REMOVED THE DAMAGED POWER WIRE FOR THE STALL SWITCH AND FISHED A NEW WIRE IN PLACE. TESTED THE SYSTEM AND THE STALL NOW FUNCTIONS PROPERLY. INSTALLED A NEW SCREW AND WASHER IN THE BOTTOM INBOARD HOLE ON THE RIGHT AILERON HINGE. TIGHTENED UP LOOSE ALLEN SCREW ON THE FLAP SWITCH KNOB AND LUBRICATED THE THROTTLE CABLE. THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 5996.
1/28/2006 ROGER E. SMITH *[Signature]* UW4R585M
CARTER AIRCRAFT, INC. FAA APPROVED. SEBRING FL.

3/14/06 REPLACED KI-256 WITH OVERHAULED UNIT SN X18855

3/14/06 Removed kr 87 adf, Installed stdby art horizon in place of ki 227 adf ind. replace dual yoke with single original yoke. weight and balance updated.

[Signature]

TOMLINSON AVIONICS OF FLORIDA, INC.
PH.239-936-6969, 511 DANLEY, PAGE FIELD, FT. MYERS, FL.
FAA APPROVED REPAIR STATION NO. V6TR097X

I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED THE ALTIMETER PILOTS S/N W25429H COPILOTS S/N N/A WAS/WERE TESTED TO _____ K FT SIGNATURE *[Signature]* DATE 3/16/06

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY. XPDR #1 MOD 330 S/N 34100519 #2 MOD N/A S/N N/A SIGNATURE *[Signature]* DATE 3/16/06

TOMLINSON AVIONICS OF FLORIDA, INC.
521 DANLEY DR., FT. MYERS, FL. 33907
FAA CRS # V6TR097X

| DATE | TIME | |
|-----------|------|---|
| 3/25/2006 | | <p>Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1645.8, Total Time: 1645.8 MOVED MICROPHONE BRACKET. REPAIRED THE TOP BEACON. REPLACED PINS IN THE WIRING HARNESS PLUG. THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 6062.</p> <p>3/25/2006 ROGER E. SMITH <i>[Signature]</i> UW4R585M CARTER AIRCRAFT INC. FAA APPROVED. SEBRING FL.</p> |
| 4/03/2006 | | <p>Aircraft: N898WP, Type: BE. 1 F33A, S/N: CE-1513, Tach: 1649.8, Total Time: 1649.8 REMOVED WHELEN UPPER ANTI-COLLISION LIGHT P/N 01-0790081-10, AND INSTALLED WHELEN LED FLASHING ANTI-COLLISION LIGHT ASSEMBLY MODEL 70900005, P/N 01-0770900-05. THIS LIGHT ASSEMBLY WAS INSTALLED IN ACCORDANCE WITH STC SA815EA AND WHELEN ENGINEERING COMPANY INC. INSTALLATION GUIDE FORM NUMBER 13828D AND WHELEN ANTI-COLLISION LIGHT SYSTEMS INSTALLATION AND SERVICE MANUAL, DATED MAY 2005, DOCUMENT No. 05131-REV 1. MODIFIED THE AIRCRAFT WEIGHT AND BALANCE RECORDS AND THE EQUIPMENT LIST. THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 6024.</p> <p>4/3/2006 ROGER E. SMITH <i>[Signature]</i> UW4R585M CARTER AIRCRAFT INC. FAA APPROVED. SEBRING FL.</p> |

| | | |
|-----------|--|--|
| 4/14/2006 | | <p>Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1657.4, Total Time: 1657.4 REPLACED THE THROTTLE CABLE WITH A NEW BEECH P/N 36-380061-1 CABLE. RIGGED THE CABLE FOR FULL TRAVEL OF THE FUEL INJECTOR THROTTLE ARM. RIGGED THE THROTTLE SWITCH, GEAR RETRACT SWITCH AND THE AIR CONDITIONER SWITCH. ADJUSTED THE POSITION OF THE LANDING GEAR SWITCH SAFETY AND SECURED IT IN PLACE. REMOVED THE COVER FROM UNDER THE INSTRUMENT PANEL GLARE SHIELD TO EXPOSE THE FLOOD LIGHTS. FOUND LOOSE BULBS. REMOVED, CLEANED THE SOCKETS AND INSTALLED THE BULBS. REPLACED TWO BURNED OUT BULBS AND INSTALLED THE COVER OVER THE BULBS. TESTED THE FLOOD LIGHTS AND THEY DO NOT FLICKER AT THIS TIME. INSPECTED THE LEFT FUEL TANK QUICK DRAIN VALVE AND FOUND THE VALVE FUNCTIONS PROPERLY AT THIS TIME. THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 6067.</p> <p>4/14/2006 ROGER E. SMITH <i>[Signature]</i> UW4R585M CARTER AIRCRAFT INC. FAA APPROVED. SEBRING FL.</p> |
|-----------|--|--|

| DATE | TIME | |
|-----------|--------|--|
| 6/09/2006 | 1670.3 | <p>Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1670.3, Total Time: 1670.3</p> <p>INSTALLED BOOM BEAM BULB, STARTER AND BALLAST IN ACCORDANCE WITH STC SA02279AT AND SPEED MERCHANTS BY LOPRESTI MASTER DRAWING LIST REPORT #43, REV C DATED 09/30/05. INSTALLED AVMIX MODEL AM100 ENGINE FUEL AIR MIXTURE INDICATING SYSTEM IN ACCORDANCE WITH STC SA00215NY AND CAVU PRODUCTS LIMITED INSTALLATION AND OPERATION INSTRUCTIONS AM100-INSTLN. REMOVED ALL OF THE EXHAUST MANIFOLD ON THE LEFT SIDE OF THE ENGINE. THE PROBE WAS INSTALLED IN THE LEFT FRONT EXHAUST MANIFOLD. THE LEFT EXHAUST ASSEMBLY WAS THEN INSTALLED ON THE ENGINE. TESTED THE AVMIX SYSTEM IN ACCORDANCE WITH THE INSTALLATION INSTRUCTIONS AND FOUND THE SYSTEM FUNCTIONS PROPERLY. MODIFIED THE WEIGHT AND BALANCE RECORDS AND THE EQUIPMENT LIST TO REFLECT THESE CHANGES. SEE 337 DATED 6/9/2006. INSTALLED SECOND LIGHT RECORDS IN DOOR LIGHT AND MOUNTED SWITCH AHEAD OF THE LIGHT. REPLACED BEACON AND STROBE BREAKERS. INSTALLED JPI INSTRUMENT OAT PROBE ADJACENT TO ORIGINAL OAT GAUGE. THIS IS A MINOR ALTERATION WITH NEGLIGIBLE CHANGE IN WEIGHT AND BALANCE. MOVED THE FIRE EXTINGUISHER TO A LOCATION ABOVE FUEL SELECTOR ON THE SIDE PANEL. REMOVED THE SIDE PANEL AND ADDED EXTRA SUPPORT FOR THE FIRE EXTINGUISHER TO MOUNT TO. TIGHTENED THROTTLE CABLE. REMOVED THE BANJO COVER FROM THE FIRE WALL TO GAIN ACCESS TO THE BACK END OF THE STAND BY GYRO HORIZON. INSPECTED PLUMBING ON STAND BY HORIZON. FOUND PLUMBING TO BE IN GOOD CONDITION. REMOVED THE INLINE AIR FILTER AND INSTALLED A NEW FILTER. INSTALLED THE COVER ON THE FIREWALL.</p> <p>THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 6115.</p> <p>6/9/2006 ROGER E. SMITH <i>[Signature]</i> UW4R585M CARTER AIRCRAFT, INC. FAA APPROVED. SEBRING FL.</p> |
| 7/21/2006 | 1690.3 | <p>Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1690.3, Total Time: 1690.3</p> <p>INSTALLED FLAP AND AILERON GAP SEAL KIT IN ACCORDANCE WITH STC SA421GL AND KNOTS 2U, LTD. INSTALLATION MANUAL. "FLAP AILERON FLAP/FUSE SEAL KIT, REVISION A DATED 8/08/1998. MODIFIED THE AIRCRAFT EQUIPMENT LIST AND THE AIRCRAFT WEIGHT AND BALANCE RECORDS TO REFLECT THIS ALTERATION. SEE 337 DATED THIS DATE.</p> <p>THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 6164.</p> <p>7/21/2006 ROGER E. SMITH <i>[Signature]</i> UW4R585M CARTER AIRCRAFT, INC. FAA APPROVED. SEBRING FL.</p> |

| DATE | TIME | |
|-----------|--------|--|
| 9/23/2006 | 1700.6 | <p>Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1700.6, Total Time: 1700.6</p> <p>REMOVED THE NOSE WHEEL AND DISASSEMBLED THE WHEEL TO REMOVE THE OLD TIRE. INSTALLED A NEW TIRE ON THE WHEEL AND USING T.J. KARGE WHEEL BALANCING EQUIPMENT P/N 755-1 AND THEIR INSTRUCTIONS, BALANCED THE WHEEL ASSEMBLY. REINSTALLED THE WHEEL ON THE NOSE FORK. ALL OF THIS WORK WAS PERFORMED IN ACCORDANCE WITH THE MAINTENANCE MANUAL FOR THIS AIRCRAFT AND INSTRUCTIONS CONTAINED ON THE WHEEL ITSELF.</p> <p>THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 6218.</p> <p>9/23/2006 ROGER E. SMITH <i>[Signature]</i> UW4R585M CARTER AIRCRAFT, INC. FAA APPROVED. SEBRING FL.</p> |
| 9/28/2006 | 1704.5 | <p>Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1704.5, Total Time: 1704.5</p> <p>REMOVED THE PILOTS SEAT AND TIGHTENED LOOSE SCREW IN THE ARM REST. APPLIED PRO LOCK ON THE THREADS OF THE SCREW BEFORE TIGHTENING. INFLATED ALL TIRES TO SPECIFIED PRESSURE.</p> <p>THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 6221.</p> <p>9/28/2006 ROGER E. SMITH <i>[Signature]</i> UW4R585M CARTER AIRCRAFT, INC. FAA APPROVED. SEBRING FL.</p> |

10/20/06 Removed KG102A & installed
 SENT FOR OVERHAUL. Installed
 repaired D.G. BY OTHERS.

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

| DATE | DESCRIPTION |
|-----------|--|
| 1/05/2007 | <p>Aircraft N898WP. Type: BEECH F33A, S/N: CE-1513, Tach: 1733.4, Total Time: 1733.4. Completed annual inspection check list this date on this aircraft. Repaired damaged battery box scat duct by splicing a new section of hose in. Removed the original Brackett air filter element and installed a new element, BA-7112. This filter element required replacement once each year or once each 200 hours of operation which ever comes first. Tightened up loose bolt in the mixture control cable rod end bearing. Straightened out twisted fuse holder on the air conditioner compressor and reinstalled the fuse. Complied with Beech Service Instruction 0166-258R1 by inspection of flexible air ducts and found no defects at this time. This inspection is due again at the accumulation of 100 hours time in service. Complied with Beech Service Instruction 0488-281R2 by inspection of the fuel caps at the accumulation of 100 hours time in service. Complied with Beech Service Instruction 0558-412 by visual inspection of the muffler and heater shroud for cracks and distortion. This inspection is due again at the accumulation of 100 hours time in service. Complied with Beech Service Instruction 0632-280R1 by inspection of the fuel cells for leakage. Found no leakage at this time. This inspection is due again at the accumulation of 100 hours time in service. Complied with A-D 91-17-01 by painting the elevator trim actuator access holes in the horizontal stabilizer and stripes on the stabilizer aft spar in accordance with Beech Service Bulletin 2399. Dated March 1991. Complied with A-D 97-14-15 by performing an "OPS" check of the interior door handle. Verified that the door handle lock is functioning. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. Removed ELT 110-4 and installed a new battery that is good till March 2009. Tested the ELT system 5 minutes after the hour in accordance with applicable aircraft and ELT manufacturer's instructions and applicable FAA guidance and found that it meets the requirements of section 91.207(d) and FAA action notice 8310. Completed a performance test of the air conditioner system and found that it is slightly low on refrigerant. Added 134A freon as required. The system was tested for leaks and no leaks were noted at this time. Added a washer to each of the elevator control rod to elevator horn attachment bolts and safetied the nuts in place with cotter keys. Tightened up one loose bolt on the nose gear steering mechanism. Tightened loose attachment bolt on the right aileron rod end bearing. Adjusted the left flap by extending the actuator rod 1/2 turn. Checked the maximum travel of the flap and found that it is still within limits called out in the Beech Bonanza Series Maintenance Manual. P/N 36-590001-9B. Dated September 2006. Replaced stripped rivnut in the left horizontal stabilizer fairing attachment.</p> <p>This airframe has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order number 6303. 1/5/2007.</p> <p>Roger E. Smith <i>R. E. Smith</i> UW4R585M Carter Aircraft Inc. FAA approved repair station. Sebring, FL.</p> |

DATE 1-08-2007 1-8-07
 Removed Garmin GNS 530 & GA 56. Installed GNS 430w & GA 35w per STC SA01933LA. For further info. see 337 this date. No wt. change.

