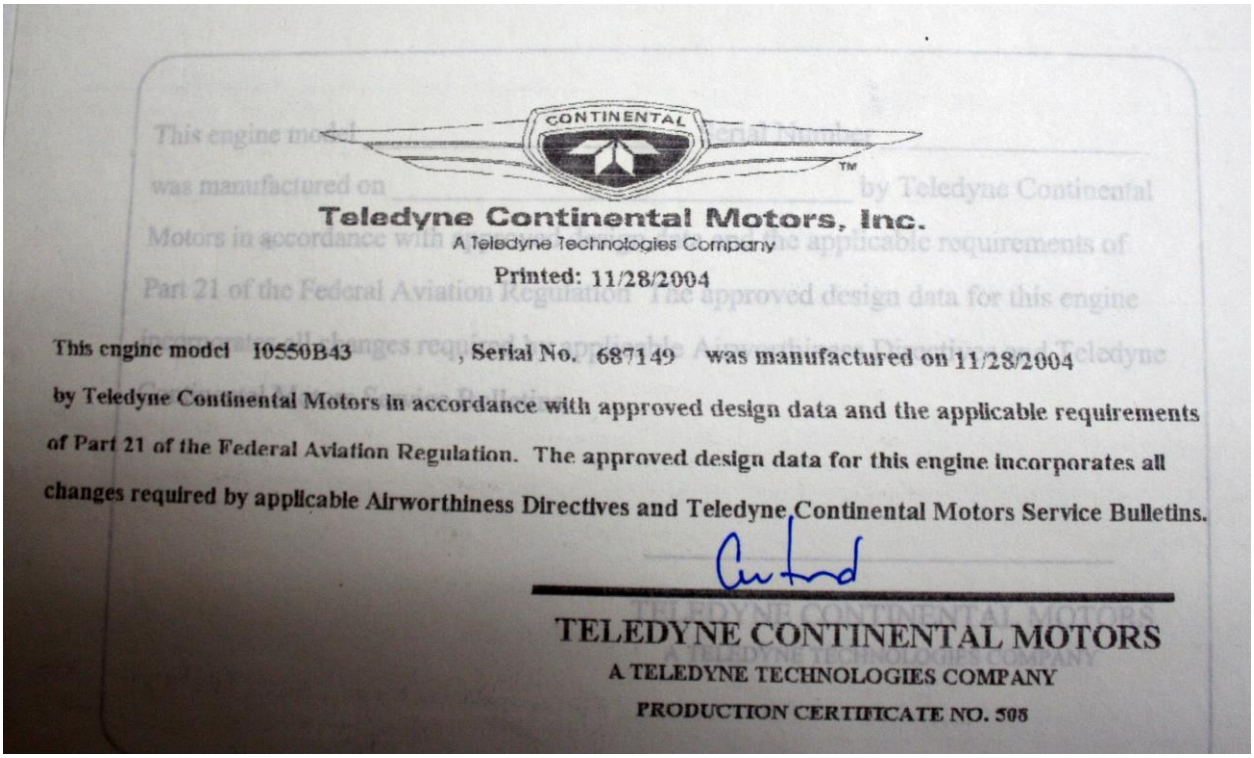

Teledyne Continental Motors, Inc.
A Teledyne Technologies Company
Printed: 11/28/2004

This engine model I0550B43, Serial No. 687149 was manufactured on 11/28/2004 by Teledyne Continental Motors in accordance with approved design data and the applicable requirements of Part 21 of the Federal Aviation Regulation. The approved design data for this engine incorporates all changes required by applicable Airworthiness Directives and Teledyne Continental Motors Service Bulletins.

TELEDYNE CONTINENTAL MOTORS
A TELEDYNE TECHNOLOGIES COMPANY
PRODUCTION CERTIFICATE NO. 505

	Last Overhaul				Installations, Inspections, Airworthiness Directives, Special Inspection
	Hrs.	Min.	Hrs.	Min.	Modifications and Service Bulletins
12/30/2004 TACH	15	42.0			

12/30/2004 N898WP Continental IO-550-B43
Serial # 687149 000.0 TTENG Annual Inspection

Installed this engine in Beechcraft F33A N898WP serial # CE-1513 in accordance with STC SA2200SW. Removed original engine baffling. Installed new baffling in accordance With STC # SA368CH and manufacturers' installation instructions and drawings. Installed Airwolf air/oil separator in accordance with STC# SA3683WE. Installed new Engine compartment fluid hoses. Installed engine with new Lord mounts. Installed Propeller governor after overhaul by H&H Propeller Service CRS# PS4R451M work Order # 713710. Installed new AA3216 vacuum pump serial # 28946. Installed exhaust pipes, mufflers, and tail pipes after repair by Dawley Avation CRS# NJ5R069N Work order # 85410. Installed new Air conditioning compressor and Freon hoses in Accordance with STC # SA09553SC for converting system to Freon 134A. Installed new Compressor drive belt. Filled engine with Aeroshell 100 mineral oil. AD 2004-08-10 cylinder head cracks does not apply due to no ECI cylinders installed. I certify that this engine has been inspected in accordance with an Annual inspection and found to be airworthy at this time.

Richard C. Pahnke IA 450963498

2/19/2005 N898WP Tach 1573.0

Changed oil and filter. Filled with Aeroshell 15W-50. Degreased Engine.

Richard C. Pahnke
A&P 450963498

1/05/2006 N898WP Continental IO-550-B43 Serial # 687149 72.0 TTENG Annual Inspection Tach 1619.0

Changed oil and filter. Filled with Aeroshell 15W-50. Cleaned gapped and rotated spark Plugs. Adjusted landing gear warning horn limit switch. Degreased engine. Inspected exhaust Mufflers and pipes. Lubed engine controls. I certify that this engine 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: BL[illegible]H F33A. S/N: CE-1513. Tach: 1633.9. Total Time: 1633.9. Engine - Type: IO-550-B43. S/N: 687149. Time: 86.9. Prop Type: 3A32C406-C. S/N: 901182. Time: 657.9 REMOVED THE OIL FILTER AND CUT OPEN. FOUND THE FILTER CLEAN. INSTALLED A NEW CH48108-1OIL FILTER. INSPECTED THE FILTER AFTER THE TEST RUN AND FOUND NO OIL LEAKAGE EVIDENT AT THIS TIME. THE COMPRESSION ON THIS ENGINE IS AS FOLLOWS: #1 68/80 #2 72/80 #3 72/80 #4 66/80 #5 76/80 #6 74 /80. ALL OF THESE COMPRESSIONS ARE WITH IN THE PARAMETERS CALLED OUT IN S/B M84-15. TIGHTENED UP LOOSE SCREWS ON THE LEFT ENGINE BAFFLE CYLINDER HEAD RAIL REMOVED THE RIGHT CYLINDER HEAD BAFFLE RAIL AND REPAIRED CRACK IN BAFFLE BY RIVETING IN A DOUBLER. INSTALLED THE BAFFLE ON THE ENGINE AND TOUCHED UP THE PAINT. REMOVED CHT PROBES FROM THE TOP MIDDLE CYLINDER N THE RIGHT SIDE OF THE AIRCRAFT. SILVER SOLDERED BROKEN WIRE AND SUPPORT ON PROBE AND INSTALLED THE PROBE BACK ON THE ENGINE.
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 UW4R585M
CARTER AIRCRAFT. INC. FAA APPROVED. SEBRING FL.

Hrs. | Min.

Brought Forward →

Date: 3/25/2006 Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1645.8, Total Time: 1645.8, Engine - Type: IO-550-B43, S/N: 687149, Time: 98.8, Prop Type: 3A32C406-C, S/N: 901182, Time: 669.8 OPENED THE COWLING AND WASHED THE ENGINE DOWN WITH SOLVENT. RAN THE ENGINE TO GET THE OIL HEATED UP AND THEN DRAINED ALL OF THE OLD HOT OIL OUT OF THE SUMP. REMOVED THE OIL FILTER AND CUT OPEN TO INSPECT THE ELEMENT FOR METAL CONTAMINATION. FOUND NO METAL CONTAMINATION INSIDE THE FILTER. CLOSED UP THE SUMP DRAIN, SECURED, AND FILLED THE ENGINE UP W... AEROSHELL W100-50wt PLUS OIL. INSTALLED A NEW CH48108-1 FILTER AND TEST RAN THE ENGINE TO CHECK FOR OIL LEAKAGE. FOUND NO LEAKS 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 6062.
3/25/2006 ROGER E. SMITH _____ UW4R585M
CARTER AIRCRAFT, INC. FAA APPROVED, SEBRING FL.

