

INSPECTION & MAINTENANCE RECORD

DATE

TOTAL
TIME

INSPECTION OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.

12-24-97 3523.42 TSmo: 1260.42

1. LEAK-DOWN TEST:

1. 73 2. 74 3. 78 4. 75

2. CLEANED ENGINE,

3. TIGHTENED OIL RETURN ELBOW ON #1 CYLINDER

4. INSTALLED A NEW OIL FILTER. (CHAMPION CH48103)

5. OLD OIL FILTER FREE OF CONTAMINATION.

6. SERVICED ENGINE WITH 7 QUARTS OF PHILLIPS 66
20W-50 OIL.

7. ENGINE CONTROLS OPERATED SATISFACTORILY.

8. INSPECTED EXHAUST SYSTEM FOR LEAKS AND
CRACKS. SYSTEM FOUND TO BE SATISFACTORY.

9. SPARK PLUGS CLEANED AND GAPPED.

10. GROUND RUNUP SATISFACTORY.

AP [Signature]

AP [Signature]

INSPECTION & MAINTENANCE RECORD

DATE	TOTAL TIME	INSPECTION OR MAINTENANCE PERFORMED AGENCY & CERTIFICATE NO.
1-2-99	3556.50	TACH TIME: 3556.50 TSmo 1293.50
1. THIS ENGINE WAS INSPECTED AND SERVICED PER		
7-11-1999 1200.00		

SERVICEABLE

Mfr. Deech

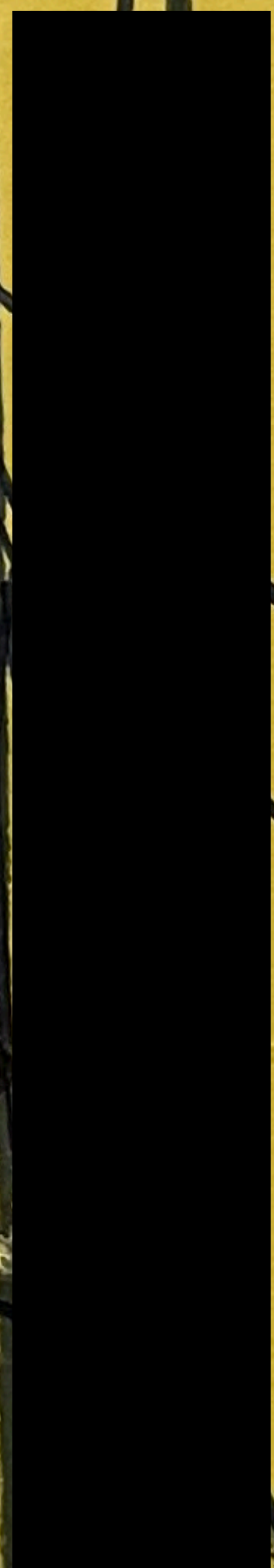
Component MuFAER

Model Sundowner

Part # 09 9661-127

The aircraft component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 81319

Date 3-21-00

Signed 

Aircraft Exhaust Systems, Inc.

P. O. Box 159

Broomstraw Ridge Road

Jumping Branch, WV 25969

(304) 466-1724

FAA CERTIFICATED

REPAIR STATION NO. XHYR068L

8103.
tion.
204.50

INSPECTION & MAINTENANCE RECORD

DATE	TOTAL TIME	INSPECTION OR MAINTENANCE PERFORMED AGENCY & CERTIFICATE NO.
1-2-99	3556.50	TACH TIME: 3556.50 TSmo 1203.50
1.		THIS ENGINE WAS INSPECTED AND SERVICED PER BERCH INSPECTION CHECKLIST AND IS ON FILL WITH DEAN'S AERO SERVICE AT WILLIAMSON-SODUS AIRPORT. (367)
2		LEAK DOWN 1. 70 2. 72 3. 70 4. 78
3.		INSTALLED NEW CHAMPION OIL FILTER # CH48108.
4.		REMOVED OIL FILTER FREE OF CONTAMINATION.
5.		SERVICED ENGINE WITH 7 QUARTS PHILLIPS 20W50 OIL.
6.		REPLACED FRONT CRANKSHAFT SEAL.
7.		REPLACED BRACKET AIR FILTER ELEMENT.
8.		INSTALLED EIGHT NEW REM40E PLUGS,
9.		SUCTION SCREEN FREE OF CONTAMINATION.

4-1

INSPECTION & MAINTENANCE RECORD

INSPECTION OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.