Signature [Signature] Date 1/8/07

TOMLINSON AVIONICS OF FLORIDA, INC.
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 FAA APPROVED REPAIR STATION NO. V6TR097X

Date: 1/26/2007, Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1740.7, Total Time: 1740.7
 Removed the air conditioner condenser aft fairing from the belly of the aircraft exposing a factory installed beacon mounting bracket. Removed the baggage compartment rear bulkhead cover and the floor carpet. Routed wiring from the existing beacon switch wire in the tail cone under the floor to a position inside the aircraft just above the Beechcraft beacon mounting bracket. Removed the existing beacon switch wire in the tail cone, installed a protective grommet for the wire to pass through to the beacon. Installed a Whelen LED flashing Anti-Collision light assembly model 01-0770900-05 in the Beechcraft bracket using Whelen adapter ring p/n A440. Completed wiring to the LED Beacon light and tested the light. Performed a power analysis of the items already on the switch and found that the switch, breaker and wire have adequate capacity for this additional load. The new total aircraft electrical load was checked in accordance with AC 43-13-1B, Chapter 11, Section 3, Paragraph 11-33, and 11-36(b) and found not to exceed 80% of the charging system output. An opening was cut in the air conditioner condenser aft fairing to allow the beacon light to extend through and the fairing was installed on the aircraft belly. This light assembly was installed in accordance with STC SA615EA and Whelen Engineering Company, Inc. Installation Guide Form number 13828D and Whelen Anti-Collision Light Systems Installation and Service Manual, dated May 2005. Document No. 05-131, Rev. 1. Modified the aircraft weight and balance records and the Equipment list to reflect this Airframe Major Alteration. See 337 Dated 1/26/2007.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and found airworthy for return to service. Pertinent details of this repair are on file at this agency under work order number 6321.
 1/26/2007 Roger E. Smith [Signature] UW4R585M
 CARTER AIRCRAFT, INC. FAA Approved Repair Station, Sebring Florida.

DATE 5/02/2007, Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1769.60; Total Time: 1769.60
 Removed the air conditioner idler pulley and removed the seized bearing. Installed a new bearing and installed the idler on the compressor support. Installed a new compressor belt and performed a performance test on the air conditioner. Filled the system with a 12oz. can of R-134A refrigerant. The air conditioner cools the air properly. Installed a new Oxygen sensor in the exhaust for the AV MIX.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 6405.
 5/2/2007 ROGER E. SMITH [Signature] UW4R585M
 Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

07/13/2007
 Installed shadin adc 200 p/n 681201-1. Unit was coupled to existing 530 per garmin wiring diagrams. Unit is installed for supplementary informational purposes only. Weight change negligible.

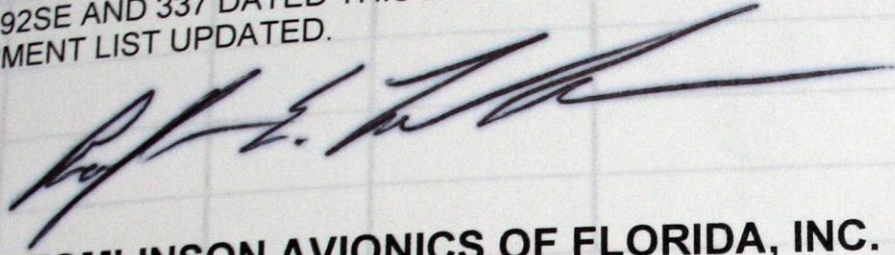
[Signature]

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Date: 7/14/2007, Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1786.80; Total Time: 1786.80
 Serviced the air conditioner with R-134A refrigerant. Cleaned the condenser coil with soap and water. Checked the refrigerant pressures and found that they were with in specification.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and found Airworthy for return to service. Pertinent details of this repair are on file at this agency under work order number 6479.
 7/14/2007 Roger E. Smith [Signature] UW4R585M
 CARTER AIRCRAFT, INC. FAA Approved Repair Station, Sebring Florida.

DATE

12/13/07 INSTALLED GARMIN GMX 200 WITH CHARTS OPTION PER STC A01692SE AND 337 DATED THIS DATE. WEIGHT AND BALANCE AND EQUIPMENT LIST UPDATED.

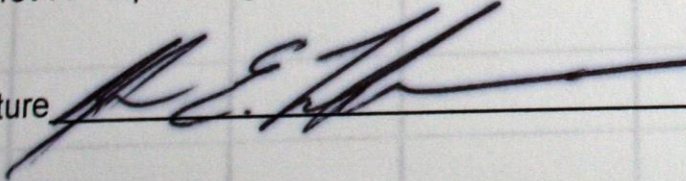


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Installed new rev 3 software afms for existing gns 530w per software bulletin 0740 rev A. Replaced gns 530 flight manual supplements per bulletin.

Signature



Date

12-14-07

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FAA APPROVED REPAIR STATION NO. V6TR097X

| DATE | Aircraft | Type | S/N | Tach | Total Time |
|---|----------|------------|---------|---------|------------|
| 12/19/2007 | N898WP | BEECH F33A | CE-1513 | 1834.50 | 1834.50 |
| <p>Jacked the aircraft up and removed both of the main wheels. Disassembled the wheels and inspected both wheels for hidden damage. Found no damage on either wheel. Replaced both of the tires with Michelin Air 700X6 8PR tires and Airstop Tubes. Assembled the wheels in accordance with the appropriate maintenance manual for this equipment. Both wheel assemblies were then balanced using T. J. Karg tire balancing equipment P/N 755-1 and their instructions. Installed the balanced wheel assemblies back on the aircraft and cycled the landing gear to make sure that the new tires do not hang up in the wheel well. Both tires cleared the wheel well and the landing gear functioned normally.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 6601.</p> <p>12/19/2007 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.</p> | | | | | |
| 2/02/2008 | N898WP | BEECH F33A | CE-1513 | 1843.90 | 1843.90 |
| <p>Completed annual inspection check list this date on this aircraft. Replaced both air pump inlet filters, P/N AA-D9-14-5, and both pneumatic inline canister filters P/N AA-2J4-7. Removed the original Brackett air filter element and installed a new element, BA-7112. Removed the ignition switch and installed a new TCM switch kit, p/n 10-357510. Removed the switch tumbler and replaced one of the plates in the tumbler assembly. Installed the repaired switch and tested during the engine test run. The switch functioned properly. Replaced missing upholstery screw in the left lower window frame molding just under the storm vent window. Replaced both post light assemblies in the fuel selector cover. Replaced missing patch plate in the oil drain hole in top of the nose gear wheel well. Extracted broken piece of grease zerk fitting from the right main gear scissors and installed a new fitting. Repaired the wing walk on the wing, flap and the step. Removed rusty stuck screw in the top cover in the left horizontal skin and installed a stainless steel screw.</p> <p>This airframe has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order number 6637.</p> <p>2/2/2008 Roger E. Smith <i>[Signature]</i> UW4R585M Carter Aircraft Inc. FAA Approved Repair Station, Sebring, FL.</p> | | | | | |

| DATE | Aircraft | Type | S/N | Tach | Total Time |
|--|----------|------------|---------|---------|------------|
| 3/12/2008 | N898WP | BEECH F33A | CE-1513 | 1849.90 | 1849.90 |
| <p>Installed a new vacuum pump on the stand by pump system. Tested the new pump and found that the stand by system is functioning.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 6675.</p> <p>3/12/2008 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.</p> | | | | | |
| 5/06/2008 | N898WP | BEECH F33A | CE-1513 | 1869.30 | 1869.30 |
| <p>Replaced oxygen sensor with a used serviceable unit, p/n OS100. Removed the nose wheel assembly and pressed out both of the races. Pressed new races into the wheel and inspected the wheel for condition. Greased new bearings and installed. Installed the wheel assembly on the aircraft. Filled the aircraft with fuel and set the strut heights in accordance with the Beech Pilots Operating Handbook.</p> | | | | | |
| <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 6649.</p> <p>5/6/2008 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.</p> | | | | | |
| 6/28/2008 | N898WP | BEECH F33A | CE-1513 | 1877.60 | 1877.60 |
| <p>Replaced a missing #8 rivnut on the right side of the instrument panel glare shield. Checked the freon level in the air conditioner and topped off with R 134a freon. The unit still did not cool properly. Cleaned oil and dirt out the condenser coils and the unit started cooling properly. Tested the lighter plug and found 24 volt power and a good ground to the socket. Checked the carbon monoxide monitor and found that it does not work in other lighter sockets.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 6806.</p> <p>6/28/2008 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.</p> | | | | | |

I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED THE ALTIMETER PILOTS S/N W254294 COPILOTS S/N NIA WAS/WERE TESTED TO 20 KFT SIGNATURE [Signature] DATE 5/7/08

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY. XPDR #1 MOD 6TX330 S/N 81100519 #2 MOD KT78C S/N 8300 SIGNATURE [Signature] DATE 5/7/08

TOMLINSON AVIONICS OF FLORIDA, INC.
 521 DANLEY DR., FT. MYERS, FL. 33907
 FAA CRS # V6TR097X

| DATE | |
|---------|---|
| 10-7-08 | Removed KI Box + installed backup exchange unit. Removed PRO scan CO Detector + installed Guardian CO Detector check all functions. |

[Signature]

TOMLINSON AVIONICS, FL. INC.
 521 DANLEY DR. PAGE FIELD
 FT. MYERS, FL 33907
FAA APPROVED REPAIR STATION V6TR097X
 239-936-9969

| DATE | |
|-----------|---|
| 3/13/2009 | <p>Aircraft: N898WP Type: BEECH F33A S/N: CE-1513 Tach: 1916.70 Total Time: 1916.70</p> <p>Completed annual inspection check list this date on this aircraft. Replaced both pneumatic pump inlet filters and both pump outlet filters. Removed the battery box from the aircraft. Cleaned corrosion out of the bottom of the battery box and neutralized the acid residue. Painted the box and reinstalled in the aircraft. Partially Complied With A-D 2008-13-17 (e)(1) by replacing affected the acid switches P/N 35-380132-1 through 35-380132-53 with replacement switches P/N 35-380132-61 through 35-380132-113 as required. The landing light switch and the nav light switch were not replaced due to lack of availability of parts. These two switches were deferred till a later date. Repaired trim indicator by wrapping string back on barrel. Glued cabin door seal back in place. Tightened loose nuts on three forward microphone jacks. Cleaned corrosion off of the air conditioner evaporator coil and treated with ACF-50. Cleaned the evaporator inlet filter. Cleaned very small spot of corrosion off of the top spar cap under pilots seat and treated with ACF-50. Removed ELT and installed a new battery that is good till June 2011. Tested the ELT system 5 minutes after the hour in accordance with applicable aircraft and ELT manufacturer's instructions and applicable FAA guidance. Found that this ELT meets the requirements of section 91.207(d) and FAA action notice 8310.1. Replaced all front seat rollers with new parts. Found that this ELT meets shimmy dampener and disassembled completely. Washed and inspected the dampener for damage and general condition. Found no damage at this time, and the general condition is good. Reassembled the dampener using new O-ring seals and serviced with fresh Mil-H-5606 fluid. Installed the repaired dampener assembly back on the aircraft. Added additional shim washers to both of the left main gear door push rods for additional clearance with the door attachment brackets. Repaired broken nose gear door bonding rod. Adjusted the rigging on the cabin heat valve/cable control. Inspected both of the uplock rollers in the main gear in accordance with this A-D. Found that both rollers are in good condition. Lubricated the rollers with MIL-G-23827 Royco grease in accordance with the A-D. This inspection is recurring and must be repeated again at the accumulation of 100 hours time in service. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service.</p> <p>This airframe has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order number 6933.</p> <p>3/13/2009 Roger E. Smith <i>[Signature]</i> UW4R585M Carter Aircraft Inc. FAA Approved Repair Station, Sebring, FL.</p> |

DATE

Date: 4/02/2009; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 1921.90; Total Time: 1921.90; Engine - Type: IO-550-B43; S/N: 687149; Time: 374.90; Prop - Type: 3A32C406-C; S/N: 901182; Time: 945.90
 Removed the original tachometer reading 1921.9 and installed a new Horizon Instruments Model P-1000, P/N P100-100-106-00, S/N 0914201, with hour meter set to 1921.9. The tachometer kit was installed in accordance with STC SA5491NM, and Horizon Instructions Drawing List No. P100100, Rev. N/C, Dated 1/31/1992. Negligible change in weight and balance. Removed the shimmy dampener and disassembled forward end. Washed and inspected the dampener for damage and general condition. Found no damage at this time, and the general condition is good. Reassembled the dampener using new O-ring seals and serviced with fresh Mil-H-5606 fluid. Installed the repaired dampener assembly back on the aircraft. All of this work was performed in accordance with the maintenance manual for this aircraft.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7021.
 4/2/2009 ROGER E. SMITH *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

Date: 9/22/2009; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 1948.75; Total Time: 1948.75
 Installed the Door Steward door assist gas spring modification in accordance with STC# SA01120SE instructions MVA-B40C10M&O, on the cabin door. Weight change negligible. Item added to the aircraft equipment list. See 337 dated this date.
 Checked the freon in the air conditioner. Found it was full. Extended the air conditioner condenser and cleaned. Set the strut height to 3 inches on the mains and 3 3/4 inch on the nose using nitrogen. Serviced the battery with Distilled Deionized water and charged the battery with a Concord P/N 4142 battery charger in accordance with the instructions supplied with the battery. Checked the cells with a hydrometer and found all cells charged properly. Tested the battery capacity with a capacity tester and found the battery is in airworthy condition. Topped the charge on the battery after testing and installed the charged battery in the aircraft.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7210.
 9/22/2009 ROGER E. SMITH *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

11-13-09
REMOVED SN3308 EHSI, KI256, & KING HEADING SYSTEM
REMOVED KX 155, KI 209, GMX 200, WX 1000, VSI, ADC 200, DME,
P-1000, ALT. PRE-SEL, GDL 69, ELT. INSTALLED G-500 IAW
STC#SA02015SE, 430W IAW STC#SA01933LA-D, WX 500 IN PLACE
OF WX 1000 USING EXISTING FIXTURES.
INSTALLED GDL 69A IN PLACE OF EXISTING GDL 69 INSTALLED
KANAAD COMPACT406 ELT IN PLACE OF EXISTING ELT. INSTALLED
GARMIN GTX 327 TRANSPONDER IN PLACE OF KING KT 76C. FOR
FURTHER INFO SEE 337'S FOR THE INSTALLATION OF THE GARMII
G 500, GNS 430W, AND GA 35 GPS ANT.