Date: 6/09/2006 Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1670.3, Total Time: 1670.3, Engine - Type: IO-550-B43, S/N: 687149, Time: 123.3, Prop Type: 3A32C406-C, S/N: 901182, Time: 694.3 OPENED THE COWLING AND WASHED THE ENGINE DOWN WITH SOLVENT. RAN THE ENGINE TO GET THE OIL HEATED UP AND THEN DRAINED ALL OF THE OLD HOT OIL OUT OF THE SUMP. REMOVED THE OIL FILTER AND CUT OPEN TO INSPECT THE ELEMENT FOR METAL CONTAMINATION. FOUND NO METAL CONTAMINATION INSIDE THE FILTER. CLOSED UP THE SUMP DRAIN, SECURED, AND FILLED THE ENGINE WITH AEROSHELL W100-50wt. PLUS OIL. INSTALLED A NEW CH48108-1 FILTER AND TEST RAN THE ENGINE TO CHECK FOR OIL LEAKAGE. FOUND NO LEAKS 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 6115.
6/9/2006 ROGER E. SMITH _____ UW4R585M
CARTER AIRCRAFT, INC. FAA APPROVED, SEBRING FL.

Date: 9/28/2006 Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1704.5, Total Time: 1704.5, Engine - Type: IO-550-B43, S/N: 687149, Time: 157.5, Prop Type: 3A32C406-C, S/N: 901182, Time: 728.5 DRAINED ALL OF THE OLD HOT OIL OUT OF THE SUMP. REMOVED THE OIL FILTER AND CUT OPEN. FOUND NO METAL CONTAMINATION INSIDE THE FILTER. FILLED THE ENGINE WITH AEROSHELL W100-50wt. PLUS OIL. INSTALLED A NEW CH48108-1 FILTER AND TEST RAN THE ENGINE TO CHECK FOR OIL LEAKAGE. FOUND NO LEAKS 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 6221
9/28/2006 ROGER E. SMITH _____ UW4R585M
CARTER AIRCRAFT, INC. FAA APPROVED, SEBRING FL.

Date: 1/05/2007. Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1733.4, Total Time: 1733.4, Engine - Type: IO-550-B43, S/N: 687149, Time: 186.4, Prop Type: 3A32C406-C, S/N: 901182, Time: 757.4 Completed annual inspection check list this date on this aircraft engine. Drained hot oil out of the engine. Inspected the oil filter and no metal contamination was found inside. Filled the engine with Aeroshell W100-50 wt. Plus oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Completed compression test on this continental engine in accordance with Continental service bulletin SB03-3, section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. The compression on this engine is as follows: #1 68/80 #2 70/80 #3 75/80 #4 68/80 #5 77/80 #6 68/80. All of these compressions are within the parameters called out in SB03-3 Replaced the pneumatic pump inlet air filter mounted on the rear engine baffle. Replaced missing screw in the outboard #2 cylinder head baffle. Tightened loose air conditioner compressor belt. Replaced missing nut on the #3 cylinder exhaust flange stud. Adjusted the engine to magneto timing on both magnetos in accordance with the engine overhaul manual for this engine. Checked both magnetos during the engine test run and found that both magnetos function properly. Inspected both of the magnetos for oil leakage and found no leakage evident at this time. Removed all of the fuel nozzles from the engine and cleaned them with detergent in an ultrasonic cleaner. Blew the nozzles dry and installed in the engine. Removed the spark plug washer probe from the top plug in the #1 cylinder and routed the wire to the bottom of the cylinder. Removed the bayonet probe from the bottom cylinder casting and installed a new CHT piggy back probe in the cylinder head. The original Bayonet probe was then installed in the piggy back probe. the engine was test run and the CHT instruments are functioning properly. Adjusted the engine idle speed and idle mixture. Removed the intake coupler heat shield from the #1 cylinder and drilled out the only rivet holding the shield in place. Installed two new rivets and installed the coupler back on the engine.
This aircraft engine 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 Roger E. Smith _____ UW4R585M Carter Aircraft Inc. FAA approved repair station. Sebring, FL

Date: 4/14/2007. Aircraft: N898WP, Type: BEECH F33A, S/N: CE-1513, Tach: 1756.90, Total Time: 1756.90, Engine - Type: IO-550-B43, S/N: 687149, Time: 209.90, Prop - Type: 3A32C406-C, S/N: 901182, Time: 780.90
Drained all of the hot oil out of the engine sump Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. Plus oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 6396.
4/14/2007 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

Hrs. | Min. | Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Brought Forward →

Date: 8/04/2007: Aircraft: N898WP: Type: BEECH F33A: S/N: CE-1513: Tach: 1804.70: Total Time: 1804.70: Engine - Type: IO-550-B43, S/N: 687149. Time: 267.70: Prop - Type: 3A32C406-C, S/N: 901182. Time: 828.70
Opened the cowling and washed the engine down with solvent. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. Plus oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 6499.
8/04/2007 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

Date: 11/09/2007: Aircraft: N898WP: Type: BEECH F33A: S/N: CE-1513: Tach: 1821.50: Total Time: 1821.50: Engine - Type: IO-550-B43, S/N: 687149. Time: 274.50: Prop - Type: 3A32C406-C, S/N: 901182. Time: 845.50
Replaced all 6 valve cover gaskets. Test ran the engine and no oil leakage is evident at this time. Checked all of the fuel tanks for water and found none. Removed all of the fuel nozzles and cleaned in an ultrasonic cleaner. Installed the nozzles and test ran the engine. Unable to duplicate rough engine during the test run.
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 6567.
11/9/2009 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

Date: 2/02/2008: Aircraft: N898WP: Type: BEECH F33A: S/N: CE-1513: Tach: 1843.90: Total Time: 1843.90: Engine - Type: IO-550-B43, S/N: 687149. Time: 296.90: Prop - Type: 3A32C406-C, S/N: 901182. Time: 867.90
Completed annual inspection check list this date on this engine. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. Plus oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Completed compression test on this Continental engine in accordance with Continental Service Bulletin SB03-3, section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. The compression on this engine is as follows: #1 72/80 #2 59/80 #3 66/80 #4 64/80 #5 61/80 #6 63 /80. All of these compressions are within the parameters called out in SB03-3. Covered slight abrasion on ignition harness shielding #6 bottom lead with RTV silicon sealer. Removed all of the fuel nozzles from the engine and cleaned using the sonic bath method. Installed the cleaned nozzles in the engine in accordance with the maintenance manual for this engine.
This aircraft engine 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.
2/2/2008 Roger E. Smith _____ UW4R585M
Carter Aircraft Inc. FAA Approved Repair Station, Sebring, FL.

Date: 4/05/2008: Aircraft: N898WP: Type: BEECH F33A: S/N: CE-1513: Tach: 1858.80: Total Time: 1858.80: Engine - Type: IO-550-B43, S/N: 687149. Time: 311.80: Prop - Type: 3A32C406-C, S/N: 901182. Time: 882.80
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. Plus oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 6715.
4/5/2008 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

Date: 1/22/2009: Aircraft: N898WP: Type: BEECH F33A: S/N: CE-1513: Tach: 1906.20: Total Time: 1906.20: Engine - Type: IO-550-B43, S/N: 687149. Time: 359.20: Prop - Type: 3A32C406-C, S/N: 901182. Time: 930.20
Replaced O2 sensor p/n OS100 for the Avmix indicator. This sensor was installed with Nickle Neverseeze on the probe threads. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt Plus oil and installed a new FS48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 6963.
1/22/2009 ROGER E. SMITH _____ UW4R585M
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

	Hrs.	Min.	Hrs.	Min.	Modifications and
Brought Forward →					

Date: 3/13/2009. Aircraft: N898WP. Type: BEECH F33A. S/N: CE-1513. Tach: 1916.70. Total Time: 1916.70. Engine - Type: IO-550-B43. S/N: 687149. Time: 369.70. Prop - Type: 3A32C406-C. S/N: 901182. Time: 940.70

Completed annual inspection check list this date on this engine. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt Plus oil and installed a new ES48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Completed compression test on this Continental engine in accordance with Continental Service Bulletin SB03-3, section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. The compression on this engine is as follows: #1 75/80 #2 67/80 #3 75/80 #4 60/80 #5 64/80 #6 60 /80. All of these compressions are within the parameters called out in SB03-3. Adjusted intake manifold coupler clamp on the #1 manifold so clamp would not ride on the engine mount. Wrapped the top ignition harness bundle on the right side of the engine with fire shield as a chafe guard. Drilled three broken rivets out of the left rear engine baffle and installed three screws with nuts. Replaced Caterpillar grommet around oil separator nipple. 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 once each year or once each 100 hours of operation which ever comes first. Removed the air oil separator and opened. Cleaned the separator and installed a new gasket. Scrubbed rust off of the crankshaft flange and pilot. Treated remaining rust with rust converter. Tightened up all of the screws in the rocker box covers to stop oil leakage. Inspected the covers after the engine was test run and found no oil leakage evident at this time. Removed all of the fuel nozzles from the engine and cleaned using the sonic bath method. Installed the cleaned nozzles in the engine in accordance with the maintenance manual for this engine. This aircraft engine 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.

