

AIRCRAFT LOG
AF5-1

AIRCRAFT DESCRIPTION

MANUFACTURER BEECHCRAFT MODEL P35 DATE OF MFG. 1963
SERIAL NUMBER D7238 REGISTRATION NUMBER N8616M

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

Inspection Status

[Check one]

☒

F.A.R. 91.409 ANNUAL/100 HOUR

☐

F.A.R. 91.409 PROGRESSIVE

☐

F.A.R. 135.419 A.T.C.O.

☐

OTHER

DATE ENTERED _____

MAINTENANCE RESPONSIBILITY

SUNCOAST MAINT CNTR.

██████████ Venice, Florida 34285

██████████ Fax ██████████

N877DM DATE 05-07-14 TACH 4033.55 TTAF 4033.55 AIRFRAME LOG

Ran up aircraft, jacked and opened for inspection. Lubricated all flight controls, flaps and landing gear retract system. Inspected ELT i/a/w FAR 91.207 par d. Replaced all wheel bearings in nose wheel, right main wheel and left inbd main wheel. All bearings greased. Checked gear rigging and emergency extension. Replaced all uplock block springs, uplock cable springs, uplock block boots to both main gear. Replaced nose gear retract rod boot in nose wheel well. Replaced all flap ground straps (4). Complied with AD 94-20-04 R2 by visual inspection. 100 hr recurring. Complied with AD 07-08-08 by inspection and lubrication of uplock rollers, 100 hr recurring. Complied with AD 76-07-12 by operational inspection, 100 hr recurring. See AD compliance list this date for AD compliance details. Left main trunnion aft bolt moving during retract sequence, checked gap between trunnion and wing for proper shimming, retorqued bolts forward and aft, saftied. Checked for freedom of movement and binding. And for no rotation of bolt during gear retract. No defects noted. Replaced throttle control cable assembly, Replaced throttle warning switch and actuator arm with new. Rigged and checked operation. Installed missing cotter pin in right ruddervator, center hinge bolt. Applied corrosion x to airframe. Freed frozen flap switch rollers. Cleaned upper wing bolt cup drains, sprayed with LPS 3 lubricant. Removed rigid line in left wheel well for tip tank solenoid connect

SUNCOAST MAINT CNTR

[REDACTED] Venice, Florida 34285

[REDACTED] Fax [REDACTED]

Inspected line ends for cracks, cleaned, reinstalled and torqued, Checked for leaks or seep, none found. Replaced duct from nose to fuel control and duct from air inlet to cabin heat shroud. Removed both brake hose assemblies, (too long) Fabricated new lines and installed Checked retraction that lines clear wheel well edge. Bled brake system, filled reservoir with Fluid 4 Aeroshell. Lubricated all engine controls. Ran up aircraft, checked operation, no defects noted at this time. **This aircraft has been inspected i/a/w an annual inspection and found to be in an airworthy condition at this time.**

Lance Milko IA [REDACTED]



Suncoast Maintenance Center
[REDACTED]

Venice, Fl. 34285
[REDACTED]

N877DM 08-26-14 TACH 4050.0 AIRFRAME LOG

Complied with AD 95-04-03 wing spar inspection by dye penetrant visual inspection. No cracks found at this time. Due again at TACH 4550.0

Lance Milko AP [REDACTED]

F.A.R. 43.11-91.409

TIME
CE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

N877DM 09/13/2013 TACH: 4050.85 WO#A7323

TESTED #2 VOR USING IFR4000 RAMP GENERATOR S/N#103001248 CAL DATE 8/21/2014 AT ALL CARDINAL BEARINGS, FOUND ALL BEARINGS WITHIN 4 DEGREE TOLERANCE. NO PROBLEMS NOTED AT THIS TIME. DETAILS PERTAINING THE WORK PERFORMED CAN BE FOUND ON APG AVIONICS CRS#N1OR037B WORK ORDER# A7323 DATED 09/13/2014