TOMLINSON AVIONICS OF FLORIDA, INC.

PH.239-936-6969, 521 DANLEY, PAGE FIELD, FT. MYERS, FL.

FAA APPROVED REPAIR STATION NO V6TR097X

I CERTIFY THAT THE ~~ALTIMETER~~, ENCODING SYSTEM AND
STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN
PERFORMED THE ALTIMETER/ADC PILOTS S/N N/A
COPILOTS S/N [Signature] WAS/WERE TESTED TO [Signature] K FT
SIGNATURE [Signature] DATE 11/13/09

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR
91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY
XPDR #1 M# 6TX327 S# 83737249 #2M# 6TX330 S/N 87100519
SIGNATURE [Signature] DATE 11/13/09

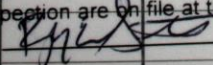
TOMLINSON AVIONICS OF FLORIDA, INC.

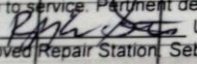
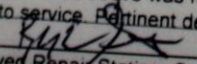
521 DANLEY DR., FT. MYERS, FL. 33907

FAA CRS # V6TR097X

| DATE | A/C Serial Number | A/C Registration No: | Date | Total A/C Hours |
|---|-------------------|----------------------|----------|-----------------|
| | CE-1513 | N898WP | 11/13/09 | |
| <p>Removed the factory installed primary engine instruments and installed JP Instruments Primary engine data management system in accordance with JPI Installation Manual for The EDM 900/930 and STC SA01435SE and report 908 dated Sept 09, 2004 or later Dated revision. Aircraft ground run and systems ops checked normal. 337 form completed and mailed this date.</p> <p style="text-align: right;"><i>Harold Brannon</i> Harold Brannon IA3045231</p> | | | | |
| <p>Date: 12/23/2009; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 1955.40; Total Time: 1955.40 Wound the trim string on the trim indicator drum and checked the trim indicator rigging. Trim indicator functions properly. Installed a new Oxygen sensor for the AvMix indicator. Adjusted the instrument air pressure regulator to provide 5 in/hg of pressure to instruments. Test ran the engine and the AvMix and gyro instruments all functioned properly. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7275. 12/23/2009 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station Sebring FL.</p> | | | | |

| DATE | | | | |
|------|--|--|--|--|
| | <p>Date: 1/09/2010; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 1960.60; Total Time: 1960.60 Opened access covers on both of the wings exposing all 4 fuel transmitters. Cleaned all of the wire connections on the fuel transmitters and installed the wires securely. Removed both of the fuel level transmitters from the right wing tank and inspected for condition. Found both transmitters are in good condition. Cleaned the wire wound resistors inside the transmitters with an electrical cleaner. Installed the transmitters and inspected after the fuel tanks were filled to verify that no fuel leakage was evident. Drained all of the fuel out of the aircraft and filled the tanks with known quantities of fuel while taking readings off of the J. P. Instruments EDM 930 for fuel gauge calibration purposes.</p> <p>Empty no fuel left tank .017, right tank .015. Empty with 3 gallons unusable fuel left tank .039, right tank .026. 1/4 tank 9.25 gallons usable fuel left tank .524, right tank .588. 1/2 tank 18.5 gallons usable fuel left tank .931, right tank .910. 3/4 tank 27.27 gallons usable fuel left tank .353, right tank 1.368. 37 gallons usable, 40 gallons total left tank 1.770, right tank 1.739. Full tanks, left tank 41.1 gallons 1.773, right tank 41.5 gallons 1.778.</p> <p>Completed C/W A-D 2008-13-17 (e)(1) by installing new landing light and nav light breaker/toggle switches P/N 35-380132-101 & 35-380132-103. This work completed in accordance with Hawker Beechcraft SB 24-3735. All affected breaker/toggle switches have now been replaced and this is terminating action for this A-D. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7217. 1/9/2010 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.</p> | | | |

| DATE | TIME | SERVICE | Technician or Repair Facility. (See back pages for other specific entries.) |
|---|------------------|---|---|
| Date: 4/06/2010 | Aircraft: N898WP | Type: BEECH F33A | S/N: CE-1513; Tach: 1977.80; Total Time: 1977.80 |
| <p>Completed annual inspection check list this date on this aircraft. Replaced the pneumatic pump inlet filter, P/N AAD9-14.5 on the rear engine baffle. Tightened loose bolts between the nose wheel well and both aft engine mount ears. Replaced damaged Adel clamp on the fuel line at top of left side nose gear well. Removed the original Brackett air filter element and installed a new element, P/N BA-7112. Replaced Adel clamp on the right side of the nose wheel well just forward of the muffler shroud. Removed the rubber trim from the bottom of the breaker panel and installed the rubber using screws to hold it in place. Removed the control yoke from the throw over tube. Removed the throw over tube from the aircraft and powder coated black. Installed it in the aircraft and installed the control yoke. Checked the unit and found that it functions properly. Removed the left brake caliper and disassembled it. Replaced the seals in the caliper. Installed the caliper on the aircraft and bled the brakes using MIL-H-5606 brake fluid. Tightened loose bolts in the nose gear steering mechanism on the top of the nose gear upper tube. Snugged up loose bolt on the center joint of the nose gear scissors. Replaced 6 sun damaged lubricaps on the nose gear scissors. Removed the shimmy dampener from the aircraft and found that the dampener has a small amount of air inside. Inspected the dampener and found no sign of oil leakage. Filled the dampener with MIL-H-5606 hydraulic fluid and cycled the dampener through its engine range of motion. Inspected the dampener for oil leakage and found no leakage evident at this time. Installed the serviced dampener on the aircraft and safetied the attaching bolts in place. Installed pressure brake bleeding equipment to the bleeder port on both of the brake calipers and filled the brake system with clean 5606 brake fluid, expelling all trapped air in the system. Added a washer between the outboard gear door forward rod end bearing on both doors and the main gear attachment bracket to provide clearance for the rod end bearings to swivel. Tightened loose bolt on the right aileron forward rod end bearing. Tightened loose screws in right flap actuator attach bracket. Stop drilled two small cracks in the belly skin. Removed a new P/N G-242 battery, S/N GO2488752 from the shipping package and inspected for damage, found none. Serviced the battery with 1.285 S. G. Electrolyte and charged the battery with a Concord P/N 4142 battery charger in accordance with Gill Manual titled "Instructions, Activation, Charging and Continued Airworthiness" TBP 1560 Rev H, dated 11/19/2008. Removed the original aircraft battery from the airframe. Removed the battery box and cleaned corrosion out of the inside. Installed the battery box in the aircraft and installed the new battery. Secured the battery box top. Repaired two cracks in the vertical fin fairing. A-D 2009-25-01 was previously complied with 9/19/1991 by compliance with Beech Service Bulletin 2394. Correct washers were found to be installed on shoulder harness at that time. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. This airframe has been inspected in accordance with an ANNUAL Inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order number 7350.</p> | | | |
| 4/6/2010 | Roger E. Smith |  | UW4R585M |
| Carter Aircraft Inc. FAA Approved Repair Station, Sebring, FL. | | | |

| DATE | TIME | SERVICE | Technician or Repair Facility. (See back pages for other specific entries.) |
|--|------------------|---|---|
| Date: 5/22/2010 | Aircraft: N898WP | Type: BEECH F33A | S/N: CE-1513; Tach: 1986.30; Total Time: 1986.30 |
| <p>Straightened fixed rudder trim tab in accordance with aircraft owners instructions. Removed the protective covering from the #2 CHT probe wiring connections and found loose bolt in the ring terminals on one of the leads. Tightened the loose bolt. Replaced PK screw and tinnerman nut in the ring terminals for the other wire on that probe. Test ran the engine and all CHT probes and all EGT probes are functioning properly. Removed the #3 cylinder CHT bayonet probe and probe fitting from the bottom of the cylinder head. Found that it was the original probe for the aircraft engine cluster. That gauge cluster has been removed from the aircraft and this probe has no purpose. Found the JPI CHT probe is under the top spark plug on the #3 cylinder. The wire is broken on this CHT spark plug gasket probe. Installed a new JPI screw in Probe P/N M-5850-TSO-C43, S/N 17271, in the bottom CHT port on the #3 cylinder. Capped the original aircraft CHT harness wires and insulated with white insulation tube. Test ran the engine and the #3 probe functioned properly. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7406.</p> | | | |
| 5/22/2010 | ROGER E. SMITH |  | UW4R585M. |
| Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. | | | |
| Date: 7/10/2010 | Aircraft: N898WP | Type: BEECH F33A | S/N: CE-1513; Tach: 1994.60; Total Time: 1994.60 |
| <p>Using T.J. Karge wheel balancing equipment, P/N 755-1 and their instructions, balanced the wheel assembly. Reinstalled the wheel on the nose fork. All of this work was performed in accordance with the maintenance manual for this aircraft and instructions contained on the wheel itself. Removed the Beech nose shimmy damper P/N 35-8251445-2 from the aircraft. Installed a new FAA Approved Lord Shimmy Damper P/N SE-1076-1, S/N LK00549, as listed in the Lord Bulletin No. SM-6523 "Approved Model List" Dated June 25, 2007. The new damper was installed in accordance with Lord Bulletin No. SM-6523, Titled "Installation and Removal Instructions For Lord SE-1076-1 Shimmy Damper Installed On Beech 33, 35, 36, 55, And 58 Aircraft Models". Dated June 25, 2007 and Lord Temporary Revision (TR) # 01, Dated February 01, 2008 and the Bonanza 33, 35, 36, Maintenance Manual P/N 36-990001-9. Negligible change in weight and balance. Cycled the landing gear retraction system and verified no obstruction to proper operation. Checked the landing gear safety system, position indicating system and the landing gear warning system and all functioned properly. Removed the valve core from the nose oleo valve stem and allowed all of the compressed air to escape. Raised the nose wheel up off of the ground. Inspected the strut and found no sign of leakage at this time. Serviced the strut with Mil-H-5606 fluid and installed the valve core. Filled the strut with dry Nitrogen in accordance with the instructions contained in the maintenance manual for this aircraft. Lowered the nose to the ground and moved the aircraft around to check the oleo strut for proper extension. Found that the extension is OK at this time. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7444.</p> | | | |
| 7/10/2010 | ROGER E. SMITH |  | UW4R585M. |
| Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. | | | |

| DATE | | | | |
|---|--|--|---|---|
| Date: 11/11/2010 | Aircraft: N898WP | Type: BEECH | F33A; S/N: CE-1513; Tach: 2020.00; Total Time: 2020.00 | |
| Made slight adjustment to the rudder trim to hold rudder to the left, per the aircraft operators instructions. | Made slight adjustment to the elevator trim indicator to tighten the indicator string. | Fitted and installed a new pilots side window plastic molding. | Cut and fitted the pilots side inner window to fit the new window molding and installed the inner window. | Installed three plastic scab patches under screws in top of the left window moldings. |
| The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7535. | 11/11/2010 | ROGER E. SMITH | UW4R585M | 863-655-1423 |
| Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. | | | | |

Beechcraft F33A S/N: CE-1513 N898WP Hobbs: 2034.5
ETSO: 487.6 3/2/2011

Complied with Annual Type Inspection IAW FAR 43 appendix d
Complied with 100 Hour Inspections of engine and propeller IAW
FAR 43 appendix d

Complied with engine compression checks, see engine log

Complied with engine oil and filter change

Complied with FAR 91.207 (d) ELT battery not due until 4/2015

Checked compliance of FAR 91.411 & .413 found not due until
11/2011

Complied with AD 96-09-06, found N/A aircraft model not listed in
affectivity list

Complied with AD 2002-26-03, inspection found PCW

Complied with AD 2003-13-17, found N/A hub S/N not listed in
affectivity list

Complied with AD 2005-14-11, found N/A by propeller model
installed

Complied with AD 2006-24-07, found N/A by P/N & S/N not listed in
affectivity table

Complied with AD 2007-08-04, found N/a by Propeller model

Complied with AD 76-07-12, by inspection-OK

Removed and replaced bracket air filter with new

Removed and replaced brake discs, linings, and pads due to wear
with new

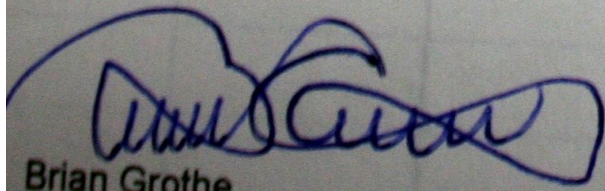
Replaced broken static line "T" fitting in tail cone with new

And performed leak check IAW FAR 91.411

Removed and replaced L/H muffler with new

Removed and replaced two bearings and races for wheel due to
pitting and corrosion

I hereby certify this aircraft has been inspected IAW FAR 91.43
appendix d and is found to be in an airworthy condition.