DATE
4-1-00

TOTAL
TIME
3603.36

TACH TIME: 3603.36 TSMO: 1340.36

1. THIS ENGINE WAS SERVICED AND INSPECTED
PER BECH INSPECTION CHECKLIST AND IS
ON FILE WITH DEAN'S AERO SERVICE
AT WILLIAMSON-SODUS AIRPORT. (3G7)

2. LEAK DOWN

66-71-74-70

3. REPLACED BA7305 BRACKETT AIR FILTER
ELEMENT,

4. INSTALLED NEW CH48103 CHAMPION OIL FILTER

5. REMOVED OIL FILTER CLEAN.

6. INSTALLED SERVICEABLE MUFFLER

7. SERVICED ENGINE WITH 7 QUARTS OF PHILLIPS
20W50 AVIATION XC OIL.

8. INSTALLED "REAL" VALVE COVER CASKETS

9. NOTE CORRECTED TIME ~~SHOWN~~ MAJOR OVERHAUL.



AIRCRAFT EXHAUST SYSTEMS, INC.

REPAIR STATION #XHYR068L

Broomstraw Ridge Rd.
Jumping Branch, WV 25969



SHIP DAY 3/15/00
OF PARTS 1

WORK ORDER # 51319

IRAN OR APPROVED [Redacted]

INSPECT ONLY

DATE REC'D 3/8/00

SHIP. INSTR. ups Ground

CUSTOMER Deans Aero

ADDRESS [Redacted] VY 14589

PHONE [Redacted] REWORK X
CUST. PART REPAIR X

WTY. CUST. ORDER STOCK

AIRCRAFT	PART #	PART DESCRIPTION	WORK TO BE ACCOMPLISHED	WELDER
Beech Sundowner	099001-127	Muffler 26 3/4	Inspect & Repair	WDR 3

ENG. Lyc 0360 N# 18994 S/N M-1998

MECHANIC CHECKLIST		HARDWARE CHECKLIST		
☒ BURRS	☒ FLANGES	1.	3.	5.
☒ WELDS	☒ PAPERWORK	2.	4.	6.

MATERIAL TYPE			ITEMS REPLACED				
X	347 SS-FILLER		FLANGE	2	CAP A.050 coll collector	2	FLAME TUBE A.050 FT
X	321 SS		BALL JOINT		STUDS	2	ELBOW 12175 35 R 300 10 7574
	601 INCONEL		BELL JOINT		SLIP JOINT		FLAME CONE
	ALUMINUM	3	TAB A.050 T 10 7575		BAFFLE PLATE	2	BEADED END A.175 35 5BC 10 1574
NEW MATERIALS INSPECTED BY: INSR 2			OUTER SHELL A.050 OS 10 7575		TAIL-PIPE DEL TP 10 1562		HEAT FINS
			INSTALL SECTION		BRACKET	2	END PLATE A.050 EP 10 7575
			STACK OVERLAY		DIVIDER	WORK ACCOMPLISHED BY	
OUR CORE:							

INSP	PRELIMINARY INSPECTION	INSP	PROGRESSIVE INSPECTION	INSP	FINAL INSPECTION
<u>INSP 2</u>	EXTERIOR DAMAGE	<u>INSP 2</u>	INTERIOR DAMAGE	<u>INSP 2</u>	CHECKED ALIGNMENT
<u>INSP 2</u>	VIBRATION/STRESS CRACKS	<u>INSP 2</u>	VIBRATION/STRESS CRACKS	<u>INSP 2</u>	CHECKED DIMENSIONS
<u>INSP 2</u>	OVERHEAT/BURN AREAS	<u>INSP 2</u>	OVERHEAT/BURN AREAS	<u>INSP 2</u>	VISUAL INSPECTION
<u>INSP 2</u>	DENT/BENT/MISALIGNED	<u>PT 3</u>	PRESSURE TEST		REPAIR <u> </u> NON-REPAIR <u> </u>

SERVICE LETTERS/BULLETINS/AD'S CHECKED INSP 2

CHIEF INSPECTORS FINAL APPROVAL [Redacted]

SHIPPED

HEATING AND VENTILATION SYSTEM

CABIN HEATING

Hot air for warming the cabin and defrosting the windshield is picked up through an intake on the forward engine baffle. The air passes through the heater muffler and into a mixer box where it is blended with cold air to obtain the desired cabin temperature. Pull out the CABIN HEAT knob for heat and push the knob in for fresh air. The knob marked CABIN AIR regulates the quantity of air entering the cabin through the firewall outlet. Pull out the DEFROST knob for maximum defrost.

On M-1586, M-1600 and after; MB-716, MB-731 and after; MC-293, MC-305 and after there are heated air outlets on each side of the pedestal and optional outlets above the floor for each passenger.