SIGNED: _____

DATE: 9/13/2014

APG AVIONICS CRS# _____

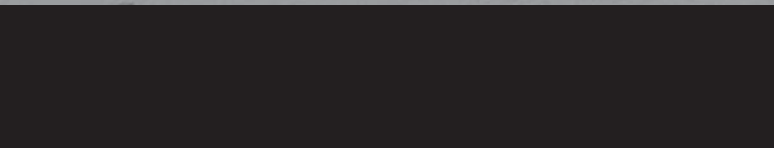
PUNTA GORDA, FL 33982

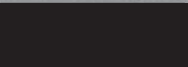
N877DM

TACH: 4050.85

DATE: 9/15/14

Install repaired KX-170B nav/com p/n: 069-1020-00, s/n: 39667. See attached 8130-3 form for details. Installed #2 indicator.


Zuriel Y. Olayvar

AP: 

N877DM 12-06-14 Tach 4066.72

Removed right ruddervator. Inspected ruddervator bushings and bearings. Replaced inboard hinge bearing and all three hinge pivot bolts. Work accomplished in accordance with Beech Maintenance Manual chapter 27-21-00. Parts tags attached.

Complied with AD 89-05-02 by visual inspection of the left elevator magnesium control fitting as per Beech SB 2242, Revision 1. No cracks found. Right control fitting is NA due to aluminum construction. Next inspection due at 4166.72.

John J. Prickett A&P

12/6/14

Tech Aero Avionics, LLC [REDACTED] Denton, TX 76207 CRS# [REDACTED]
LOG ID# 2244 13-March-2015 WO# 4108
N877DM S/N D-7238 BEECH P35 TACH 4073.8

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**** ITEM # 4108-1 GTN 650, GDL 88 ****

DISCREPANCY: GTN 650, GDL 88

ACTION: REMOVED GX 60 GPS/COM P/N 430-6050-600 S/N 6007217, GPS ANTENNA P/N
AT575-9W-TW-CF-000-05-26-NM S/N 20280M, MD41-724 GPS ANNUNCIATOR S/N 7759, GPS 150 P/N 011-00054-00
S/N 81508215, KX 170B NAV/COM P/N 069-1020-00 S/N 39667, AND KI 201B NAV INDICATOR P/N 066-3008-01
S/N 1193.

TESTED ALTIMETER P/N 5934, S/N 98963 TO AN ALTITUDE OF 20,000 FT IAW APPENDIX E OF FAR 43. VERIFIED
A-30 ENCODER S/N 90042 FOR ACCURACY. COMPLIED WITH FAR 91.411. TESTED AT 150 TRANSPONDER S/N
24785 IAW APPENDIX F OF FAR 43. COMPLIED WITH FAR 91.413.

INSTALLED GROUND COMM POWER SWITCH FOR #1 GPS/NAV/COM, AUDIO PANEL, INTERCOM, AND FLIGHTSTREAM 210.
GROUND COMM BUSS IS PROTECTED BY A 15 AMP INLINE FUSE LOCATED AT BATTERY MASTER RELAY.

INSTALLED MD41-1512 REMOTE GPS ANNUNCIATOR S/N GA14-10713 IAW CURRENT MANUFACTURER'S INSTALLATION
MANUAL.

INSTALLED GARMIN GDL 88 ADS-B TRANSCEIVER P/N 011-02369-00 S/N 22T002476 IAW STC SA02119SE MDL
(GARMIN DOCUMENT 005-00645-02, REV 7).

INSTALLED GARMIN GTN 650 GPS/NAV/COM P/N 011-02256-00 S/N 1Z8016763 (SYSTEM ID 34300540F5D62),
FLIGHTSTREAM 210 P/N 011-03257-40 S/N 3RE000865, AND GA 35 GPS ANTENNA P/N 013-00235-00 S/N 113233
IAW STC SA02019SE-D MDL (GARMIN DOCUMENT 005-00533-CO, REV 12).

Tech Aero Avionics, LLC

Denton, TX 76207 CRS#

LOG ID# 2244 13-March-2015 WO# 4108

N877DM S/N D-7238 BEECH P35 TACH 4073.8

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FOR FURTHER DETAILS OF THIS INSTALLATION, SEE FAA FORMS 337 DATED 3-13-15, ON FILE AT THIS REPAIR STATION.