Brian Grothe

A&P1800620IA

| DATE | |
|-----------|--|
| 3/15/2011 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2035.10; Total Time: 2035.10 Removed the left wing tip and inspected the magnetometer. The magnetometer seemed to be in good shape and the harness was securely attached. Inspected the harness to the AHARS and found the harness was not fully plugged in. Secured the loose harness to the Garmin AHARS. Adjusted the position of the aileron trim indicator. Made slight adjustment to the fixed rudder trim. Installed a new Whelen strobe power supply. P/N 01-0790079-04, S/N 03722. Ring terminal on the ground wire had to be replaced on the new power supply in order for the ground wire to fit the original grounding screw. Tested the strobe system and all strobe lights function normally. Removed both of the main wheels. Replaced both of the tires with Goodyear Flight Custom III 700X6 8PR and installed two new tubes. Assembled the wheels in accordance with the appropriate maintenance manual for this equipment using new steel lock nuts. Both wheel assemblies were then balanced using T.J. Karg tire balancing equipment P/N 755-1 and their instructions. Installed the balanced wheel assemblies back on the aircraft and cycled the landing gear. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7619. 3/15/2011 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. |
| 4/02/2011 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2040.20; Total Time: 2040.20 Adjusted the right flap. Installed the inboard flap gap seal and touched up paint on the rivet heads. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7639. 4/2/2011 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. |
| 7/02/2011 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2058.40; Total Time: 2058.40 Installed owner supplied oxygen sensor for the AvBlend indicator. Test ran the engine and the AvBlend indicator functioned properly. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7755. 7/2/2011 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. |

| DATE | |
|------------|---|
| 9/10/2011 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2066.00; Total Time: 2066.00 Replaced fuel cap O-ring seals P/N MS29513-338 on both fuel caps and adjusted lock tension on the left fuel cap. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7771. 9/10/2011 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. |
| 10/11/2011 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2083.80; Total Time: 2083.80 Removed RC Allen P/N RCA22-11, S/N 26B0049, Artificial Horizon and installed overhauled RC Allen, P/N RCA22-11, S/N24L0258. Tested the replacement instrument and found that it functions properly. Removed #2 EGT probe and tested. Probe tested O.K. Neatly re-routed wire and re-installed #2 EGT probe. Test ran engine and EGT probe functions properly at this time. Also checked the tachometer during the test run and found no problem at this time. Removed the nose wheel assembly. Disassembled the wheel and removed the old tire. Found threads pulled out of one of the wheel bolt nuts. Inspected all of the wheel bolts and found bolts are not damaged. Installed a new Flight Custom III tire and tube and replaced wheel bolt nuts with new parts. Using T.J. Karge tire balancing equipment P/N D/755-1 and their instructions, balanced the wheel assembly before reinstalling on the aircraft. Cycled the landing gear to make sure the nose wheel assembly would not hang up in the nose wheel well. Removed old silicone adhesive from glare shield rope light and reinstalled light with hot glue gun. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7796. 10/11/2011 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL. |

I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED: THE ALTIMETER: PILOTS S/N W25427H COPILOTS S/N N/A, ADC S/N 20607203 WAS/WERE TESTED TO 50 K FT

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY.

XPDR # 1 M/N 6TX330 S/N 89100519
 XPDR # 2 M/N 6TX327 S/N 83739249

SIGNATURE [Signature] DATE 11/22/11

TOMLINSON AVIONICS OF FLORIDA, INC.
 521 DANLEY DR., FT. MYERS, FL. 33907
 FAA CRS # V6TR097X

| DATE | TIME | DESCRIPTION | NUMBER OF PAGES FOR OTHER SPECIFIC ENTRIES. |
|-----------|------|--|---|
| 4/20/2012 | | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2109.50; Total Time: 2109.50</p> <p>Completed annual inspection check list this date on this aircraft. Inspected the Kannad 406-F ELT system in this aircraft according to the ELT manufacturer's instructions and FAA action notice 8310.1. Found that this ELT meets the requirements of section 91.207(d). All of the batteries are good at this time with no leakage evident. This inspection is due within 12 months of the last inspection. The ELT batteries are dated Good Till 04-2015. Replaced missing springs on the two rear top cowl door clamps. Repaired two cracks in the belly skin by installing scab patches. Installed these scab patches in accordance with AC 43.13-1B chapter 4, section 4, "Metal Repair Procedures," paragraph 4-58 "Repair Methods and Precautions for aluminum structure", part (f) "Patching of Small Holes". This scab patch was patterned after typical patches on figure 4-16, titled "Typical Repairs of Stressed Sheet Metal Covering." Painted the patches to match the existing paint scheme. Performed this repair on Flap P/N 35-165050-606. Removed the actuator attachment bracket from the flap leading edge skin. Removed broken skin under the attach bracket making a hole large enough to remove the broken nose rib from the spar. Removed the broken rib p/n 35-165050-84 from the flap spar and dressed the opening in the leading edge skin. Riveted a nose rib doubler P/N 35-165050-236 into a new nose rib P/N 35-165050-234. Both of these parts are product improvements provided by Hawker Beechcraft for the original P/N 35-165050-84 rib. Riveted the new nose rib assembly to the flap spar using blind rivets. Fabricated a scab patch from 2024 T3-0.020 aluminum and secured the scab patch in place using blind rivets. This work was performed in accordance with the instructions for Raytheon Aircraft Co. Kit 101-4072-1 titled "Kit Installation Instructions" and the associated Raytheon Aircraft Co. Drawing No. 101-4072. In addition this repair meets AC 43.13-1B Chapter 4, Section 4, "Metal Repair Procedures," paragraph 4-58 "Repair Methods and Precautions for aluminum structure", Part (f) "Patching of Small Holes". All of the rivets were installed with appropriate tools in accordance with acceptable methods, techniques and practices called out in AC 43.13-1B Chapter 4, Paragraph 4-57(f)(c)(4)(g)(1) and Figure 4-9. Negligible change in weight and balance. Touched up paint on the two belly repairs, the flap repair and cleaned and repainted the nose fork. Replaced the original Brackett air filter element, P/N BA-7112. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. C/W A-D 2007-08-04 by inspection of the propeller blades in accordance with McCauley ASB 248 2.B through 2F. No damage was found on any of the blades. This inspection due again each annual or each 100 hours time in service which ever comes first.</p> <p>This aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 7921.</p> <p>4/20/2012 Roger E. Smith <u>[Signature]</u> UW4R585M FAA Approved Repair Station, Carter Aircraft Inc. Sebring Fl.</p> | |

| DATE | DESCRIPTION | INSPECTOR | WORK ORDER |
|-----------|--|----------------|------------|
| 5/09/2012 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2114.60; Total Time: 2114.60 Re-secured gear handle knob by tightening set screw. Removed defective rheostat. Installed new rheostat, P/N VW1KSPB, for lower instrument panel lighting. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7843. | ROGER E. SMITH | UW4R585M. |
| 5/9/2012 | ROGER E. SMITH Carter Aircraft, Inc. Repair Station, Sebring FL. | | |
| 6/08/2012 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2120.20; Total Time: 2120.20 Removed the Dukes electric fuel pump, P/N 1296-00-1NV, S/N 3872 and shipped out for overhaul. Installed the repaired pump and checked for fuel leaks. No leaks evident at this time. Adjusted the elevator trim indicator to read -0- when the elevator trim tab is in neutral. This work was performed in accordance with the Raytheon Aircraft Shop Manual 33 & 35 Series, P/N AF33-0011-1/AF35-0096-1. Installed new bottom door pin striker, P/N 002-430000-73, and adjusted to pull the bottom of the door in when the inside door handle is latched. Adjusted the rigging on the door latch mechanism for proper closing of the outside door handle when the door is latched closed. This work was performed in accordance with the Raytheon Aircraft Shop Manual 33 & 35 Series, P/N AF33-0011-1/AF35-0096-1. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7981. | ROGER E. SMITH | UW4R585M. |
| 6/8/2012 | ROGER E. SMITH Carter Aircraft, Inc. Repair Station, Sebring FL. | | |
| 6/15/2012 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2123.40; Total Time: 2123.40 Removed the inner cabin door panel and removed broken outside door handle return spring. Installed a new spring and checked the operation of the cabin door latch. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 7999. | ROGER E. SMITH | UW4R585M. |
| 6/15/2012 | ROGER E. SMITH Carter Aircraft, Inc. Repair Station, Sebring FL. | | |

| DATE | DESCRIPTION | INSPECTOR | WORK ORDER |
|-----------|---|----------------|------------|
| 7/19/2012 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2133.70; Total Time: 2133.70 Inspected all 4 aileron hinges to verify proper screw engagement. The aileron hinges were not painted per Hawker safety Communique' 324. That paint work will be performed at a later date. Complied with inspection of the elevator control cables behind the instrument panel per Hawker safety Communique' 322 by visual inspection. The elevator control was moved through its full range of motion by an assistant to the inspector and no damage or corrosion on the specified cables was noted. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8021. | ROGER E. SMITH | UW4R585M. |
| 7/19/2012 | ROGER E. SMITH Carter Aircraft, Inc. Repair Station, Sebring FL. | | |
| 8/11/2012 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2138.70; Total Time: 2138.70 Removed inner door cover on top of cabin door. Cleaned courtesy light sockets and replaced missing fuse in the courtesy light fuse holder on the firewall. Cabin door courtesy light functions properly at this time. Glued a small piece of the right wing root seal back to the bottom wing skin using contact cement. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8036. | ROGER E. SMITH | UW4R585M. |
| 8/11/2012 | ROGER E. SMITH Carter Aircraft, Inc. Repair Station, Sebring FL. | | |
| 9/08/2012 | Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2163.90; Total Time: 2163.90 Removed both left fuel tank upper covers and checked the fuel sender wiring. No default was found. Removed nose wheel and checked the wheel balance. Tightened up the steering mechanism on top of the oleo and safetied castle nuts with new cotter keys. Installed a new pin, Beech P/N A905, in the fuel selector knob. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8044. | ROGER E. SMITH | UW4R585M. |
| 9/08/2012 | ROGER E. SMITH Carter Aircraft, Inc. Repair Station, Sebring FL. | | |

| DATE | |
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| Date: 1/24/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2179.80; Total Time: 2179.80 | <p>Tested the stand by alternator switch and regulator using the B & C Installation Manual for Stand by Alternator System Bonanza as a guide. found no defect with stand by alternator wiring, switch and regulator. Serviced the nose strut with compressed Nitrogen gas. Glued loose wing root seal back of the bottom of the left wing using contact cement.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8128.</p> <p>1/24/2013 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Repair Station, Sebring FL.</p> |
| Date: 5/01/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2211.20; Total Time: 2211.20 | <p>Completed Annual inspection check list this date on this aircraft. Inspected the Kannad 406 AF-Compact ELT system in this aircraft according to the ELT manufacturer's instructions and FAA action notice 8310.1. Found that this ELT meets the requirements of section 91.207(d). This inspection is due within 12 months of the last inspection. The ELT batteries are dated Good Till April 2015.</p> <p>Removed the pneumatic pump inlet filter from the engine baffle and installed a new filter, P/N AAD9-14-5. Replaced torn boot on the positive battery cable. Adjusted the position of the muffler shroud scat hose to clear the cowl flap actuator rod. Lubricated the firewall air shut off control cable and valve assembly with Mouse Milk lubricant. Attached the compass card to the instrument panel glare shield. Tightened loose screw in the throttle vernier control center knob. Removed the top caps, shaft and pistons from both of the brake master cylinders. Reassembled the cylinders replacing all of the rubber o-rings with new parts. Installed both cylinders back in their original position in the aircraft. Removed the left brake caliper and disassembled it. Installed new seals on the pistons, lubricated the caliper and the seals and reinstalled the pistons in the bores. Installed the caliper on the aircraft and bled the brakes using X/C HY5606A brake fluid. Inspected the cylinders for oil leakage and found no leakage at this time. Tightened loose nose gear door rod end fitting to remove free play. Extended the air conditioner condenser on the belly of the aircraft and straightened bent fins. Washed the condenser out to remove oily residue and exhaust residue. C/W A-D 2007-08-04 by inspection of the propeller blades in accordance with McCauley ASB 248.2.B through 2.F. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time.</p> <p>This aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 8217. This ANNUAL was completed 5/01/2013.</p> <p>Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Sebring FL. Repair Station.</p> |