3/13/2009 Roger E. Smith _____ 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. Engine - Type: IO-550-B43. S/N: 687149. Time: 401.75. Prop - Type: 3A32C406-C. S/N: 901182. Time: 972.75

Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50WT PLUS oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Attached the appropriate calibrated instruments to the engine fuel injection system. Test ran the engine and found that the pressures are within the limits specified by TCM SID97-3E.

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 _____ UW4R585M

Carter Aircraft, Inc. FAA Approved Repair Station. Sebring FL

AIRCRAFT ENGINE SERVICE, INC.
203 Challenger Drive
Sebring, FL 33870

N 898WP Tach: 1977.8

4/6/10 J.B. Aircraft Engine Service Inc. Sebring, Florida

The starter drive assembly was removed from the engine, disassembled, cleaned, inspected and repaired as required using the new parts listed in JBA w/o 10-3180 following procedures outlined in the applicable TCM overhaul manual this date,

The work listed was performed and inspected as required by:
James N Brod Jr 3016060 IA 4-6-2010

Date: 4/06/2010. Aircraft: N898WP. Type: BEECH F33A. S/N: CE-1513. Tach: 1977.80. Total Time: 1977.80. Engine - Type: IO-550-B43. S/N: 687149. Time: 430.80. Prop - Type: 3A32C406-C. S/N: 901182. Time: 1001.80

Completed annual inspection check list this date on this engine. Drained all of the hot oil out of the engine sump. Removed the oil filter. Filled the engine with Aeroshell W100-50WT Plus oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Completed compression test on this Continental engine in accordance with Continental Service Bulletin SB03-3, section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. The compression on this engine is as follows: #1 74/80 #2 66/80 #3 64/80 #4 66/80 #5 58/80 #6 62 /80. All of these compressions are within the parameters called out in SB03-3. Found that the spark plugs are worn out. Removed all of the spark plugs and installed all new Champion RHB-32E plugs. The new plugs were gaped to the specification called out in the overhaul manual for this engine and the threads were coated with Never seize compound before the spark plugs were torqued into the engine. All of the ignition harness was inspected visually and found to be in airworthy condition. The engine was test run and a mag check performed. The mag check was good. Removed the intake manifold coupler heat shield for #2 cylinder and tightened loose rivets securing the shield to the shield base. Installed the repaired heat shield on the manifold. Tightened loose screws on the cylinder head baffle between the #6 and #4 cylinders. Removed all of the fuel nozzles from the engine and cleaned using the sonic bath method. Installed the cleaned nozzles in the engine in accordance with the maintenance manual for this engine. The GAMI serial numbers are as follows: #1 1136 #2 213C #3 313A #4 413A #5 512E #6 612E. Tightened loose mounting bolts on the alternator. Replaced 5 missing screws in the right muffler shroud with P/N 8RX1/2THASS screws. Removed the clamp bolt from the tail pipe and relocated the hanger out from between the ends of the clamp. Installed the nut on the bolt and tightened. This aircraft engine 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.

4/6/2010 Roger E. Smith _____ UW4R585M

Carter Aircraft Inc. FAA Approved Repair Station. Sebring, FL

Brought Forward → Modifications and Service Bulletins, Airworthiness Directives, Special Inspections, Record

Date: 9/04/2010: Aircraft: N898WP: Type: BEECH F33A: S/N: CE-1513: Tach: 2003.90: Total Time: 2003.90: Engine - Type: IO-550-B43, S/N: 687149: Time: 456.90: Prop - Type: 3A32C406-C, S/N: 901182: Time: 1027.90
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50WT PLUS oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 7477.
9/4/2010 ROGER E. SMITH UW4R585M.
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

N 898 WP

December 7, 2010 Tach: 478 2
Complied with TCM SID 97-3 fuel injection PSI adjustments. The fuel injection system was adjusted as required and all operations checks are good at this time.

James N Brod Jr. A&P 3016060 IA 3016060 IA

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Engine Log
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 oil and filter change
Complied with engine compression checks; #1=68/80, #2=62/80, #3=67/80, #4=64/80, #5=61/80, #6=68/80
Removed and replaced L/H muffler with new
I hereby certify this engine has been inspected IAW FAR 91.43 appendix d and is found to be in an airworthy condition.

Brian Grothe

A&P1800620IA

**********Nothing Follows**********

Date: 9/10/2011; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2066.00; Total Time: 2066.00; Engine - Type: IO-550-B43, S/N: 687149, Time: 519.00; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1090.00
Opened the cowling and washed the engine down with solvent. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50WT Plus oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 7771.
9/10/2011 ROGER E. SMITH UW4R585M.
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

Date: 12/03/2011; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2095.60; Total Time: 2095.60; Engine - Type: IO-550-B43, S/N: 687149, Time: 548.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1119.60
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 7834.
12/3/2011 ROGER E. SMITH UW4R585M.
Carter Aircraft, Inc. FAA Approved Repair Station, Sebring FL.

Date	Total Time Hrs.	Total Time Min.	Last Overhaul Hrs.	Last Overhaul Min.	Installation; Modifications and Service Bulletins
Brought Forward →					

Date: 4/20/2012; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2109.50; Total Time: 2109.50; Engine - Type: IO-550-B43, S/N: 687149; Time: 562.80; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1133.50
Completed annual inspection check list this date on this engine. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell 15W-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Completed compression test on this Continental engine in accordance with Continental Service Bulletin SB03-3, section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. All of the cylinders on this engine were replaced with fresh overhauled ECI Cerminil overhauled cylinders. This compression was taken when the cylinders had only .5 hours time in service and had not fully broken in yet. The compression is as follows: #1 76/80 #2 75/80 #3 76/80 #4 76/80 #5 74/80 #6 75 /80. All of these compressions are within the parameters called out in SB03-3. Replaced the inlet air filter, P/N AAD9-14-5, for the engine driven vacuum pump. Replaced the air conditioner belt, P/N 646293-3400.
Removed the right muffler and the exhaust manifold from the engine. Removed the muffler exhaust shroud from the muffler. Installed the shroud on the new muffler. Installed the tail pipe on the new muffler using new nuts and bolts on the muffler clamp. The assembly was placed back in the aircraft. The new exhaust manifold was installed, the muffler was mounted to the exhaust manifold and the muffler tail pipe hanger was installed by J. B. Aircraft Engine Service Inc. while completing engine repairs. Removed the standby alternator and removed the alternator drive adapter from the back of the engine. Pressed leaking seal out of the adapter and installed a new seal. Installed the adapter on the engine using a new gasket. Installed the standby alternator and test ran the engine. The alternator functioned properly and no oil leakage was evident. Removed all of the fuel nozzles from the engine and cleaned using the sonic bath method. Installed the cleaned nozzles in the engine in accordance with the maintenance manual for this engine.
This aircraft engine 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.
4/20/2012 Roger E. Smith _____ UW4R585M
Carter Aircraft Inc. FAA Accepted Repair Station. Sebring, FL.

