

Alterations
Number of
entries.)

YEAR	RECORDING	TODAYS	TOTAL	Description of Inspections, Tests, Repairs and Alterations
Date:	July 19, 2016		Hours: TT = 5239.7	Name: Color Canyon Aviation, Art Granger AP/IA
Make:	Beechcraft		Model: 95-55C	Certification # [REDACTED]
Tail #	N303QB		Serial: TE53	Signature: [REDACTED]

Form ZA-LSR

Comments:
Aircraft due Annual Inspection: Complied with an ANNUAL Inspection IAW FAR 43.13D using Raytheon Beechcraft 95-55C Shop Manual 100-hour Inspection Checklist. An Airworthiness Directive search was complied with using "Zook Aviation" software update # 2016-JUNE and the faa.gov website. No new AD's were determined to be due at this inspection interval. The following recurring AD's were complied with: AD 67-29-01 Rudder Spar Web, by visual inspection of subject parts IAW para (a) of the AD, no defects noted, due again each 250 hours TIS. AD 89-05-02 Elevator Control Fittings, N/A by inspection IAW SB 2242R1, fittings are determined to be aluminum, no further action is required by this AD. AD 91-15-20 Engine Mounts, C/W IAW Beech SB 2362-R1 no defects noted, due again each 100hrs. AD 07-08-08 Landing Gear Uplock Rollers by lubrication, no defects noted, due again each 100 hrs. AD 13-16-01 Elevator Control Weights by inspection/records search, no balance weights have been replaced. No further action required for this AD. *AD 76-67-12 BENDIX IGN. SW. IAW PARA. 1. (a)(6)(c) - due each 100 hrs. E.G.*
The inspection checklist and associated Service Bulletins were used to inspect the nacelles, wings, carry-through structure, cables and pulleys, flaps, flap motor and shafts, the landing gear, motor and actuating linkage. Aircraft was jacked up and landing gear cycled, including emergency gear extension with satisfactory results. Nose wheel assy was removed, cleaned, inspected and wheel bearings were repacked. Brake reservoir was serviced, brake linings checked for wear limits. The cabin and fwd baggage compartment to include windows, doors, seats, seat belts, instruments and flight controls were inspected. Fuel valves were inspected. Rear fuselage and empanage inspected, Vertical stabilizer, rudder and horizontal stabilizer and L/R elevators inspected including trim tabs and acutators, no defects noted. Wing surfaces, aileron control surfaces, cables, pulleys and bellcranks inspected, flaps and flap operating mechanisms inspected, no defects noted. L/H fwd inbd fuel tank sump drain leaking, removed drain & installed new "O" ring. The ELT was removed and battery replaced. ELT tested IAW FAR 91.207(d) with satisfactory results. Battery due date: 04/2019. I certify that this aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in an airworthy condition. Arthur E. Granger AP [REDACTED] end.

DATE 1/26/2015
REG N303QB
MODEL 95-C55
SER# TE-53

FALCON EXECUTIVE AVIATION, INC.

W.O. # [REDACTED]
HOBBS 5220.2

FAA APPROVED REPAIR STATION NO. [REDACTED]

AVIONICS LOG ENTRY

REMOVED: KGS680 Glideslope P/N 066-1003-00, S/N 1072; KTR900 COM P/N 064-1003-00, S/N 1440; KNR660 NAV P/N 066-1008-00, S/N 1146; UGR-1A Glideslope S/N 17JL8; KFS560 NAV Control P/N 071-1013-00, S/N 1153 and KFS590 COM Control P/N 071-1012-00, S/N 1420.

INSTALLED: KX165 NAV/COM P/N 069-1025-25 (SV), S/N 50055 in radio panel at F.S. 94.0. Connected KX165 to existing PN-101 HSI, COM and NAV coax through CI-507 diplexer and audio switches. Power provided through existing 15-amp circuit breaker below copilot's panel and labeled "COM 1". Installation performed IAW Bendix-King KX155/165 MM P/N 066-5179-0009 Rev 9 (May 1999) and PN-101 Pictorial Navigation Instruction Book P/N 523-0755824-905111 Rev 9 (May 1986). Ground operational checks of system found satisfactory. Aircraft Weight and Balance amended. Change in aircraft electrical load is negligible. FAA 337 filed.

The work identified above was performed in accordance with current Federal Aviation Regulations and was found to be airworthy for return to service.

AUTHORIZED SIGNATURE: [REDACTED]

CRS [REDACTED]

Permanent details of work accomplished on this aircraft are on file at this agency under work order # [REDACTED]

END

DATE:	26-Jan-15	FALCON EXECUTIVE AVIATION, INC.	W.O. NO.:	SVC-5813
REG NO.:	N303QB	[REDACTED]	TACH:	N/A
MODEL:	95C55	[REDACTED]	HOBBS:	5220.2
SER NO.:	TE-53	FAA APPROVED REPAIR STATION NO. [REDACTED]	XPDR:	KT76A

Verify that the transponder tests required by FAR 91.413 have been performed, this date, and that the Mode C transponder meets the requirements of Appendix E of FAR Part 91.

Transponder Serial No. 62851 [REDACTED]

AUTHORIZED SIGNATURE: [REDACTED] CRS [REDACTED]

Permanent details of work accomplished on this aircraft are on file at this agency under the work order number above.

DATE	TIME	SERVICE	Inspections, Tests, Repairs and Entries must be endorsed with Name, Rating and Certificate Technician or Repair Facility. (See back pages for other spec

Date: November 22, 2014	Aircraft # N303QB	Serial # TE-53
Tach: 5211.40	Total Time: unk	SMOH: N/A

Comments:

Discrepancy: Landing gear failed to electrically extend. Aircraft placed on jacks for troubleshooting. Gear cycled but slow. Emergency extension handle hard to turn for 1st two turns. Determined gearbox needed to be removed for inspection/check. Gearbox sent to Cruiseair, Ramona, Calif., for inspection/repair. Ordered overhauled electric gear motor from Intermountain Piper of SLC. Reinstalled overhauled gearbox assembly P/N 95-810017-25, S/N 94-13-479. Installed overhauled electric gear motor P/N 58-380090-1. Checked landing gear rigging. Cycled gear 3 times with no defects noted. Performed emergency gear extension with no defects noted. Aircraft returned to service.

Prepared By [Redacted Signature]

Certification # AP [Redacted]