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| | <p>Upgraded GTX 330 software to 7.02 per STC SA01714W1. For more information see 337 this date. Function check ok.</p> <p>Signature <i>[Signature]</i> Date <u>8-16-13</u></p> <p>TOMLINSON AVIONICS OF FLORIDA, INC. PH.239-936-6969, 521 DANLEY, PAGE FIELD, FT. MYERS, FL. FAA APPROVED REPAIR STATION NO. V6TR097X</p> |
| Date: 9/20/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2237.80; Total Time: 2237.80 | <p>Installed new AV-Mix lean sensor O2 probe.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8300.</p> <p>9/20/2013 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Repair Station, Sebring FL.</p> |

| YEAR: | RECORDING TACH TIME | FLIGHT | TIME IN SERVICE | Technician or Repair Facility. (See back pages for other specific entries.) |
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| 11/07/2013 | | | | <p>Date: 11/07/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2263.50; Total Time: 2263.50 Removed both of the main wheels from the aircraft. Disassembled the wheels and inspected for hidden damage. Found no damage on either wheel. Replaced both of the tires with Specialty Tire Co. Super Hawk P/N 7.00X6-8TT-SH tires and new Goodyear Butyl rubber tubes. Assembled the wheels using new wheel bolt nuts and torqued in accordance with the data tags attached to the wheels. New tires were inflated with air to 35 PSI per inflation decals on the main gear doors. Both wheel assemblies were then balanced using T.J. Karg tire balancing equipment P/N 755-1 and their instructions. Installed the balanced wheel assemblies back on the aircraft and cycled the landing gear to make sure that the new tires do not hang up in the wheel well. This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 which covers Model F33A S/N CE-748, CE-772 and after. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8327. 11/07/2013 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Repair Station, Sebring FL.</p> |
| | | | | <p>I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED: THE ALTIMETER: PILOTS S/N <u>12254294</u> COPILOTS S/N <u>N/A</u> ADC S/N <u>20607203</u> WAS/WERE TESTED TO <u>20</u> K FT I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY XPDR # 1 M/N <u>GTX 330</u> S/N <u>84100519</u> XPDR # 2 M/N <u>GTX 327</u> S/N <u>83757249</u> SIGNATURE <i>[Signature]</i> DATE <u>11/14/13</u> TOMLINSON AVIONICS OF FLORIDA, INC. 521 DANLEY DR., FT. MYERS, FL. 33907 FAA CRS # V6TR097X</p> |

| DATE | RECORDING TACH TIME | FLIGHT | TIME IN SERVICE | Technician or Repair Facility. (See back pages for other specific entries.) |
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| 6/06/2014 | | | | <p>Date: 6/06/2014; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2309.00; Total Time: 2309.00 Completed Annual inspection check list this date on this aircraft. Inspected the Kannad 406 ELT system, S/N S1840509-01, in this aircraft according to the ELT manufacturer's instructions and FAA action notice 8310.1. Found that this ELT meets the requirements of section 91.207(d). This inspection is due within 12 months of the last inspection. The ELT batteries are dated Good Till April 2015. Removed the front seat lap belts and the shoulder harness and inertial reels. Shipped all out to Aviation Safety Products, Inc. for repair by rewebb, see their work orders #12453-1 and 12453-2. Installed the repaired belts in the aircraft. Installed General Technics Angle Of Attack (AOA), P/N CYA-100, in accordance with General Technics Installation Manual and FAA Advisory Circulars AC 43.13-1B and 43.13-2B. Per Charles L. Smalley, Manager, Chicago Aircraft Certification Office, Letter Dated March 24, 2014, this AOA meets the design and performance requirements of FAA memorandum number AIR-100-14-110-PM01 for supplemental angle of attack system and is produced under a quality system that satisfies the requirements of the same memorandum. This installation meets the requirements of Peter Rouse as stated in US Department of Transportation, Federal Aviation Administration, Small Airplane Directorate, Letter Dated December 15, 2011. Under these specifications this is a Minor Alteration and does not require filing of a 337 form. The new total aircraft electrical load was checked in accordance with AC 43.13-1B, Chapter 11, Section 3, Paragraph 11-36 and found not to adversely affect the integrity of the electrical system. There was negligible change in weight and balance. The Power On Self Test (POST) steps 2.3.1 and 2.3.2 was completed successfully. The aircraft owner will program the unit to Stall Speed and Vx (best angle of climb) airspeed per instructions in the General Technics Installation Manual. Removed the hinge pin retaining screw from the right forward upper drag brace hinge pin. replaced stripped out nut on the retaining screw and torqued the screw per the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9. Removed the brake lining from the left brake and installed new lining part number 066-10500. The new brakes were then conditioned in accordance with the instructions provided by the lining manufacturer. Replaced O-ring seats, P/N MS29513-338, on the outer edge of both fuel caps. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. This aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 8455. This ANNUAL was completed 6/06/2014. Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Sebring FL Repair Station.</p> |

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Date: 10/01/2014; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2360.80; Total Time: 2360.80
 Checked #2 EGT probe connections and found all connections are good. Repositioned the safety pin the the fire extinguisher and installed a new cooling duct, P/N BE709-4-30-6, on the battery box.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8469.
 10/01/2014 ROGER E. SMITH *[Signature]* UW4R585M.
 Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 4/16/2015; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2410.80; Total Time: 2410.80
 Removed both brake master cylinders and replaced the upper shaft O-ring seals. Installed the repaired master cylinders in the aircraft and bled the brake system with X/C HY5606A fluid. Inspected the brake system for leakage and no leakage noted at this time. This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 and Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3. Replaced damaged Door Steward cylinder with a new Door Steward cylinder.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8538.
 4/16/2015 ROGER E. SMITH *[Signature]* UW4R585M.
 Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 7/17/2015; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2422.60; Total Time: 2422.60
 Completed Annual inspection check list this date on this aircraft. Removed Kannad Model 406, ELT P/N S1840501-01, S/N 2621201-0106 and inspected the battery. Found that the battery was not leaking at this time. Inspected the radio inside and found that the radio looks OK with no internal corrosion evident at this time. Installed a new battery Kit P/N BAT200, S/N LX1100216092 that is good till March 2022. Tested the ELT system 5 minutes after the hour in accordance with applicable aircraft and ELT manufacturer's instructions and applicable FAA guidance. Found that this ELT meets the requirements of section 91.207(d) and FAA action notice 8310.1. Removed the pneumatic pump inlet filter from the engine baffle and installed a new filter, P/N RAD9-14-5. This filter requires replacement once each year. Installed a new central instrument air inlet filter, P/N AA2J4-7, and checked all of the instrument lines for condition. Found that all of the instrument lines are in airworthy condition at this time. Replaced the Lean Find O2 sensor. Using a solvent we cleaned all of the spark plug cigarettes and visually inspected them for signs of carbon tracking. Found no carbon tracking at this time. Lubricated the threads on the harness nuts and installed the harness back on the spark plugs. Cleaned the battery terminals and the battery cables. Installed the battery in the box and installed box lid. Replaced duct from the

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muffler shroud to the cabin heat box on the firewall. Removed both of the main wheels. Disassembled the wheels and replaced both of the tires with Condor 700 X 6 and Michelin Leak Guard tubes. Assembled the wheels in accordance with the information contained on the wheel data plates. Both wheel assemblies were then balanced and installed on the aircraft. Cycled the landing gear and the landing gear functioned normally. Removed both of the brake calipers, inspected and replaced the rubber seals with new parts. Installed the calipers and bled the complete brake system with fresh clean X/C HY5606A hydraulic fluid. Inspected both of the calipers for oil leakage and found no leakage at this time. Removed the brake lining from the right wheel and found that all of the lining is worn out. Installed new lining, RA66-105 with new brake rivets. Replaced the bushings in both nose gear door rear hinge arms. Stop drilled cracks in the vertical fin to fuselage plastic fairing. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service.
 The work completed during this Annual inspection was performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 and the Beech Illustrated Parts Catalog P/N 36-590001-1U, dated January 1, 2014.
 This aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 8734.
 7/17/2015 Roger E. Smith *[Signature]* UW4R585M.
 Carter Aircraft, Inc. Sebring FL Repair Station

Date: 7/16/2015; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2422.60; Total Time: 2422.60
 Replaced the reinforcement plate on the upper front cabin door hinge. Replaced the hinge fairing plates on both the upper and lower door hinges. Cleaned, etched, applied alodine and primed the reinforcement and both hinge fairings. Painted the hinges and reinforcement plate with PPG Delfleet custom match Polyurethane paint.
 This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 and Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8740.
 7/16/2015 ROGER E. SMITH *[Signature]* UW4R585M.
 Carter Aircraft, Inc. Repair Station, Sebring FL.

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| 8/28/2015 | <p>Aircraft: N898WVP; Type: BEECH F33A; S/N: CE-1513; Tach: 2453.10; Total Time: 2453.10 Removed the original quick drains. Installed new Silver Bulled fuel drain valve Kit P/N 702B, in accordance with STC SA011110CH, AML No. SA011110CH, dated 5/09/2014, Storehouse LLC applicable installation instructions No. 720B, Rev. N, dated 1/27/2014 and Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9. Removed Whelen strobe light system from the wing tips, the tail stinger and removed Whelen strobe power supply from the radio shelf in the tail cone. Installed new Whelen Anti-Collision/Position Light System consisting of Green LED light fixture (right tip) P/N 01-090701-11, S/N 00321, Red LED light fixture (left tip) P/N 01-0790701-12, S/N 00316 and White LED light fixture (tail) P/N 01-0771774V02, S/N 00779. Removed the strobe light 10 amp breaker switch and installed a direct replacement breaker switch with a 2 amp rating. Used the existing wiring for the original Position lights and the Strobe lights to power the new LED Position lights and Anti-Collision lights. These lights were installed in accordance with STC SA800RA, AML SA800EA, dated December 12, 2014, Whelen Anti-Collision Light Systems Installation and Service Manual, Document No. 05131, Rev C, dated October 2014 and Whelen Installation Guide Form No. 14743A. Modified the aircraft equipment list to reflect this alteration. Calculated new weight and balance list. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8763. 8/28/2015 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Repair Station, Sebring FL.</p> |

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| 9/15/2015 | <p>Aircraft: N898WVP; Type: BEECH F33A; S/N: CE-1513; Tach: 2460.30; Total Time: 2460.30 Removed the cover that the angle of attack sensor is attached to and inspected the wiring. Repaired a broken wire and added a clamp to stop the service loop from vibrating. Installed the cover on the bottom of the wing. Adjusted the landing gear throttle switch to trigger the gear horn when the throttle is near idle at a position that the aircraft owner measured during flight. This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8762. 9/15/2015 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Repair Station, Sebring FL.</p> |
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| 10/29/2015 | <p>Aircraft: N898WVP; Type: BEECH F33A; S/N: CE-1513; Tach: 2469.40; Total Time: 2469.40 Sanded small chips nicks & dings on the leading edges of both wings and several large chips on the inner tip of the upper nose bowl air inlets. Treated the bare aluminum with DX533 aluminum cleaner (etch acid) and DX503 metal conditioner (alodine) to prepare for priming. The cleaner and conditioner was applied in accordance with PPG Instructions, and FAA AC 43.13-1B Chapter 5, Section 6, 6-90. Primed the prepared surfaces with A-702 Green Zinc Phosphate primer, and Painted with custom match white PPG Delfleet Polyurethane paint. Polished touched up areas of the leading leading edges using 3M Finesse-it II polish. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8811. 10/29/2015 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Repair Station, Sebring FL.</p> |
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| 1/15/2016 | <p>Aircraft: N898WVP; Type: BEECH F33A; S/N: CE-1513; Tach: 2476; Total Time: 2469.40 Removed loose nose landing gear door rubber seal and cleaned the old contact cement off of both doors. Installed new flat rubber seats cut from Bottom Beech wing root seal. The new seal material was glued in place using contact cement. Installed new flat rubber tips from the aircraft and cut off the wrist lock connectors. Installed Molex plugs for the nav lights and the anti-collision lights. The pins and receptacles were installed using a Waldon universal crimping tool and the instructions contained with the kit. This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8867. 1/15/16 ROGER E. SMITH <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Repair Station, Sebring FL.</p> |
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**CARBON MONOXIDE DETECTOR
 LOG BOOK REMINDER**
 P/N: 452-201-010^{RS} S/N: 86067
 Install date: 5-13-16
 Overhaul Due Date: 5 years from install date
 Return to: www.coguardian.com

| DATE | | | |
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| | | I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED. THE ALTIMETER PILOTS S/N <u>12251294</u> COPILOTS S/N <u>N/A</u> ADC S/N <u>20007203</u> WAS/WERE TESTED TO <u>20</u> K FT I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY. XPDR # 1 M/N <u>GT 830</u> S/N <u>84100519</u> XPDR # 2 M/N <u>GT 307</u> S/N <u>33737249</u> SIGNATURE: <u>[Signature]</u> DATE <u>4/13/16</u> TOMLINSON AVIONICS OF FLORIDA INC. 521 DANLEY DR, FT. MYERS, FL. 33907 FAA CRS # V6TR097X, | |
| | | Date: 5/25/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2509.40; Total Time: 2509.40 Cleaned around the base of GPS antenna just above the rear cabin door on the top of the tail cone. Applied white RTV Silicone Sealer to seal the antenna to the tail cone skin. Tightened loose knob on the standby altimeter and tightened loose screw securing the altimeter to the instrument panel. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 8974. 5/25/2016 ROGER E. SMITH <u>[Signature]</u> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL. | |