**** ITEM # 4108-2 KX 165 ****

DISCREPANCY: KX 165

ACTION: REMOVED KX 165 P/N 069-1025-21 S/N 155113 AND SENT OUT FOR REPAIR, REFERENCE CRS# KG2R951K WORK ORDER 57799-1. REWIRED KX 165 AS #2 NAV/COM. INSTALLED KI 209 P/N 066-3056-01 S/N 54285. REINSTALLED REPAIRED RADIO AND TESTED FOR PROPER OPERATION.

**** ITEM # 4108-3 KN 64 ****

DISCREPANCY: KN 64

ACTION: REMOVED KN 64 DME TRANSCEIVER P/N 066-1088-00 S/N 4757.

THE AIRCRAFT IDENTIFIED ABOVE WAS REPAIRED IAW CURRENT FAA REGULATIONS AND IS HEREBY APPROVED FOR RETURN TO SERVICE

TREVOR SMITH

Date

3-13-15

N788DM 04/16/2015 Tach 4073.80

All ELT batteries replaced with Duracell MN1300 in accordance with ACK Technologies Service Bulletin SB E-01.6. ELT inspected and tested as per ACK ELT Installation and Operation Manual, Section 7 and FAA Action Notice 8150.3. Replaced battery in RCPI unit with Duracell PX28L with next replacement due at 04/16/2023.

ELT battery replacement next due at 04/16/2017.

John Prickett A&P [REDACTED]

4/16/15

Haltom Aircraft Services

Denton TX 76207

N-877DM

Tach: 4078.86

ACTT: 4078.86

Date: 6/11/15

Ran aircraft. Performed 100 hour inspection in accordance with Bonanza Series 35 Shop Manual, Section 7. Jacked aircraft and removed inspection panels, seats and floorboards. Replaced all three nose landing gear retraction rod ends with new solid rod ends. Replaced rod end bolts and nuts with new hardware. Replaced NLG downlock spring with new spring. Replaced NLG slip joint pin with new part. Checked oil level in retraction gearbox. Checked and adjusted complete gear retraction system rigging as per Bonanza MM, Chapter 32-30-00. Performed emergency extension test. Replaced flexible hose from left brake master cylinder to hard brake line with new part. Replaced left MLG inboard wheel bearing. Cleaned and repacked all wheel bearings. Serviced tires. Replaced two rivets in upper left stabilizer at station 36.75. Replaced two rivets in upper fuselage between FS 265 and FS 272. Re-riveted aft portion of lower left wing to fuselage fairing. Replaced air induction filter element with new part. Stop drilled two cracks in lower right side of engine compartment. Fuel filter removed, cleaned, inspected and installed with new gasket. Lubricated aircraft as per Bonanza Series 35 Shop Manual. Replaced aircraft battery with new part. ELT inspected as per ACK ELT installation and Operation Manual, Section 7 and FAA Action Notice 8150.3. ELT battery replacement next due is 04/16/17. Replaced fuel cap 'o'rings.

AD 76-07-12R1 - Bendix Ignition Switch complied with by functional check as per AD.

AD 94-20-04R2 - Empennage & Aft Fuselage complied with by inspection per AD.

AD 2007-08-08 - Uplock rollers complied with by lubrication as per Beech SI 448-211R1.

I certify this aircraft has been inspected in accordance with a 100 hour inspection and was found to be in airworthy condition.

John J. Prickett A&P

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

Gary Haltom, A&P

INSPECTION RECORD

F.A.R. 43.11-91.409

055

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
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08/26/2015 N877DM Tach 4078.86

Removed JPI 701 indicator and replaced with JPI 730 indicator as per JPI Installation Manual for EGT-701, Rev E dated 01/20/09. Previous JPI engine monitor installation was verified in compliance with STC SA2586NM and JPI Installation Manual for EGT-701, Rev E dated 01/20/09

John J. Prickett A&P

8/26/15