4/19/2012 Tach: 2109.5 Time Since New 562.8

Top overhaul IO-550-B43 sn#687149, 6ea TCM cylinders were removed from this IO-550-B43 and 6ea TCM FRCN71.2 CN freedom cylinders complete with related seals and gaskets, and new piston pins aec630046 were installed accordance with factory recommended procedures outlined in the applicable TCM overhaul manual and published service information using the parts listed in J.B. Aircraft Engine Service Inc. W/O 12-3419 The #2 connecting rod was removed for bearing inspection and no defects were noted and new rod bolts 2ea 655958, nuts 2ea 654490 and rod bearings 2ea 642398 were installed in that position. The hydraulic lifters were replaced at this time with 6ea SA628488 and 6ea SA646277. Cylinders ECI sn#s 1. 84109-11, 2. 84109-05, 3. 84101-03, 4. 84109-10, 5. 84321-09, 6. 84109-01. ECI PN#ECC71.2 C/N
All work listed was performed and inspected in accordance with current FAA regulations

by, James N Brod Jr. A&P 3016060 IA _____ 4/19/2012

J.B. Aircraft Engine Service Inc. Sebring, Florida

Date: 6/08/2012; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2120.20; Total Time: 2120.20; Engine - Type: IO-550-B43, S/N: 687149; Time: 573.50; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1144.20
Inspected the engine ignition system for any source of electromagnetic radiation that could be interfering with the Strike Finder. No leakage, or source of leakage was found. The ignition harness is in very good condition and both P-Leads are secure to the magnetos. All spark plug leads are tight.
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.
6/8/2012 ROGER E. SMITH _____ UAW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL

Date: 8/11/2012; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2138.70; Total Time: 2138.70; Engine - Type: IO-550-B43, S/N: 687149; Time: 592.00; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1162.70
Opened the cowling and washed the engine down with solvent. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 8036.
8/11/2012 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Brought Forward

Date: 9/08/2012; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2163.90; Total Time: 2163.90; Engine - Type: IO-550-B43, S/N: 687149, Time: 817.20, Prop - Type: 3A32C406-C, S/N: 901182, Time: 1187.90
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100 oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 8044.
9/08/2012 ROGER E. SMITH UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 1/24/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2179.80; Total Time: 2179.80
Removed the stand by alternator B & C Specialty Products, Inc. Model C410-1Alternator S/N 0231778, from the engine. The alternator was overhauled and a cracked rear housing was replaced with a new part. Installed the overhauled alternator on the engine and tested the system. Found that the alternator functions 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 8128.
1/24/2013 ROGER E. SMITH UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 2/16/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2196.10; Total Time: 2196.10; Engine - Type: IO-550-B43, S/N: 687149, Time: 649.40; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1220.10
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with 12 quarts of Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 8177.
2/16/2013 ROGER E. SMITH UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 5/01/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2211.20; Total Time: 2211.20; Engine - Type: IO-550-B43, S/N: 687149, Time: 664.50; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1235.20
Completed Annual inspection check list this date on this engine. Drained all of the hot oil out of the engine sump. Removed the oil filter and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Completed compression test on this Continental engine in accordance with Continental Service Bulletin SB03-3, Section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. The compression on this engine is as follows: #1 72/80 #2 75/80 #3 74/80 #4 75/80 #5 76/80 #6 75/80. All of these compressions are within the parameters called out in SB03-3. Tightened up all of the screws in the rocker box covers to stop oil leakage. Inspected the covers after the engine was test run and found no oil leakage evident at this time. Replaced one missing screw and nut in the baffle behind the #2 cylinder. Stop drilled a small crack in the baffle aft of the #1 cylinder. 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. Removed both slick magnetos, Left mag model 6310 S/N 04110555 and Right mag model 6310, S/N 04110552 from the engine. Disassembled both magnetos and complied with the 500 hour inspection per the 500 hour check list (9.0) in L-1363 Maintenance Manual. Set the points using a T-150 mag tool and reassembled both mags. Replaced the brushes, K8215, in both distributor gears. Safetied both impulse couplings in place withnew cotter keys, P/N M2556-10. Installed the magnetos on the engine using new gaskets and timed in accordance with the engine data plate. Test ran the engine and both mags functioned satisfactorily.
This aircraft engine 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.
5/1/2013 Roger E. Smith UW4R585M
Carter Aircraft Inc. Repair Station, Sebring, FL.

Date: 5/20/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2215.20; Total Time: 2215.20; Engine - Type: IO-550-B43, S/N: 687149, Time: 668.50, Prop - Type: 3A32C406-C, S/N: 901182, Time: 1239.20
Removed all of the spark plugs from the engine, cleaned and gapped. Installed the plugs with never seeze and torqued to 30 Lb/FT. Removed the left magneto, P/N 6310, S/N 0410555, from the engine. Disassembled the magneto and complied with the 500 hour inspection per the 500 hour check list (9.0) in L-1363 manual. Set the points using a T-150 mag tool and reassembled both mags. Found the magneto in Airworthy condition. Installed the magneto on the engine and timed in accordance with the engine data plate. Installed this magneto in accordance with Teledyne Continental IO-550-A-B-C Overhaul Manual, P/N X30568A. Test ran the engine and both mags functioned satisfactorily.
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 8242.
5/20/2013 ROGER E. SMITH UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Brought Forward →

Date: 6/28/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2224.90; Total Time: 2224.90; Engine - Type: IO-550-B43, S/N: 687149, Time: 678.20; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1248.90
Removed the spark plugs from the #4 cylinder and cleaned. Tested the two plugs and found no defect. Installed the plugs and the problem persisted. Tested the harness and found that the lower #4 ignition lead is shorted out. Trimmed fitted and installed a new Slick Universal Harness Kit P/N M7502-72, from the right magneto to the lower spark plug in the #4 cylinder. Test ran the engine and performed a magneto check. The engine ran properly on each individual magneto.
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 # 8260.
6/28/2013 ROGER E. SMITH _____ A.P. 3442201
Carter Aircraft, Inc. Sebring, Florida.

Date: 8/03/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2230.30; Total Time: 2230.30; Engine - Type: IO-550-B43, S/N: 687149, Time: 683.60; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1254.30
With engine at operating temperature. Adjusted the idle mixture and found idle speed to be correct.
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 8283.
8/3/2013 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 9/20/2013; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2237.80; Total Time: 2237.80; Engine - Type: IO-550-B43, S/N: 687149, Time: 691.10; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1261.80
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with AEROSHELL W100-50WT oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 8300.
9/20/2013 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 3/10/2014; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2282.80; Total Time: 2282.80
Removed the original vacuum pump that had failed. Removed all of the Pneumatic lines back to the regulator and blew the lines out with compressed air to remove any contaminants. Inspected the pump drive seal and found that it is not leaking. Installed a new gasket on the pump, P/N RA3216CW and installed the pump on the engine. Removed the inlet filter and installed a new filter, P/N RA-D9-14-5. . Removed the central vacuum filter and installed a new filter P/N AA2J4-7. Inspected the Pneumatic lines for deterioration and found none. Test ran the engine to check the pump performance, found that the pump performs properly. After the run, inspected the pump flange for oil leakage and found no leakage evident at this time. Drained the oil out of the engine while the oil was hot. Removed the oil filter and cut open with a filter can opener. Inspected the filter element for metal contamination and found no contamination evident at this time. Cleaned the exterior of the engine so that oil leaks would be readily visible during the engine test run. Installed a new oil filter part number CH48109-1 on the engine. Filled the engine up with Aeroshell W100-50wt. and put one can of Cam Guard in with new oil, as per the customers request. Test ran the engine and inspected the sump plug, oil filter and oil filler opening for oil leakage. Found no engine oil leakage evident at this time.This work performed in accordance with the TCM Overhaul Manual No. M-16, Dated August 2011.
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 8397.
3/10/2014 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 6/06/2014; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2309.00; Total Time: 2309.00; Engine - Type: IO-550-B43, S/N: 687149, Time: 762.30; Prop - Type: 3A32C406-C, S/N: 901182, Time: 762.00
Completed Annual inspection check list this date on this engine. Drained the oil out of the engine while the oil was hot. Removed the oil filter and cut open with a filter can opener. Inspected the filter element for metal contamination and found no contamination evident at this time. Cleaned the exterior of the engine so that oil leaks would be readily visible during the engine test run. Installed a new oil filter part number CH48109-1 on the engine. Filled the engine with Aeroshell W100-50wt. oil and put one can of CamGuard in with the new oil. Test ran the engine and inspected the sump plug, oil filter and oil filler opening for oil leakage. Found no engine oil leakage evident at this time. Completed compression test on this Continental engine in accordance with Continental Service Bulletin SB03-3, Section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. The compression on this engine is as follows: #1 78/80 #2 75/80 #3 75/80 #4 76/80 #5 74/80 #6 58/80. All of these compressions are within the parameters called out in SB03-3. Adjusted the position of intake manifold clamp to stop it from rubbing on the right aft engine mount.
Torqued all of the screws in the rocker box covers to stop oil leakage. Inspected the covers after the engine was test run and found no oil leakage evident at this time. Replaced the upper Adel clamp on the fuel supply line to the fuel transducer on top of the engine.
This aircraft engine 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.
6/06/2014 Roger E. Smith _____ UW4R585M
Carter Aircraft Inc. Repair Station. Sebring, FL.