VENTILATION SYSTEM (Figure 2-16A)

(Prior to M-1880 except M-1875, MA-1 thru MA-368, prior to MB-817 except MB-814, prior to MC-452 except MC-311 and MC-449)

Fresh air for the cabin enters two grill type vents immediately forward of the windshield. The air is ducted to the outlets, one on either side of the instrument panel and overhead outlets for each passenger. The flow of air is controlled by the rotation of these outlets.

VENTILATION SYSTEM (Figure 2-16B)

(M-1875, M-1880 thru M-2223, M-2225 thru M-2233, MB-814, MB-817 thru MB-905, MC-311, MC-449, MC-452 thru MC-688, MC-690 thru MC-701)

(Figure 2-16C)

(M-2224, M-2234 and after, MC-689, MC-702 and after)

Fresh air is provided for the cabin by an air intake, located on the left side of the dorsal fin. The air is then ducted to individual outlets above each seat. The flow of air is controlled by the rotation of these outlets. Two additional

outlets, located on each side and aft of the instrument panel, are also provided. Fresh air for the instrument panel outlets enters two grill type vents, located immediately forward of the windshield. Rotation of the instrument panel outlets controls the flow of air. Fresh air also enters from an intake on the forward engine baffle and enters the cabin from outlets on the pedestal.

The optional fresh air blower, is located in the aft fuselage between Fuselage Stations 210 and 216. It is designed primarily for ground operation, but may be operated at any time. The blower supplies air only to the overhead outlets. The circuit breaker switch is located on the pedestal below the engine controls, and placarded CABIN AIR BLOWER, ON OFF.

INSPECTION OF HEATING AND VENTILATION SYSTEM

Inspect the air intake, located on the forward engine baffle. All connections and clamps should be checked for tightness and the air intake for holes and cracks. If the optional blower is installed check to ensure that the wires of the blower motor (particularly the ground wire) are making an effective connection.

Inspect the mixer box and the condition of the air ducts leading to the windshield defroster and cabin heat outlets. Seal or tape openings around wires, tubes or cables passing through the firewall.