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| | | Date: 8/03/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2524.20; Total Time: 2524.20 Completed Annual Inspection Check List. Inspected the Kannad 406 AF- Compact ELT system in this aircraft according to the ELT manufacturer's instructions and FAA action notice 8310.1. Found that this ELT meets the requirements of section 91.207(d). This inspection is due within 12 months of the last inspection. The ELT batteries are dated Good Till March 2022. Removed the pneumatic pump inlet filter from the engine baffle and installed a new filter, P/N RAD9-14-5. This filter requires replacement once each year. Replaced torn boot on the alternator output post and replaced deteriorated Ty-raps. Removed the battery from the battery box. Cleaned corrosion out of the box and off of the battery posts. Flushed the box with fresh water and reinstalled the battery. Treated the battery posts with dielectric grease to prevent corrosion and closed the box. Torqued all of the bolts that secure the engine mount legs to the engine mount keel and cleaned around all bolt heads. Secured loose wire on firewall with Ty-raps to stop it from coming in contact with the left cowl flap control rod. Glued loose chafe seal on the left cowl flap using contact cement. Removed the original Brackett air filter element and installed a new element, P/N BA-7112. Inspected the Brackett air filter housing and found it to be in good condition. The screen is well attached and the gasket is secure. This filter element requires replacement yearly. Replaced deteriorated heater duct with Scat-12. Replaced broken ring terminal on the ships EGT probe. Wiped light coat of Corrosion-X oil on the exterior of bare aluminum boxes in the tail cone. Sealed antenna base for antenna at leading edge of the vertical fin. Lubricated the cowl flap cable and the cowl flap joints with ZEP-45 lubricant and exercised until free. Tightened loose screws in prop, mixture and throttle control cable vernier push buttons. Glued loose Velcro back in place on rear interior panels. Removed the cabin air filter from the air conditioner evaporator housing and washed out with soap and water. Dried the filter and reinstalled in the housing. Removed the left brake caliper and disassembled it. Cleaned the caliper and the pistons in solvent. Inspected the caliper bores and the pistons and found them to be serviceable. Installed new O-ring seals on the pistons, lubricated the caliper and the seals and reinstalled the pistons. Installed the caliper on the aircraft and bled the brakes using GLASF 4 hydraulic fluid. Installed new lining on the left brake. The brake lining was then conditioned in accordance with the lining manufacturer's instructions. Removed torn edge from the nose gear actuator rod boot and reinstalled the boot on the aircraft. Replaced damaged valve core in the right main gear oleo valve stem. Removed corrosion on both the right and left aft wing bolt covers. Removed corrosion from the Pitot tube mounting bracket. Removed corrosion from the bottom wing skin just forward of the right flap. Prepared several sections of bare metal on the belly that became exposed when the paint fell off. Treated the bare aluminum with DX533 aluminum cleaner (etch acid) and DX503 metal conditioner (alodine) to prepare for priming. The cleaner and conditioner was applied in accordance with PPG Instructions, and FAA AC 43.13-1B Chapter 5, Section 6, Paragraph 6-90. Primed the conditioned aluminum with A-702 Zinc Phosphate primer. Top coated with Delfleet white paint. This PPG Delfleet Essential ESSS Single Stage Polyurethane Enamel paint was applied in accordance with PPG Technical Data Sheet No. DFE-20, dated | |

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| 8/2012 | which contains application instructions. Replaced damaged riv nut for screw attaching cover for base of the vertical fin. Removed plastic belly cover on the air conditioner condenser and repaired cracks in the cover with Rapid Fix. Installed the repaired cover on the aircraft. Replaced broken Ty-rap in the tail cone that supports the large air duct. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. |
| | The work performed during this annual inspection was completed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9, Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3 and instructions contained in the appropriate overhaul manual and parts manual for this engine found on Teledyne Continental Motors Subscription website titled TCM-LINK. This aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 9009. |
| 8/03/2016 | Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. Sebring FL, FAA Certified Repair Station |
| Date: 9/28/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2539.70; Total Time: 2539.70 | |
| | Removed the inner window from the cabin door. removed the Plastic window molding from the door and replaced the door light switch. Cleaned the fuse holder for the door light and installed a new fuse. Tested the door light/switch for proper operation. Found that the door light functions properly. Installed the window molding and installed the inner door window. |
| | This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 and Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3. |
| | The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9044. |
| 9/28/2016 | Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL |

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| Date: 11/17/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2560.70; Total Time: 2560.70 | |
| | Removed a new P/N G-242 battery, S/N G02933008 from the shipping package and inspected for damage, found none. Serviced the battery with 1.265 S. G. Electrolyte and charged the battery with a Concord P/N 4142 battery charger in accordance with Gill Manual titled "Instructions, Activation, Charging and Continued Airworthiness", TBP 1560 Rev. H, dated 11/19/2008. Removed the original aircraft battery from the airframe and inspected the battery box for holes and general condition. Found that the battery box is in good condition. Installed the new battery and secured the battery box top. Re-wrapped elevator trim indicator and verified proper rigging and indication. |
| | This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 and Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3. |
| | The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9103. |
| 11/17/2016 | Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL |

TOMLINSON AVIONICS OF FLORIDA INC.
521 DANLEY DR., FT. MYERS, FL. 33907
FAA CRS V6TR097X, DATE 2-10-17

REMOVED FUEL SENDERS AND INSTALLED NEW CIES INC. FUEL SENDERS P/N CC284022215-101 AND P/N CC284022215-102. REWIRED AS NEEDED TO INTERFACE WITH JPI 930. CALIBRATED SENDERS, FUNCTION CHECK OK.

BY: *[Signature]*

| DATE | |
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| 4/27/2017 | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2573.40; Total Time: 2573.40</p> <p>Removed the existing Boom Beam light assembly. Cleaned the reflector and the inside of the clear lens. Installed the original bulb in the lens and the light functions properly. Removed the glare shield and installed a new GeeBee FAA PMA Approved heavy wall flexible defrost duct. Inspected the control movement behind the instrument panel and found no interference. Removed all of the seats, removed both the forward spar and aft spar plastic covers, including the front air conditioning duct. Removed the carpet covered interior side panels. Removed all of floor carpet from the aircraft. Installed Airtex Products, Inc. complete floor carpet kit, P/N 1239A, and Wall Panels- Kicks kit, P/N 1029. These materials meet the Flame resistant requirements of FAR 23.853(a, f) and are approved for use in this aircraft. Removed broken overhead panel and pilot side arm rest. Trimmed fitted and installed FAA PMA Approved Vantage Plane Plastics replacement panels P/N's K106-530042-1 & K106-530079-5. These parts were installed in accordance with Vantage Plane Plastics Suggested Installation Guidelines. Thoroughly cleaned the wing walk surface and applied the wing walk paint ULTRAWING WALK (NON-SKID) to the wing walk area. Masked the cabin step and stripped all of the wing walk paint from the step tread area. Primed the step tread area with Zinc Phosphate primer and painted the primer with PPG Delfleet white paint. Applied black non-skid Beech "B" decal on the step tread. Completed minor alteration to the electrical system by removing the cigarette lighter from the instrument panel. Installed Guardian IFDR Power 150/250 Power Supply dual USB port in the original lighter hole. Used template supplied with USB port to locate and drill two screw holes for the port. Secured the port in place and installed the plastic cover plate on the instrument panel. Removed the cover from the circuit breaker panel and removed the 10 amp cigarette lighter breaker. Installed a 2 amp breaker and installed the circuit breaker panel cover. Secured the original lighter wire to the new breaker and secured the other end of the wire to the USB port. Ran a second wire from the port and connected it to ground. This unit installed and wired in accordance with Guardian installation instructions. Tested the USB port and it functioned properly. This USB Port is approved as Non-Required Safety Enhancing Equipment (NORSEE) as outlined in FAA memorandum number PS-AIR-21.8-1602. Negligible change in weight and balance. We re-seated the "Gear Up" light in the annunciator and re-secured the light box. Gained access to the sub panel dimmer rheostat and found one wire broken and the second wire over with over 50% of the strands broken. Soldered both wires back in place.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9168.</p> <p>4/27/2017 Rbger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |

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| 2/15/2017 | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2573.40; Total Time: 2573.40</p> <p>Removed the existing PAR36 taxi light and installed an FAA PMA Approved replacement Whelen Parmetheus Plus LED taxi light Bulb, P/N 01-0771833-25 in accordance with Whelen Engineering Co. STC Installation Manual, Form Number 14793C, Steps 1 Thru 17. STC SA00344BD and AML-140212, Rev 5. The new total aircraft electrical load was checked in accordance with AC 43.13-1B, Chapter 11, Section 3, Paragraph 11-36 and found not to adversely affect the integrity of the electrical system. Tested the new bulb for proper operation and found that it functions properly. Negligible change in weight and balance. Modified the aircraft equipment list to reflect this alteration. See 337 dated this date.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9158.</p> <p>2/15/2017 Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |

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| 5/31/2017 | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2601.90; Total Time: 2601.90</p> <p>Cut two new pieces of rubber chafe seal for the leading edges of the nose gear doors. Cleaned the seal for the upper left nose gear door. Cleaned the old contact cement off of the nose gear doors and the chafe seal. Glued the three pieces of door seal in place on the gear doors and taped in place with masking tape. Replaced the old O2 sensor for fuel mixture indicator with a new oxygen sensor P/N - OS100.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9251.</p> <p>5/31/2017 Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |

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| 10/01/2017 | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2615.50; Total Time: 2615.50</p> <p>Completed Annual Inspection Check list. Inspected the Kannad 406 AF-Compact ELT system in this aircraft according to the ELT manufacturer's instructions and FAA action notice 8310.1. Found that this ELT meets the requirements of section 91.207(d). This inspection is due within 12 months of the last inspection. The ELT batteries are dated Good Till 03/2022. Torqued bolts securing both AFT engine mounts to airframe keel. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76 -07-12 R1. Effective Date 08/30/1977. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. Re-set and safetied roll pins on both the pilot and co-pilots seat back adjuster. Secured loose wiring above the pilot's left rudder. Installed new master switch, P/N 35-380053-21. Bonded drain tube to strainer bowl door Epoxo 88. Installed 108 inches of neoprene chafe strip on nose gear doors. Replaced the brake lining, P/N 066-10500, on the left brake. Replaced the left brake rotor, P/N RA164-02505. The new brakes were then conditioned in accordance with the instructions provided by the brake lining manufacturer. Replaced worn nose gear steering idler arm bushing P/N A779. Removed the nose gear steering yoke/eye assembly and installed a used, P/N 35-825007 steering yoke with a new P/N 50-820130-8 nose gear steering eye swivel installed. Adjusted the tension on the attaching hardware and safetied all castle nuts with cotter keys. Installed new uplock springs part number 35-815115 on both main gear. Greased gear uplock rollers with Royco 27 and verified freedom of movement. Installed a new Condo tire and Michelin Airstop tube on the left wheel assembling with new nylock nuts torqued to 150 in. lbs. Using T.J. Karg tire balancing equipment and their instructions, balanced the wheel assembly. Installed the wheel assembly on the aircraft and cycled the landing gear 6 times with out incident. Removed the deteriorated O-Ring seals from the center shaft and the outer cap groove of both fuel caps. Replaced all of the O-Ring seals and set the tension on the fuel cap latch levers. Applied 'Rapid-Fix' on 2 cracks in the front bottom plastic fairing on the vertical fin. Removed the pneumatic pump inlet filter from the engine baffle and installed a new filter, P/N 09-14-5. This filter requires replacement once each year.</p> <p>The work completed during this Annual Inspection was performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9, Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3, CMI Overhaul/Parts Manual No. M-16 as found on TCM LINK subscription website and other technical data referenced on this work order.</p> <p>This aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 9308. This Annual was completed 10/01/2017.</p> <p>Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |