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Date: 10/01/2014; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2360.80; Total Time: 2360.80; Engine - Type: IO-550-B43, S/N: 687149, Time: 814.10; Prop - Type: 3A32C406-C, S/N: 901182, Time: 813.80
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100 50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 8469.
10/01/2014 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

7/16/2015 N898WP Tach: 2422.6
TCM IO-550-BB 687149 Due to valve guide seal failure 6ea cylinders sn#s 84109-11, 84109-05, 84101-03, 84109-10, 84321-09, 84109-01 were removed this date for warranty replacement. 6ea replacement cylinders ECC71.2 cylinders complete supplied by ECI were installed in accordance with factory recommended procedures outlined in the applicable TCM overhaul manual and all applicable service information using the parts listed in J.B. Aircraft Engine Service Inc. Shop Order 15-3736 Cylinders 1-6 sn#s 110018-01, 110018-02, 110589-02, 107739-03, 108214-08, 109425-01, see 8130-3s supplied with log entry, All operational checks are good at this time. The FI PSI was checked in accordance with TCM SID97-3 and IO-550-B operators manual. Fuel PSI is with-in limits at this time. All work listed was performed and inspected in accordance with current FAA regulations by:
James N Brod Jr. A&P 3016060 IA _____ 7/16/15

Date: 7/16/2015; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2422.60; Total Time: 2422.60; Engine - Type: IO-550-B43, S/N: 687149, Time: 875.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 875.60
Removed all cylinders from the engine for replacement. J. B.Aircraft Engine Service Inc. installed replacement cylinders on the engine. We installed the exhaust system and all of the baffling. Installed the alternator and starter that had been removed for baffle removal and cylinder access. The engine was test run by J. B. Aircraft Engine Service after assembly was completed. We adjusted the idle speed and idle mixture on the fuel injector, Per. 71-00-00 " Idle Speed And Mixture Adjustment", steps (a thru f)
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. We .
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 _____ 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; Engine - Type: IO-550-B43, S/N: 687149 Time: 875.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 875.60
Completed Annual inspection check list this date on this engine. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell 100-50wt. Mineral break in oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Replaced the air conditioner compressor belt. Tightened the belt to the proper tension as prescribed in the 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. 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. Repaired the intake manifold heat shields on both the #2 and #6 heat shields by replacing loose rivets and stop drilling cracks.
This aircraft engine 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 _____ UW4R585M.
Carter Aircraft, Inc. Sebring Fl. Repair Station.

Date: 8/08/2015; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2450.10; Total Time: 2450.10; Engine - Type: IO-550-B43, S/N: 687149, Time: 903.40; Prop - Type: 3A32C406-C, S/N: 901182, Time: 903.10
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with W100-50wt oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident 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 8752.
8/8/2015 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

	Hrs.	Min.	Hrs.	Min.	Modifications and Service Bulletins
Brought Forward →			924.2	2476.0	491.2

HOBBS 487.8

1/14/2016 Time: 922.6 The complete original fuel injection system was removed from N898WP IO-550-B 687149 The complete original fuel injection system was removed from the engine. A TCM factory fuel Injection service kit R-649053A1-11 to include R-646212-54A2 S/N B15KA234R SO# 293240 Fuel Pump, R-6570214R S/N A15HA214R SO# 280127 Throttle Valve Assembly, R-646508-14A6 S/N C15LA067R S/N C15LA067R SO# 294827 Fuel Distributor was installed. The fuel Pump was installed using a new fuel pump drive coupling 653359 and gasket. Installed 6ea new position tuned fuel injection nozzles in the appropriate cylinders as required. These nozzles were included with the upgraded supplied injection system. The oil was drained from the crankcase and the plug was secured and saftied. The filter was removed and cut for inspection. No contamination was found at this time. A new oil filter CH48109-1 was installed and saftied. The engine was serviced with 12qts of w100 Aero Shell. The engine was run and inspected for leaks. No leaks are evident at this time. The fuel injection system was adjusted in accordance with TCM SID97-3 and all operations checks are normal at this time.
The work listed was performed and inspected in accordance with current FAA regulations by,

James N. Brod Jr A&P 3016060 IA _____ 1/14/2016

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924.9 2476.1 HOBBS

Date: 1/15/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2469.40; Total Time: 2469.40; Engine - Type: IO-550 -B43, S/N: 687149, Time: 922.70; Prop - Type: 3A32C406-C, S/N: 901182, Time: 922.40 487.9
Removed the standby alternator from the engine. Installed a cover on the alternator drive adapter using a new gasket. Test ran the engine and verified that there are no oil leaks around the alternator drive adapter.
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 _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

2478.0 924.6

Date: 1/30/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2469.40; Total Time: 2469.40; Engine - Type: IO-550 -B43, S/N: 687149, Time: 922.70; Prop - Type: 3A32C406-C, S/N: 901182, Time: 922.40
Installed B&C Specialty Products, Inc. standby alternator, P/N BC410-1, S/N 0231778, after bench test by B&C Speciality. The alternator was installed using a new gasket supplied by B&C and new split lock washers. Test ran the engine and the alternator functioned properly. Inspected for oil leakage at the base of the alternator and no leakage noted.
Installed this B & C Stand By alternator in accordance with B & C Installation Instructions for SD20, BC410 and BC425 Alternators Document No. BC-410 Rev. C (8/21/07).
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 8880.
1/30/2016 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. Repair Station, Sebring FL.

Date: 5/14/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2497.90; Total Time: 2497.90; Engine - Type: IO-550 -B43, S/N: 687149, Time: 951.20; Prop - Type: 3A32C406-C, S/N: 901182, Time: 950.90
Replaced the O2 Sensor, P/N OS100, for the Lean Sense indicator. Checked during the engine test run and instrument functions properly. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can.
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 9851.
5/14/2016 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 5/25/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2509.40; Total Time: 2509.40; Engine - Type: IO-550 -B43, S/N: 687149, Time: 962.60; Prop - Type: 3A32C406-C, S/N: 901182, Time: 962.60
Replaced broken spring, P/N 626371, between the throttle arm and the mixture control arm on the fuel injector. Test ran the engine and it functions properly. Repaired broken wire on the alternator AUX terminal by installing a new ring terminal. During the engine test run the alternator light 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 8974.
5/25/2016 ROGER E. SMITH _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
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Date: 9/06/2014; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2332.60; Total Time: 2332.60; Engine - Type: IO-550 -B43, S/N: 687149, Time: 785.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 785.60
Completed compression test on the #6 cylinder in accordance with Continental Service Bulletin SB03-3, Section (B). Calibrated the compression gages using Boroughs tool 646953A. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable as long as there is no leakage by the valves. The compression on the #6 cylinder is 63/80. This is an improvement over the last compression reading on the #6 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 # 14-8529.
9/6/2014 ROGER E. SMITH _____ A.P. 3442201
Carter Aircraft, Inc. Sebring, Florida.

Date: 9/06/2014; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2332.60; Total Time: 2332.60
Replaced the Oxygen sensor for the lean mixture indicator.
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 # 14-8529.
9/6/2014 ROGER E. SMITH _____ A.P. 3442201
Carter Aircraft, Inc. Sebring, Florida.