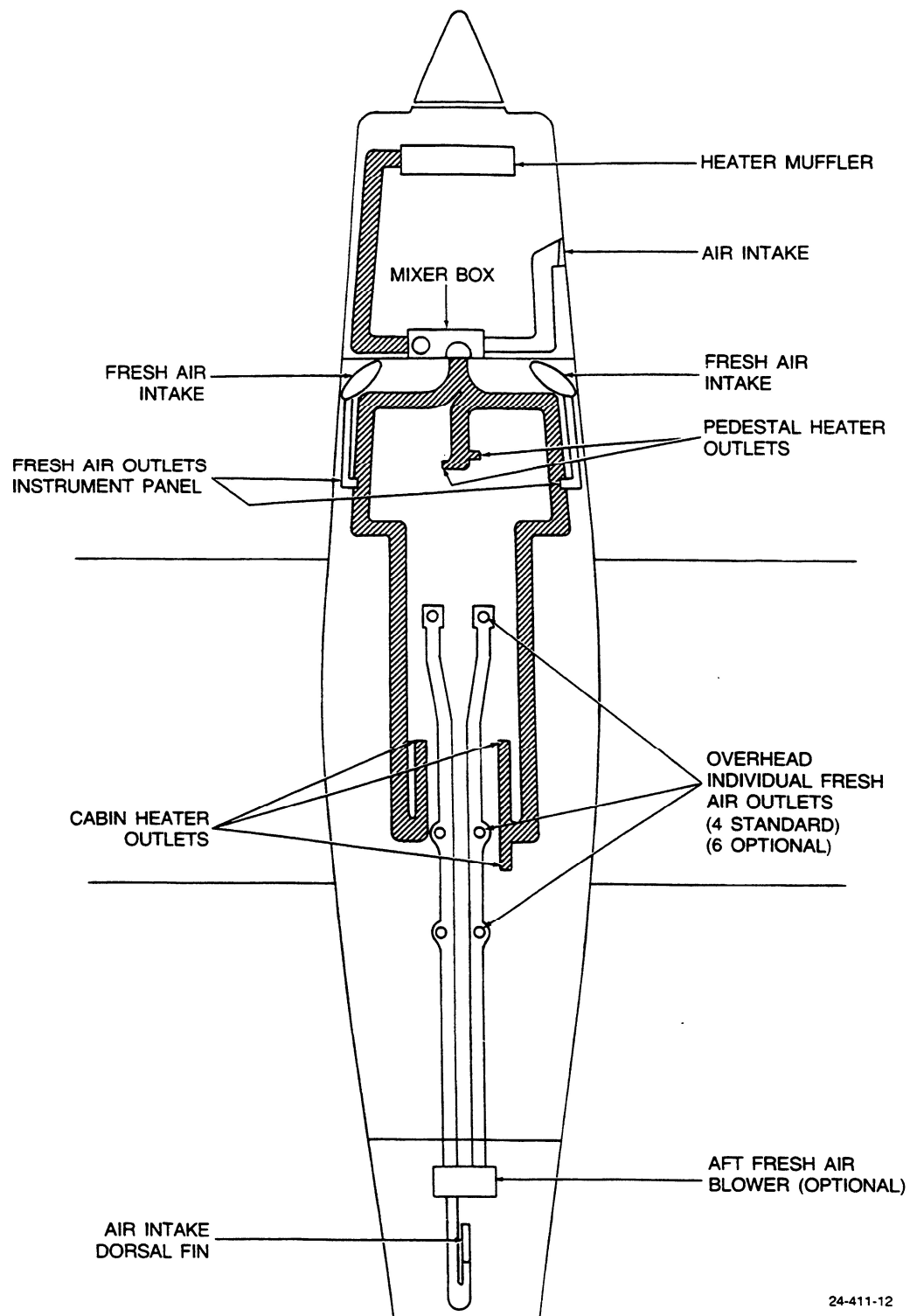
HEATER MUFFLER INSPECTION

It is recommended that at each 100 hour and/or annual inspection, all exhaust muffler shrouds be removed and the muffler thoroughly inspected for cracks, leaks and (if applicable) deterioration of the internal tubes which could cause a decrease in engine power due to blockage of the exhaust. Inspection of the heater muffler may be accomplished as follows.

a. The heater muffler should be pressurized to approximately 15 psig and either immersed in water or "painted" with soap solution. If any leaks are apparent, the heater muffler must be replaced. Carbon monoxide gas could be introduced into the heater system by leaks, therefore replacement is required.

ELANO EXHAUST SYSTEMS

Part Number	Nomenclature	Effective
099001-009	Exhaust Assy	M-1143, M-1155, M-1235 thru M-1289
099001-016	Exhaust Assy	M-1290 thru M-1292
099001-020	Exhaust Assy	M-1293 and after
099001-008	Exhaust Assy	MB-481 thru MB-488
099001-019	Exhaust Assy	MB-489 thru MB-905
099001-012	Exhaust Assy	MA-341 thru MA-367, except MA-344
099001-018	Exhaust Assy	MA-368 only, MC-12 thru MC-27
099001-023	Exhaust Assy	MC-28 and after



24-411-12

**Figure 2-16B. Heating & Ventilation Systems
(M-1875, M-1880 thru M-2223, M-2225 thru
M-2233, MB-814, MB-817 and after, MC-311,
MC-449, MC-452 thru MC-688, MC-690 thru
MC-701)**

On those airplanes originally equipped with Elano exhaust systems (listed on page 2-17) it is possible to inspect the internal baffles through the exhaust outlet stack using a one inch diameter (or smaller) long handled inspection mirror and a gooseneck flashlight.

GYRO INSTRUMENT AIR FILTER

On early airplanes that do not have the gyro instrument central air filter kit installed, clean the instrument air filter approximately every 50 hours of operation, more often under extreme dust conditions. Filters are removed by removing the air filter body-cover and taking out the four fillisterhead machine screws. Lift out the snap ring which holds the filter in place, remove the filter. If the air filter body-cover is not used, the filter may be removed by lifting the snap ring past the four protective lugs.

On airplanes with Gyro Instrument Central Air Filter Kit 95-5001 installed, the filter should be replaced every 300 to 500 hours or as conditions warrant.

NOTE

Cleaning the instrument air filter is not required when the central air filter is installed.

PRESERVATION OF RUBBER SEALS

Coat the baggage door seal with a silicone spray (Krylon No. 1325 or 1329) as required to prevent leakage around the seal.

To prevent deterioration of the seals around the doors and cowlings, coat them with Oakite 6 compound. No special care is required when applying the compound to keep it from coming in contact with any painted surfaces. The compound is noninjurious to paint and may be removed by employing normal cleaning methods.

PRESERVATION OF ENGINE MOUNTS

To protect the rubber surface of Lord engine mounts from minor deterioration due to the effects of ozone, treat the mount biscuits with a silicone grease or a silicone spray, such as Krylon No. 1325 or No. 1329. Such treatment of the mounts is recommended at the date of the next annual inspection, and annually thereafter. In locales with exceptional ozone content in the air, the mounts may require more frequent treatment.