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| 1/20/2018 | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2653.20; Total Time: 2653.20</p> <p>Removed 11 broken blind rivets securing baffle seal to the left front engine baffle and installed new rivets. Set the air pressure in all tires in accordance with the POH for this aircraft. Inflated the nose tire to 40 PSI and inflated the main tires to 35 PSI. Removed the floor carpet from around the rudder pedals. Removed screws securing the front air conditioning duct work and removed the console covering the elevator and aileron cables. Removed defective Guardian USB port from the instrument panel under the control yoke shaft. Installed a new Guardian iFDR Power 150/250 Power Supply dual USB port in the original hole. Tested USB power supply and found both ports are functioning properly. Installed the lower console and all of forward air conditioning ducts. This USB Port is approved as Non-Required Safety Enhancing Equipment (NGRSEE) as outlined in FAA memorandum number PS-AIR-21.8-1602.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9401.</p> <p>1/20/2018 Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |
| 3/16/2018 | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2668.10; Total Time: 2668.10</p> <p>Inspected all of the landing gear wiring for shorted wire that would cause circuit breaker to open. Found no defect. Removed the front seats from the aircraft and opened up covers over the gear transmission. Removed the brushes from the gear motor and found them in good condition and only about 50% used. Put external power on the aircraft and cycled the landing gear. Verified that both the up and down limit switches on the transmission are functioning and the dynamic brake is functioning. Check crank turns with the gear in both the up and down positions and found the transmission stopped in the right place both times. Inboard gear doors are not closing tightly. Adjusted the push rods on both inboard main gear door and cycled the gear verifying that the doors close properly. Gear never blew the circuit breaker. Closed front spar inspection covers and installed the front seats in aircraft. Removed the right main wheel assembly and installed a new tire and tube and using T.J. Karg tire balancing equipment P/N 755-1 and their instructions, balanced the wheel assembly. Installed the wheel on the aircraft and cycled the landing gear to make sure that the tire does not hang up in the wheel well. All of this work was performed in accordance with instructions on the wheel, Beech 33, 35, 36 and Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9464.</p> <p>3/16/2018 Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |

DATE: 5/10/18 Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2687.70; Total Time: 2687.70
 Found wire for throttle warning horn switch rubbing on throttle cable housing support bracket on the right side of the oil sump.
 Repaired wire by cutting the damaged wire out and butt splicing a new piece of wire in. Removed the bolt securing the Adel clamp adjacent to the damage in the wire and added a spacer and a longer bolt to move the wires further away from the steel bracket.
 Installed spiral wrap on the wires and secured the bundle using ty-raps. Cycled the gear multiple times with out incident. Placed co-pilot carpet under plastic spar cover and installed 5 PK screws pinching the carpet to the floor under the plastic cover.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9503.
 5/10/2018 Roger E. Smith *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED: THE ALTIMETER: PILOTS S/N *0221241*
 COPILOTS S/N *N/A*, ADC S/N *26072005*
 WAS/WERE TESTED TO *20* K FT
 I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY
 XPDR # 1 M/N *GTX 330* S/N *84100519*
 XPDR # 2 M/N *GTX 337* S/N *83757349*

SIGNATURE: *[Signature]* DATE: *5/10/18*
 TOMLINSON AVIONICS OF FLORIDA INC.
 521 DANLEY DR, FT. MYERS, FL. 33907
 FAA CRS # V6TR097X,

DATE: 5/16/19 Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2727.10; Total Time: 2727.10
 Completed Annual Inspection check list on this aircraft. Removed Kannad 406AF-Compact ELT, serial number 2621201 and inspected the battery. Found that the battery was not leaking at this time. Battery is good till March 31, 2022. The RC200 Remote Control Panel does not contain a battery. Tested the ELT in accordance with aircraft and ELT manufacturer's instructions. Found that this ELT meets the requirements of FAR 91.207(d) and FAA Advisory Circular AC No: 91-44A (8.2.1, 9) dated 2/1/2018.
 Removed and replaced the duct between the air filter box and the fuel injector servo. Installed new fuel line from the firewall to the engine fuel pump P/N 111F417-6S0186. Replaced a broken hand shake connector on the harness for the O2 sensor. Adjusted the position of the muffler shroud on the left muffler. Repaired the cover over the pneumatic air pump inlet filter. Installed new AAD9-14-5 filter. Installed the filter cover adding a large OD washer to the back of the filter cover. Tightened loose screw in throttle vernier cable push button. Tightened the nut that secures the throttle cable housing in the instrument panel. Installed a new right brake rotor, P/N RA164-02505. Removed the left brake caliper and installed new seals, P/N MS28775-222, on both pistons. Installed brake lining on both brakes P/N 066-10500. Replaced both upper brake hose assemblies in the main wheel wells, and bled the brakes using GL ASF 4 hydraulic fluid. Replaced worn out bushing on left nose gear door aft hinge. Cycled the landing gear and the nose gear door moved properly. Inspected the deteriorating torque seal on the left wing bottom aft wing bolt and nut. Found that the nut has not moved relative to the bolt. Checked the torque and found the nut did not turn as the required torque was applied. Applied fresh torque seal to replace original torque seal that is crumbling into dust. Inspected the ignition switch in accordance with the operational inspection called out in A-D 76-07-12 R1, Effective Date 08/30/1977. Found the switch in accordance with the operational due again upon the accumulation of 100 hours time in service.
 The work performed during this Annual Inspection was completed in accordance with Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9, Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3, CMG Overhaul/Parts Manual No. M-16, dated July 2015 and other technical data referenced in this work order.
 This aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 9631. This Annual was completed on 11/10/2018.
 Roger E. Smith *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

5/16/19

OWNER INSTALLED ROSEN VISOR LENS L&R

| DATE | DESCRIPTION | TECHNICIAN | WORK ORDER |
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| 5/23/2019 | Aircraft: N898WVP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2779.10; Tach: 1202.70; Total Time: 2779.10 Replaced the O2 sensor with reference to CAVY products limited installation and operation instruction AM100-INSTLN, Rev A dated September 24, 1994. Replaced Door Steward FAA-STC Approved door assist gas spring cylinder referencing Instructions MVA-B40C10M&O. Filled fuel tanks with fuel and set strut heights. Serviced all three tires with compressed air. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9782. | Roger E. Smith | UW4R585M. |
| 5/23/2019 | Carter Aircraft, Inc. FAA Repair Station, Sebring FL. | | |

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| 9/07/2019 | Aircraft: N898WVP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2799.40; Tach: 1220.70; Total Time: 2799.40 Installed a new plate on the interior of the cabin door and installed new "BONANZA" placard on new door plate. Removed interior door handle, cleaned handle and base. Polished handle, installed decals on the base and installed the handle assembly on the inside of the door. Verified that the door handle functions properly. Inspected the flight control cables for elevators, ailerons and rudder with reference to SAIB CE 19-13. Removed all of the rudder cables from the aircraft due to corrosion on the swaged fittings. Installed new cables P/Ns MC002-524000-23 (2 each), NAS304-35-1594 & NAS304-35-1600. Installed and rigged the cables with reference to Beech published service information including but not limited to the following manuals; Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 and and Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9830. | Roger E. Smith | UW4R585M. |
| 9/07/2019 | Carter Aircraft, Inc. FAA Repair Station, Sebring FL. | | |

| DATE | DESCRIPTION | TECHNICIAN | WORK ORDER |
|------------|--|------------|------------|
| 12/14/2019 | Aircraft: N898WVP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2825.60; Tach: 1243.60; Total Time: 2825.60 Completed Annual Inspection Check List. Removed Kinnad 406AF ELT, serial number S1840510-01 and visually inspected the unit. Battery is good till March 2022. Tested the ELT system 5 minutes after the hour in accordance with aircraft and ELT manufacturer's instructions including FAA guidance. Found that this ELT meets the requirements of FAR 91.207(d) and FAA action notice 8310.1. Installed a new pneumatic pump inlet filter on the engine baffle, P/N RAD9-14-5. This filter requires replacement once each year. Removed the inline instrument air filter, and installed a new filter P/N 2J4-7. This filter requires replacement once each year or at the accumulation of 500 hours time in service. Replaced the right muffler, P/N 701-19 with an Inconel flame cone. Replaced all ball joint bolts on both mufflers, P/N AN3C15 and replaced all the castle nuts on the left exhaust ball joint. Replaced a missing nut on the #2 exhaust riser and torqued both bolts on the riser. Using a rivet squeezer we upset brick tails on all the loose rivets in the cylinder head baffles to tighten up the baffle seal. Installed a new Brackett air filter element, P/N BA-7112. The screen is well attached and the gasket is secure. This filter element requires replacement yearly. Removed the starter, battery and battery box to gain access to remove the air conditioner compressor. Removed the compressor and removed the support bracket from the crankcase. Bracket was weld repaired by Lockwood Aircraft Repair Inc. and installed on the crankcase using a new O-ring seal on each end of the top through stud that secures the bracket to the engine. Installed the compressor and a new compressor belt. Set the tension on the belt and secured the hardware on the belt adjuster. Installed the starter, battery box and battery. Cleaned all of the spark plug cigarettes. Installed a new bulb in the OAT socket. Cleaned elevator trim cable swaged fittings and turnbuckle barrels. No rust visible. Applied Corrosion X oil to fittings. Replaced all four elevator control cables, P/Ns, MC33-524029, MCNAS30434-1520 and two each of cable P/N MCNAS30435-0564. Cables were installed using two new turnbuckle barrels and rigged for full control movement stop to stop with cables within acceptable tension as prescribed Beech Maintenance Manual. Four new turn buckle barrel safety clips were installed. Removed corrosion from the leading edges of both nose gear doors, bottom of the left wing aft of inboard gear door and on the right wing leading edge adjacent to the screen vent opening in leading edge. Primed the bare metal with zinc phosphate primer. Touched up the paint with custom mix white Delfleet polyurethane enamel. Removed the center scissor bolt in the nose gear, inspected and found good. Installed the bolt tightened to remove free play and secured the nut with cotter key. Installed a new Goodyear Flight Custom III tire and tube on the nose wheel. All three wheel bolt nuts were replaced with new parts and torqued appropriately. Balanced the wheel assembly and set the air pressure. Installed the wheel and cycled the landing gear several times without incident. Removed the left brake caliper and installed new seals on the pistons. Installed new brake lining on left brake. Installed the caliper on the aircraft and bled the brakes using GL ASF 4 hydraulic fluid. After installation the brake lining was then conditioned with reference to the lining manufacturers instructions. Replaced a 2 foot section of seal that was missing from the right | | |

CONT'D NEXT PG

main gear door's trailing edge. Replaced the bonding straps on both nose gear doors. Painted tow bar turning limits on the nose gear using red paint. Installed a new bolt and bushing which secures the flap actuator shaft to the left flap bracket. Stop drilled both ends of a small crack in a scab patch on the belly of the aircraft. Replaced the air conditioner water drain line grommet in the belly. Serviced the nose strut with Nitrogen setting the strut extension per the Maintenance Manual for this aircraft. Checked the torque on the nose gear trunnion bolts and tightened the left bolt only. Inspected the ignition switch referencing the operational inspection called out in A-D 76-07-12 R1, Effective Date 08/30/1977. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. C/W A-D 2007-08-04 by inspection of the propeller blades in accordance with McCauley ASB 248 2.B through 2F. Dressed blades per instructions. This inspection due again each annual or each 100 hours time in service which ever comes first.

The work performed during this Annual Inspection was completed in with reference to current Beech, Continental and McCauley published service information including but not limited to the following manuals; Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9, Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3, Continental Maintenance Manual P/N X30039, Parts Manual, P/N X30624 and other technical data referenced in this work order.

This aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 9907. This Annual was completed on 12/14/2019.

Roger E. Smith *[Signature]* UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 12/31/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2825.60; Tach: 1246.60; Total Time: 2825.60
 Repaired frayed wire on the air conditioner clutch. Replaced 5 amp air conditioner fuse.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 9928
 12/31/2019 Roger E. Smith *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

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| DATE | <p>I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED: THE ALTIMETER: PILOTS S/N <u>W254294</u> COPILOTS S/N <u>N/A</u>, ADC S/N <u>20607203</u> WAS/WERE TESTED TO <u>20</u> K FT</p> <p>I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO COMPLY XPDR # 1 M/N <u>GTX330 ES</u> S/N <u>84100519</u> XPDR # 2 M/N <u>GTX330 ES</u> S/N <u>84108907</u></p> <p>SIGNATURE: <i>[Signature]</i> DATE <u>3/12/2020</u></p> <p>TOMLINSON AVIONICS OF FLORIDA INC. 521 DANLEY DR, FT. MYERS, FL. 33907 FAA CRS # V6TR097X,</p> |
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Tomlinson Avionics of Florida, Inc. 521 DANLEY DRIVE FORT MYERS, FL 33907 V6TR097X
 LOG ID# 600 12-March-2020
 N898WP S/N CE-1513 BEECH F33A

REMOVED GTX327 AND INSTALLED GTX330 E/S PER STC# SA01714WI. ALSO C/W FAR'S 91.411 & 91.413 APPENDIX F THIS DATE.

[Signature]
 Signed V6TR097X Phillip Tomlinson

DATE 4/10/2020; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2863.40; Tach: 1276.80; Total Time: 2863.40
 Removed the Lean Find sensor and soaked in Hoppe's cleaned. Installed cleaned Oxygen sensor in exhaust riser. Installed four
 snaps in the baggage compartment floor carpet. One snap was installed in each corner to hold the carpet down to the floor.
 Positioned the side panel carpet under the front cabin door and secured the carpet behind the edge of the wing spar front plastic
 cover. Installed two additional upholstery screws through the carpet into the side panel for additional support.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was
 found Airworthy for return to service. Pertinent details of this repair are on file at this agency under work order # 20-10012.
 4/10/2020 Roger E. Smith *[Signature]* A.P. 3442201
 Carter Aircraft, Inc. Sebring, Florida.