Date: 8/03/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Tach: 2524.20; Total Time: 2524.20; Engine - Type: IO-550 -B43, S/N: 687149, Time: 977.40; Prop - Type: 3A32C406-C, S/N: 901182, Time: 977.40
Completed Annual Inspection Check List on this engine. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with 10 qt. of Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can. The compression on this engine is as follows: #1 71/80 #2 72/80 #3 71/80 #4 72/80 #5 72/80 #6 72/80. All of these compressions are within the parameters called out in SB03-3. Removed bolts and bushings supporting the freon compressor belt guard. Repaired the guard by installing two scab patches on the attachment tabs and installed the repaired belt guard on the compressor. Removed all of the fuel nozzles from the engine and cleaned using a sonic bath machine. Installed the cleaned nozzles in the engine and ran the electric fuel pump to inspect for fuel leakage from nozzle lines. No leakage evident at this time. These fuel nozzles were installed in accordance with instructions in TCM Service Bulletin SB06-1A, Part II, Step 8 (a,b,c,d,e)(9). Removed the right magneto and replaced leaking gasket. Adjusted the engine to right magneto timing in accordance with the engine overhaul manual for this engine. Checked both magnetos during the engine test run and found that both magnetos function properly. Inspected both of the magnetos for oil leakage and found no leakage evident at this time. Tightened loose crews on the baffle just aft of the #1 cylinder. Added a washer and tightened loose bolt securing the throttle cable rod end bearing to the throttle arm on the fuel injector. Safetied the castle nut with a new cotter key. Removed the Airwolf air oil separator and cleaned. Reassembled using a new gasket, P/N W-2003. Installed the assembled unit on the aircraft using a piece of 1/4 inch hose as chafe guard on the separator mounting bracket. This service is required each 100 hours time in service or once each year which ever comes first.
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 engine 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 _____ UW4R585M.
Carter Aircraft, Inc. Sebring FL. FAA Certified Repair Station.

N898WP IO-550-B 687149 Time: 988.9 Hobbs 2539.7

Peformed a Compression test and all compressions are normal at this time all 70/80+. Removed all the fuel injection nozzles, cleaned, inspected and installed as required. Installed 12ea new RHB32E Spark Plugs as required. Adjusted the magneto timing as required. All operations checks are normal at this time.

James N Brod Jr. A&P 3016060 IA _____ 9/28/2016

Date: 12/29/2016; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2566.70; Total Time: 2566.70; Engine - Type: IO-550-B43, S/N: 687149, Time: 1019.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1019.90
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can.
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 9129.
12/29/2016 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

	Hrs.	Min.	Hrs.	Min.	Installations, Inspections, Airworthiness Directives, Modifications and Service Bulletins
Brought Forward →					

Date: 4/27/2017; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2573.40; Total Time: 2573.40; Engine - Type: IO-550-B43, S/N: 687149, Time: 1026.60; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1026.60
Drained hot oil out of the engine sump. Removed the of the oil filter and cut open with a filter can cutter to inspect for metal contamination in the filter element. Found no metal contamination in the element. Secured the sump drain and installed new oil filter P/N CH48109-1. Filled the engine with Aeroshell W100 oil and test ran. Inspected the engine for oil leakage and found no leakage evident at this time. This oil change completed in accordance with the Lycoming Direct Drive Overhaul Manual #60294-7 and Lycoming Mandatory Service Bulletin No. 480E. This oil filter was installed in accordance with Champion instructions printed on the filter can.
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.
4/27/2017 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 10/01/2017; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2615.50; Total Time: 2615.50; Engine - Type: IO-550-B43, S/N: 687149, Time: 1068.70; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1068.70
Completed Annual Inspection Check List on this engine. Drained hot oil out and inspected the oil filter element. No metal contamination was found inside. Filled the engine with W100-50wt oil and installed a new CH48109-1 filter. The compression is as follows: #1 71/80 #2 73/80 #3 73/80 #4 75/80 #5 75/80 #6 74/80. All of these compressions are within the parameters called out in SB03-3. Replaced the pneumatic pump inlet filter, P/N D9-14-5. Removed all of the fuel nozzles from the engine and cleaned using a sonic bath machine. Installed the cleaned nozzles in the engine and ran the electric fuel pump to inspect for fuel leakage from nozzle lines. No leakage evident at this time. These fuel nozzles were installed in accordance with instructions in TCM Service Bulletin SB06-1A, Part II, Step 8 (a,b,c,d,e)(9). Inspected and checked torque on all valve cover screws. Installed a new Brackett air filter element, P/N BA-7112. Replaced 2 missing screws on the #6 cylinder baffle. Cleaned all spark plug cigarettes. Tightened loose screw while securing Adel clamp to the #6 cylinder and tightened a loose screw adjacent to the clamp.
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.
This aircraft engine 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 on10/1/2017.
Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station Sebring Fl.

Date: 11/09/2017; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2627.60; Total Time: 2627.60; Engine - Type: IO-550-B43, S/N: 687149, Time: 1080.80; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1080.80
Opened the top cowl to gain access to the air conditioner compressor. Removed shredded air conditioner drive belt and installed a new belt P/N 646293-34-00. Tested the air conditioner and found it functions 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 9346.
11/09/2017 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 11/30/2017; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2644.30; Total Time: 2644.30; Engine - Type: IO-550-B43, S/N: 687149, Time:; Prop - Type: 3A32C406-C, S/N: 901182, Time:
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with 10 quarts Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can.
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 9364.
11/30/2017 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 5/09/2018; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2690.30; Total Time: 2690.30
Replaced the O2 sensor on left front exhaust riser.
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 9515.
5/09/2018 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 5/16/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2777.70; Tach: 1186.50; Total Time: 2777.70
Replaced the O2 sensor with an owner supplied part.
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.
May 16, 2019 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

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Date: 11/10/2018; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2727.10; Total Time: 2727.10; Engine - Type: IO-550-B43, S/N: 687149, Time: 1180.10; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1180.10
Completed Annual Inspection Check List on this engine. Drained hot oil and cut filter. No metal contamination was found inside. Filled the engine with Aeroshell 100-50wt Mineral Break in oil and installed a new CH48109-1 filter. Removed cracked cylinder # 4 and installed a new Loaded Continental NiC3 cylinder, P/N 658611A3BP, S/N AC17AC297 using a new wrist pin and single cylinder gasket set. The replacement cylinder was installed and test run in accordance with CMG Overhaul/Parts Manual No. M-16, dated July 2015. Compression is as follows: #1 74/80 #2 66/80 #3 70/80 #4 New Cylinder/80 #5 75/80 #6 74/80. Compression and inspection performed per SB03-3. Set idle speed to 625 RPM. Checked the fuel flow and pressures per current CMG Overhaul/Parts Manual No. M-16 dated July 2015. Repaired broken heat shields on the #2 and #4 intake pipes. Installed a new Brackett air filter element, P/N BA-7112. Replaced #2 cylinder rocker cover gasket. Installed a scab patch on the baffle attachment tab securing the baffle to the #2 cylinder head. Installed a new seal on alternator shaft. Replaced worn woodruff key and installed new brush assembly. Tested the elastomeric coupler in accordance with instruction contained in TCM SB11-3, Dated 03/17/2010 and installed the coupler on the alternator shaft using a new O-ring seal. Installed the alternator on the engine using a new gasket. Removed Left magneto model 6310 S/N 04110555 and Right magneto model 6310, S/N 653267 from the engine. Disassembled both magnetos and completed 500 hour inspection per check list (9.0) in I.-1363 Manual. Replaced defective coil in the right magneto. Set the points using a T-150 mag tool and magneto synchronizer. Reassembled both magnetos. Found both magnetos in Airworthy condition. Installed the magnetos on the engine and timed in accordance with the engine DATA PLATE. Test ran the engine and both magnetos functioned satisfactorily. Inspected for oil leakage and no leakage noted at this time.
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.
This aircraft engine 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 11/10/2/18.
Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring Fl.

Date: 12/12/2018; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2740.20; Tach: 1168.70; Total Time: 2740.20; Engine - Type: IO-550-B43, S/N: 687149, Time: 1193.20; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1764.21
Removed and inspected the spark plugs from the number four cylinder. Both plugs from the #4 cylinder appear to be running normally. Removed plugs from cylinders #2 & #6 and found that #4 cylinder is not running any leaner than the adjacent cylinders. Checked both the intake and exhaust on #4 cylinder for leaks. No leaks found. Compression check results for cylinder number four is 74/80. Found no obstructions in the fuel nozzle, checked the number four fuel nozzle line and found no damage. Inspected inter cylinder baffles and found all were in proper position witn no obstructions. Also inspected the cylinder head baffle and found no defects. Added one quart of AeroShell 100-50wt mineral oil to the crankcase.
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 9665.
12/12/2018 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 1/07/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2747.20; Tach: 1175.00; Total Time: 2747.20; Engine - Type: IO-550-B43, S/N: 687149, Time: 1200.20; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1771.20
Swap EGT probes between #2 and #4 cylinders. Test ran the engine and #4 remained the hot cylinder. Put probes back in original positions. Torqued all of the screws in the rocker box covers to stop oil leakage. Inspected the covers after the engine was test run and found no oil leakage evident at this time Removed top plugs, inspected for lean running and found all plugs have similar gray color with no sign of lean running. Installed the plugs in same holes as removed and performed a magneto check. Mag check was good.
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 9689.
1/07/2019 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 3/02/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2757.90; Tach: 1184.10; Total Time: 2757.90; Engine - Type: IO-550-B43, S/N: 687149, Time: 1210.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1781.91
Removed both the #4 and #5 nozzles. Installed the #5 nozzle in the #4 cylinder and vice versa. Lubricated NPT threads on both nozzles and torqued with reference to Continental Motors Position Tuned Fuel Nozzles, " Installation and Maintenance Manual" Form X30674 dated January 2000.
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 9720.
3/02/2019 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 3/12/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2760.70; Tach: 1186.50; Total Time: 2760.70; Engine - Type: IO-550-B43, S/N: 687149, Time: 1213.70; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1784.71
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can.
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 9730.
3/12/2019 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

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Date: 5/23/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2779.10; Tach: 1202.70; Total Time: 2779.10
Removed the exhaust from the left side of the engine and removed the intake manifold from the #4 cylinder. Removed the forward push rod tube and replaced both tube seals, P/N534610. Installed the tube and installed the intake manifold using a new gasket, P/N 649959. Installed the push rod and rocker arm. Cleaned the cylinder head and valve cover. Installed the cover using a new gasket, P/N SA534857. Installed the exhaust system on the left side of the engine. Test ran the engine and no oil leakage observed.
This work performed in accordance with the current CMG Overhaul/Parts Manual No. M-16 dated July 2015.
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.
5/23/2019 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL

Date: 9/07/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2799.40; Tach: 1220.70; Total Time: 2799.40;
Engine - Type: IO-550-B43, S/N: 687149, Time: 1252.40; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1823.40
Removed all of the spark plugs found 6 are worn out. Cleaned the 6 good plugs and inspected 6 new RHB32E spark plugs. Gapped all 12 plugs to Continental published specifications. The plug threads were coated with Never seize compound before the spark plugs were torqued into the engine. The new plugs were put in the bottom plug holes and the cleaned plugs were put in the upper plug holes. All of the ignition harness was inspected visually and found to be in airworthy condition. The engine was test run and a mag check performed. The mag check was good. Drained the hot oil out, removed the filter and no metal contamination was found inside. Filled the engine with AeroShell W100-50wt oil and installed a new CH48109-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can.
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.
9/07/2019 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 10/11/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2808.50; Tach: 1228.50; Total Time: 2808.50;
Engine - Type: IO-550-B43, S/N: 687149, Time: 1261.50; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1832.50
Replaced the O2 sender for the Oxysensor Lean Find.
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 9880.
10/11/2019 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 12/14/2019; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2825.60; Tach: 1243.60; Total Time: 2825.60;
Engine - Type: IO-550-B43, S/N: 687149, Time: 1278.60; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1849.60
Completed Annual Inspection Check List on this engine. Drained hot oil, removed and cut the oil filter. Found no metal contamination in the element. Installed new oil filter P/N AA48108-2 and filled the engine with AeroShell W100-50wt oil. Test ran the engine and found no oil leakage evident at this time. Completed compression test on this Continental engine with reference to Continental Service Bulletin SB03-3. Using this procedure compression readings on the low pressure gage of 48 LBS when the high gage reads 80 LBS are acceptable. The compression on this engine is as follows: #1 70/80 #2 75/80 #3 73/80 #4 75/80 #5 78/80 #6 74/80. Visual inspection of these cylinders found no unairworthy defects and all of the compression readings are within acceptable parameters per SB03-3. Repositioned the intake heat shields on the #'2 and #4 cylinders. Cleaned all fuel nozzles using a sonic bath machine. Installed the cleaned nozzles and ran the electric fuel pump and verified no fuel leakage from nozzle lines. Removed the #'3, #5 and #6 valve covers and installed new cover gaskets. Torqued cover screws and inspected after engine test run. No oil leaks found at this time. Turned the pipe fitting on the bottom of the starter drive assembly 1/4 turn and stopped oil seepage that was collecting on the nose wheel well.
The work performed during this Annual Inspection was completed in with reference to current Beech and Continental 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 engine 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_____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring Fl.

Date: 3/19/2020; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2861.00; Tach: 1274.60; Total Time: 2861.00
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can.
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 9993.
3/19/2020 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

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Date: 8/08/2020; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2897.20; Tach: 1306.60; Total Time: 2897.20; Engine - Type: IO-550-B43, S/N: 687149, Time: 1350.20; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1924.20
Removed the baffle forward of the oil cooler, replaced the rivets in plate securing the baffle seal between the baffle and the bottom of the oil cooler. Adjusted the position of the left rear engine baffle to stop air leakage. Used clear and black sealer to seal holes between the inboard end of the baffle next to the oil cooler seal the left side cylinder head baffle to the to of the valve covers. A large hole between the front baffle and the #5 cylinder valve cover was also sealed with 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 10073.
8/8/2020 Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 8/28/2020; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2901.50; Tach: 1310.20; Total Time: 2901.50; Engine - Type: IO-550-B43, S/N: 687149, Time: 1354.50; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1925.50
Opened the cowling and washed the engine down with solvent. Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with 10 quarts of Aeroshell W100-50wt. oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can.
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 _____ 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; Engine - Type: IO-550-B43, S/N: 687149, Time: 1354.50; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1925.50
Completed compression test and found compression is as follows: #1 72/80 #2 70/80 #3 78/80 #4 74/80 #5 77/80 #6 70/80. Visual inspection of these cylinders found no unairworthy defects and all of the compression readings are within acceptable parameters per SB03-3. Inspected intake manifold gaskets and found no defects. Removed all of the spark plugs and found engine running at proper mixture on all cylinders also discovered broken and worn spark plugs. installed all new plugs, P/N RHB32E. The new plugs were gapped to the specification called out in the overhaul manual for this engine and the threads were coated with Never seize compound before the spark plugs were torqued into the engine. All of the ignition harness was inspected visually and found to be in airworthy condition. The engine was test run and a mag check performed. The mag check was good.
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 _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 1/20/2021; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2952.90; Tach: 1355.90; Total Time: 2952.90; Engine - Type: IO-550-B43, S/N: 687149, Time: 1405.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 1976.90
Completed Annual Inspection Check List on this engine. Drained hot oil, removed the filter and cut open. No metal contamination was found inside. Filled the engine with Aeroshell W100-50wt. oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. The compression on this engine is as follows: #1 66/80 #2 65/80 #3 73/80 #4 68/80 #5 79/80 #6 73/80. Visual inspection of these cylinders found no unairworthy defects and all of the compression readings are within acceptable parameters per SB03-3. Removed all of the fuel nozzles from the engine and cleaned by soaking in Hoppies lead cleaner. Then cleaned nozzles using a sonic bath machine. Installed the cleaned nozzles in the engine and ran the electric fuel pump to inspect for fuel leakage from nozzle lines. No leakage evident at this time.
These fuel nozzles were installed in accordance with instructions in TCM Service Instruction SID05-7, dated 06/24/2005 Steps (1 thru 12, 14 & 15). Anti-seize was applied to the threads and the nozzles were torqued to 55 - 65 in/lb withe the fuel line nuts torqued to 30 in/lb. Removed O2 sensor from exhaust pipe and cleaned with Hoppies to remove lead. Installed the sensor. The installation was completed referencing CAVY products limited installation and operation instruction AM100-INSTLN, Rev A dated September 24, 1994. Using a torque driver, torqued all of the screws in the valve covers to stop oil seepage. Inspected the covers after the engine was test run and found no oil seepage evident at this time. Tightened and safetied loose cap on the tachometer drive on the engine. Tightened loose belt on the air conditioner compressor. Attached the loose ground wire to the inboard top bolt on the air conditioner compressor bracket. Repositioned the shiffle valve on the intake manifold to stop it from rubbing on the top of the nose wheel well.
Checked the right magneto and found it is set at 22 degrees BTDC. Adjusted magneto to engine timing on the left magneto to 22 degrees BTDC.
The work performed during this Annual Inspection was completed in with reference to current Beech and Continental 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 33-590010-7E3, Continental Maintenance Manual P/N X30039 Parts Manual, P/N X30624 and other technical data referenced in this work order.
This aircraft engine 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
Roger E. Smith _____ UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring Fl.