Date: 8/08/2020; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2897.20; Tach: 1306.60; Total Time: 2897.20
 Installed new Condor P/N: 072-306-0 tires and Michelin Airstop tubes P/N: 092-318-0 on both main wheels. Assembled wheels using
 new wheel bolt nuts and then balanced. Installed the balanced wheel assemblies on the aircraft and cycled the landing gear. gear
 retracted and extended properly. Charged and installed a new RG24-16 Concorde sealed battery S/N 41096569. Installed new boot
 on the positive battery post. Adjusted the aft striker plate on the cabin door frame. Replaced both VOR blade antennas, P/N 598-
 558, on the vertical stabilizer and the VHF COMM antenna, P/N DMC70-6, on fuselage tail cone. Using a prep pen and small
 sander, removed corrosion spots from both of the horizontal stabilizers. Removed the stall switch and removed corrosion from
 around the top two plate screw holes. Etched and applied Alodine to all of the bare metal spots. Primed the bare metal with zinc
 phosphate primer and painted the top skins of both horizontal stabilizers. Touched up the paint around the stall switch and mounted
 the switch in the leading edge of the wing. Removed the step from the aircraft and removed removed paint and decal from the step
 tread plate. Removed the chrome from the cracked areas to prevent contamination of the repair welds with chrome. Had the step
 cracks repaired by welding and then sent the step out for chrome plate. Installed the step on the aircraft using corrosion resistant
 structural steel screws. Installed an abrasive step tread decal on the step tread plate. Installed the baggage compartment cover
 and the floor carpet that was removed for access to the nuts securing the step screws in place.
 This work performed in accordance with the Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9 and the Beech Illustrated Parts
 Catalog P/N 33-590010-7F3.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was
 found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 10073.
 8/8/2020 Roger E. Smith *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

DATE
 Date: 8/28/2020; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2901.50; Tach: 1310.20; Total Time: 2901.50
 Removed the front cabin door and stripped all of the interior upholstery panels off of the door to prepare the door inner skin for weld
 repair. Repaired the center wire in the shielded door courtesy light harness by soldering the wire back together and covering the
 repair with heat shrink tubing. The damaged shielding on the wire was then repaired by soldering it back together and covering the
 shielding with another piece of heat shrink tubing. Changed the routing of the light harness to move the repair inside and covering
 Installed the repaired door on the aircraft. Installed the interior upholstery panels and window moldings. Installed the inner sound
 deadening window in the window molding. Tested the courtesy light and it functions properly. Installed the upper window molding
 and inner sound deadening window assembly. Installed Knots 2U ADS-B127 door seal kit (Aircraft Door Seals LLC) referencing
 B127 Beechcraft Front Door Installation Instructions, Document ADS1200-101 and Instructions for Continued Airworthiness,
 document No ADS1200-109, Rev. C. Lubricated the door seal with the grease provided in the kit. Lubrication with silicone grease
 required each 100 hours or each annual inspection.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was
 found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 10091.
 8/28/2020 Roger E. Smith *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Repair Station, Sebring FL.


Date: 11/05/2020; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2901.50; Tach: 1331.70; Total Time: 2901.50
 Located the position of the loose screw securing the Bonanza badge to the left top cowl and using a hole saw cut a hole in the
 fiberglass top cowl liner to expose the nut on the loose screw. Tightened the nut on the loose screw and filled the hole in the
 fiberglass liner with white RTV silicone sealer.
 The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was
 found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 10136.
 11/05/2020 Roger E. Smith *[Signature]* UW4R585M.
 Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

| DATE | |
|-----------|--|
| 1/20/2021 | <p>Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2952.90; Tach: 1355.90; Total Time: 2952.90</p> <p>Date: 1/20/2021; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2952.90; Tach: 1355.90; Total Time: 2952.90</p> <p>Completed Annual Inspection Check List. Removed Kannad 406 AF Compact ELT, serial number 2621201-0106 and inspected the battery. Found that the battery was not leaking at this time. Inspected the radio inside and found that the radio looks OK with no internal corrosion evident at this time. Battery is good till March 2022. Tested the ELT system 5 minutes after the hour in accordance with aircraft and ELT manufacturer's instructions including FAA guidance. Found that this ELT meets the requirements of FAR 91.207(d) and FAA action notice 8340.1. Installed a new pneumatic pump inlet filter, P/N RAD9-14-5. Installed a new Brackett air filter element, P/N BA-7112. Installed four new rubber grommets, P/N MS35489-6, in the tail pipe hanger brackets on the firewall and attached the hanger straps for the exhaust pipe hangers. Lubricated the propeller control cable with mouse milk. Straighten loose door seal and glued back in place with contact cement. Removed the right main gear oleo from upper tube assembly. Replaced the center O-ring and the O-ring on the top cap of upper tube. Serviced the oleo with fresh GL ASF 4 hydraulic fluid and compressed nitrogen gas. Installed the oleo in the aircraft and checked landing gear rigging. Cycled the gear six times without incident. Replaced the left wheel brake lining P/N RA066-10500 and brake rotor P/N 164-02505. Conditioned the brake lining during engine test runs. Replaced boot P/N 057 on the nose gear retract rod and replaced the boot P/N 055 on the nose gear steering rod. Removed the outer O-ring seals from both fuel caps and installed new MS29513-338 O-Ring. Cleaned aft aileron cable swaged fittings and turnbuckle barrels in both main gear wells. Inspected the aileron control cable swaged fittings and turn buckle barrels finding no residual rust or rust pits. Inspected the ignition switch referencing the operational inspection called out in A-D 76-07-12 R1, Effective Date 08/30/1977. Found the switch is airworthy at this time. This inspection is due again upon the accumulation of 100 hours time in service. Traded EGT probes #2 with #3 and vice versa. Traded #4 probe with #6 and vice versa.</p> <p>The work performed during this Annual Inspection was completed in with reference to current Beech, Continental and McCauley published service information including but not limited to the following manuals; Beech 33, 35, 36 Maintenance Manual P/N 36-590001-9, Beechcraft Bonanza Illustrated Parts Catalog, P/N 33-590010-7F3, Continental Maintenance Manual P/N X30039, Parts Manual, P/N X30624, McCauley Service Manual P/N MPC-1 and other technical data referenced in this work order.</p> <p>This aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in AIRWORTHY condition. Pertinent details of this inspection are on file at this agency under work order number 10181. This Annual was completed on 1/20/2021</p> <p>Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |

| DATE | A.D. NUMBER | TOTAL TIME IN SERVICE | |
|------|-------------|-----------------------|---|
| | | | <p>Tomlinson Avionics of Florida, Inc. 521 DANLEY DRIVE FORT MYERS, FL 33907 LOG ID# 659 05-February-2021 N898WP S/N BEECH F33A</p> <p>REMOVED NON ESSENTIAL VAC SYSTEM</p> <p><i>[Signature]</i> A+P 3021261 signed</p> |
| | | | <p>Tomlinson Avionics of Florida, Inc. 521 DANLEY DRIVE FORT MYERS, FL 33907 V6TR097X LOG ID# 659 05-February-2021 N898WP S/N BEECH F33A</p> <p>REMOVED ATTITUDE IND. AND INSTALLED G5 ADI PER STC# SA01818WI. LEAK TESTED PITOT AND STATIC SYSTEM PER FAR 91.413</p> <p><i>[Signature]</i> signed</p> |
| | | | <p>Date: 5/06/2021; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 3001.80; Tach: 1398.60; Total Time: 3001.80</p> <p>Removed Guardian Co detector P/N 452-201-010 RX S/N 86067 from the bottom of the glove box and installed a rebuilt detector S/N 86376. This unit requires overhaul 5/2026.</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found AIRWORTHY for return to service. Pertinent details of this repair are on file at this agency under Work Order Number 10266.</p> <p>5/06/2021 Roger E. Smith <i>[Signature]</i> UW4R585M. Carter Aircraft, Inc. FAA Repair Station, Sebring FL.</p> |
| | | | <p>CARBON MONOXIDE DETECTOR LOG BOOK REMINDER P/N: 452-201-010 S/N: 85376 Install date: 5-6-21 Overhaul Due 5-26 Return to: www.coguardian.com</p> <p><i>Detector Located ON BOTTOM OF GLOVE BOX</i></p> |


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|-----------|---------|---|-------------|------------|
| DATE | | DAVIS FIELD AVIATION, LLC 1200 Sabre St Muskogee, OK 74403 (918) 682-4101 | TACH TIME: | 1,516.4 |
| TAIL NUM: | N898WP | | HOBBS TIME: | 3,140.2 |
| MAKE: | BEECH | | WORK ORDER: | AV3921 |
| MODEL: | F33A | | DATE: | 03/28/2025 |
| S/N: | CE-1513 | | | |

I certify that the G500 system (GDC 74A, S/N: 20607203) and Garmin G5, S/N: 4JQ040719 and static system tests required by 14 CFR § 91.411 and dual GTX 330ES S/N: 84100519 & 84108907 transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F. G500 and G5 certified to 20,000 feet. Updated G5 software to 8.27 I/A/W Garmin G5 Maintenance Manual #190-01112-11 Rev 10, Chapter 7, paragraph 7.3.2. The maintenance involved on this aircraft identified above was done in accordance with current regulations of the FAA and is approved for return to service this date. Pertinent details of the maintenance are on file at this repair station under the work order listed above.

Signed:  Nathan L. Stephens FAA CRS #D3FR571X


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|-----------|---------|---|-------------|------------|
| SERVICE | | DAVIS FIELD AVIATION, LLC 1200 Sabre St Muskogee, OK 74403 (918) 682-4101 | HOBBS TIME: | 3,085.0 |
| TAIL NUM: | N898WP | | TACH TIME: | 1,470.3 |
| MAKE: | Beech | | WORK ORDER: | AV3674 |
| MODEL: | F33A | | DATE: | 06/29/2022 |
| S/N: | CE-1513 | | | |

Removed the following from the aircraft; S-Tec System 55X programmer/computer, P/N: 01192-3-0T, S/N: 0536-8797, roll servo, P/N: 0106-R2, S/N: 0535-20294-CEFGJ, pitch servo, P/N: 0108-P4, S/N: 0530-14977CDEFGJK, trim servo, P/N: 0106-T9, S/N: 0534-20273CEFGJ, Turn Coordinator, P/N: 6405-28L, S/N: 0534-17347G, Altimeter, P/N: 101720-01582, S/N: W254294 and GNS 530W, P/N: 011-01064-00, S/N: 23800875. Installed Garmin GFC 500, consisting of the following parts, 3 - GSA 28 servos, S/N: 6N2004359, 6N2004288, 6N2004117 and GMC 507 autopilot computer, S/N: 5H1101956, I/A/W FAA Form 337 dated June 29, 2022 and FAA STC #SA01866WI. Installed Garmin GTN 750Xi, S/N: 5FR005962 I/A/W FAA Form 337 dated June 29, 2022 and FAA STC SA02019SE-D. Static system was checked for leaks I/A/W FAR 91.411(a)(2). The maintenance involved on this aircraft identified above was done in accordance with current regulations of the FAA and is approved for return to service this date. Pertinent details of the installation and maintenance are on file at this repair station under the work order listed above.

Signed:  Nathan L. Stephens FAA CRS #D3FR571X

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|-----------|--------|-----------|---|------------|-------------|------------|
| YEAR | 20 | TACH TIME | DAVIS FIELD AVIATION, LLC 1200 Sabre St Muskogee, OK 74403 (918) 682-4101 | TACH TIME: | 1,516.4 | |
| DATE | | FLIGHT | | SERVICE | HOBBS TIME: | 3,140.2 |
| TAIL NUM: | N898WP | | | | WORK ORDER: | AV3921 |
| MAKE: | BEECH | | | | DATE: | 03/28/2025 |
| MODEL: | F33A | | | | | |

I certify that the G500 system (GDC 74A, S/N: 20607203) and Garmin G5, S/N: 4JQ040719 and static system tests required by 14 CFR § 91.411 and dual GTX 330ES S/N: 84100519 & 84108907 transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F. G500 and G5 certified to 20,000 feet. Updated G5 software to 8.27 I/A/W Garmin G5 Maintenance Manual #190-01112-11 Rev 10, Chapter 7, paragraph 7.3.2. The maintenance involved on this aircraft identified above was done in accordance with current regulations of the FAA and is approved for return to service this date. Pertinent details of the maintenance are on file at this repair station under the work order listed above.

Signed:  Nathan L. Stephens FAA CRS #D3FR571X

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DATE

19 MAR 25 1515.9

Remove all Insp Plates & check cables, Pulleys & Bellcranks. Check all lights for operation. EICAS 97-14-15 Door handle C/WAD 2007-8-8 Landing gear rollers. Ops check EAT as per 91.207(d). Yacht A/c check all Bearings & Brakes. Run Retract Test & Emergency Extensions. Check gear operation. All Systems checked OK at this time. Philip Olsen 3400976-7A.

DATE 3-19-25 TACH/HOBBS 1515.9
 I CERTIFY THAT THIS Aircraft HAS BEEN
 INSPECTED IN ACCORDANCE WITH Annual
 INSPECTION AND WAS DETERMINED TO BE IN
 AIRWORTHY CONDITION AND WAS RETURNED TO
 SERVICE 3400976-7A
 Philip D. Brenner BrenAir Inc.