Date: 4/27/2021; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2999.90; Tach: 1396.90; Total Time: 2999.90;
Engine - Type: IO-550-B43, S/N: 687149, Time: 1405.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 2023.90
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with AeroShell W100-50wt oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can. Removed Lean Find O2 sensor and cleaned using Hoppe's #9. Applied anti-seize to the O2 sensor threads and installed.
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 10259.
2/27/2021 Roger E. Smith UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 9/23/2021; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 3052.90; Tach: 1443.50; Total Time: 3052.90;
Engine - Type: IO-550-B43, S/N: 687149, Time: 1505.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 2076.90
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Removed the original oxygen sensor and installed a new sensor using the anti-seize supplied the the probe. Touched up the leading edges of the propeller blades with satin black paint.
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 10348.
9/23/2021 Roger E. Smith UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 4/27/2021, Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 2999.90; Tach: 1396.90; Total Time: 2999.90
Engine - Type: IO-550-B43; S/N: 687149, Time: 1405.90; Prop - Type: 3A32C406-C; S/N: 901182, Time: 2023.90
Drained all of the hot oil out of the engine sump. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with AeroShell W100-50wt oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. This oil filter installed in accordance with Champion instructions printed on the filter can. Removed Lean Find O2 sensor and cleaned using Hoppe's #9. Applied anti-seize to the O2 sensor threads and installed.
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 10259.
2/27/2021 Roger E. Smith UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

Date: 9/23/2021; Aircraft: N898WP; Type: BEECH F33A; S/N: CE-1513; Hobbs: 3052.90; Tach: 1443.50; Total Time: 3052.90;
Engine - Type: IO-550-B43, S/N: 687149, Time: 1505.90; Prop - Type: 3A32C406-C, S/N: 901182, Time: 2076.90
Drained all of the hot oil out of the engine su[illegible]p. Removed the oil filter and cut open. Inspected the oil filter element and no metal contamination was found inside. Filled the engine with Aeroshell W100-50wt oil and installed a new CH48108-1 filter. Test ran the engine and inspected for oil leakage. No oil leakage is evident at this time. Removed the original oxygen sensor and installed a new sensor using the anti-seize supplied the the probe. Touched up the leading edges of the propeller blades with satin black paint.
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 10348.
9/23/2021 Roger E. Smith UW4R585M.
Carter Aircraft, Inc. FAA Repair Station, Sebring FL.

1-10-22 Tach - 1452.2 TSOH - 1514.6. Remove Top Plugs & Run Compression
#1 80/80 #2 78/80 #3 78/80 #4 72/80 #5 78/80 #6 74/80. Remove Cyl #1 & #2 For
Repair by Caribou. Reinstall Cyls with New Rings & gaskets.
Chk'd Exhaust Replace LH Tail Pipe. Remove Props For Overhaul
& Reinstall. Chk'd All Controls For Operation & Security.
All Systems chk'd Ok at This Time.

DATE 1-10-22 TACH/~~HOBBS~~ 1452.2
I CERTIFY THAT THIS Engine HAS BEEN
~~INSPECTED IN ACCORDANCE WITH~~ 100hr
~~INSPECTION AND WAS DETERMINED TO BE IN~~
AIRWORTHY CONDITION AND WAS RETURNED TO
SERVICE 3400976IA
~~Phillip O. Brenner, BrenAir Inc.~~

TAIL NUM:	N898WP	DAVIS FIELD AVIATION, LLC	SMOH:	
MAKE:	TCM		TACH TIME:	1470.3
MODEL:		1200 Sabre St Muskogee, OK 74403 (918) 682-4101	HOBBS	
S/N:			DATE:	06-29-22

an engine and drained oil. Removed filter and installed new filter P/N CH48110-1. Serviced with 12 Qts.
f Aero Shell W100 oil. Cleaned dip stick cap. Washed area with solvent and clean cowl cheek covers.
)pened and inspected filter. Robert L Kimball ATP 3752096

Date	Hrs.	Min.	Last Overh. Hrs.	Last Overh. Min.	Installations, Inspections, Modifications and Service Bulletins
Brought Forward →			Tach. 1489.0		
Mar 1, 2023	1551	4	1551	4	Remove Top Plugs & ck Compression #1 68/80 #2 78/80 #3 78/80 #4 78/80 #5 78/80 #6 78/80. Drained oil & cut Filter No Metal Noted. Install New Filter & oil 12qt 100W. Remove Shroud on Exhaust & Insp. Reinstall. Ckd all controls For Security & operation. Ran Engine all Systems ckd OK at this Time. 3400976 IA.

DATE Mar 1 2023 TACH/HOBBS 1489.0
I CERTIFY THAT THIS Engine HAS BEEN
INSPECTED IN ACCORDANCE WITH 100hr.
INSPECTION AND WAS DETERMINED TO BE IN
AIRWORTHY CONDITION AND WAS RETURNED TO
SERVICE 3400976IA
Phillip O. Brenner BrenAir Inc.

Apr 5 2024	1504	1563	7	Tach. 1501.3	Removed Top Plugs & Run Compression #1 79/80 #2 74/80 #3 76/80 #4 76/80 #5 79/80 #6 79/80. Clean & gap Plugs & Reinstall. Change oil & Filter with 12qts AS 100W. Ckd Exhaust Condition & Security. Ckd all Controls For operation & Security. All Systems ck OK at this Time. 3400976IA

DATE Apr 5, 2024 TACH/HOBBS 1501.3
I CERTIFY THAT THIS Engine HAS BEEN
INSPECTED IN ACCORDANCE WITH 100hr.
INSPECTION AND WAS DETERMINED TO BE IN
AIRWORTHY CONDITION AND WAS RETURNED TO
SERVICE 3400976IA
Phillip O. Brenner BrenAir Inc.

Brought Forward →

Mar 19 2025	1515.9	TSOH 1578.3	Remove Top Plugs & Run Compression #1 75/80 #2 78/80 #3 78/80 #4 72/80 #5 78/80 #6 79/80 Change oil & Filter with 12qt W100. Ckd Ex For Condition. Ckd all Controls For operation & Security. All Systems ckd ok at this Time 3400976EA	

DATE ~~19 Mar 25~~ TACH/~~HOBBS~~ 1515.9
I CERTIFY THAT THIS Engine HAS BEEN
~~INSPECTED IN ACCORDANCE WITH~~ 100 Hr
~~INSPECTION AND WAS DETERMINED TO BE IN~~
AIRWORTHY CONDITION AND WAS RETURNED TO
SERVICE 3400976EA
~~Phillip O. Brenner BrenAir Inc~~

April 3, 2026	1528.1	TSOH 1590.5	Removed Top Plugs & Run Compression #1 69/80 #2 78/80 #3 76/80 #4 78/80 #5 74/80 #6 72/80. Install New RHB32E Plugs. Change oil & Filter with 12qt W100. Cut Filter For Metal None Found. Ckd Exhaust & Muffler For Condition. Install New A/C Belt. Install New Bd-7112 Filter. All Systems ckd OK at this Time 3400976EA	

DATE April 3, 2026 TACH/~~HOBBS~~ 1528.1
I CERTIFY THAT THIS Engine HAS BEEN
~~INSPECTED IN ACCORDANCE WITH~~ 100 Hr
INSPECTION AND WAS DETERMINED TO BE IN
AIRWORTHY CONDITION AND WAS RETURNED TO
SERVICE 3400976EA
~~Phillip O. Brenner BrenAir Inc~~