ENGINE CLEANING

Engine cleaning, serials M-1 thru M-1094, must be exercised with care. Do not allow water or cleaning solvents to contact the starter vibrator. The starter vibrator should be covered with a moisture proof material (plastic

bag or equivalent). Moisture in the vibrator may cause the vibrator to fail and thus prevent the engine from starting. On serials MA-1 thru MA-368, MB-1 and after, M-1095 and after and MC-2 and after, the starter vibrator is not used in the ignition system.

NOTE

It is recommended that the nose gear pivot bearings be lubricated after the engine has been washed down. If any of the cleaning solvent used to wash the engine gets into this area, it will wash the lubricant out of the pivot bearings.

EXTERIOR CLEANING

High gloss lacquer is used for the exterior painted surfaces. Do not wax or polish the airplane for a period of 60 to 90 days after delivery, as the new paint requires this time to cure properly. Should it become necessary to clean the painted surface before the curing time has elapsed, use lukewarm water and mild soap. Rub down with a chamois or soft cloth.

CAUTION

When washing the airplane with mild soap and water, use special care to avoid washing away grease from any lubricated area. After washing with solvent in the wheel well areas, lubricate all lubrication points. Premature wear of lubricated surfaces may result if the above precautions are not taken.

Keep the static buttons covered when washing or waxing. A good automotive polish or equivalent may be used on painted surfaces.

CLEANING INTERIOR CABIN TRIM

Proper care and cleaning of the interior cabin trim (Noryl and Kydex plastics) is of primary importance to maintain a desirable appearance. Washing the interior cabin trim with a detergent soap and water, and brush scrubbing with a soft bristle brush, will dislodge most dirt. Rinse with clean water and wipe dry. Alcohol may be used to remove foreign material that is alcohol soluble.

Some interior trim may be affected by the ultra-violet rays of the sun over a period of time. The result of this exposure is a yellow stain that accumulates on the plastic. This stain may be removed with an abrasive cleaner such as Comet, and a wet cloth. Care must be exercised during this cleaning operation or damage to the upholstery will result due to the high bleach content of this type cleaner. Any other cleaning of the interior trim may be accomplished using soap and water or isopropyl alcohol.

rate of 1/2 gal. per minute until smoke comes from the exhaust pipe; then increase the flow until it stops the engine.

b. Remove all spark plugs and spray MIL-G-6529 Type II compound into the spark plug holes. This compound should be at a temperature of 150°F to 180°F. Install dehydration plugs (AN4062-11) in the upper spark plug holes. Replace the lower spark plugs. Secure plastic spark plug lead wire protector caps (AN4060-1) over the ends of the lead wires and connect over the ends of the dehydrator plugs. Connect lower spark plug leads and wrap the remaining plugs in Grade "A" moisture barrier paper and place inside the baggage compartment.

NOTE

Once the engine has been preserved, the propeller **MUST NOT BE ROTATED**. Movement of the crankshaft will provide an unpreserved area which may rust.

POWER PLANT

EXHAUST SYSTEM

It is recommended that the exhaust muffler be removed and the exhaust muffler examined for deterioration and possible leaks every 100 hrs. See HEATER MUFFLER INSPECTION in Section 2.

ENGINE CONTROLS

The engine controls are centrally located in a console arrangement for ease of operation from either the left or right seat on serials M-2 thru M-12 and M-1415, M-1419, M-1423, M-1439 and M-1447, MA-1 thru MA-368, MB-1 thru MB-557 and MC-2 thru MC-150. The throttle incorporates both a locking button and a vernier arrangement for fine adjustments. The mixture control is locked with a clockwise turn of the friction nut located on the forward side of the knob. On aircraft equipped with a constant speed propeller, the propeller control incorporates both a locking knob and a vernier arrangement for fine adjustments. The control is pushed in to increase rpm (low pitch) and pulled out to decrease rpm (high pitch).

Aircraft serials M-1413 and after except M-1415, M-1419, M-1423, M-1439 and M-1447, MB-558 and after and MC-151 and after, utilize a quadrant control arrangement mounted in the center of the instrument panel for engine controls. The throttle control lever is on the left, the propeller control lever (serials MC-151 and after only) or carburetor heat control lever is in the middle and the mixture control lever is on the right. A friction lever, located on the right side of the quadrant, precludes control lever travel due to vibration.

RIGGING THE THROTTLE CONTROL

Whenever replacement of the vernier type throttle control is necessary or throttle control rigging is necessary, the

control should be so rigged that, when the control is making full throttle contact at the throttle body, a maximum gap of 1/16 inch remains at the instrument panel (see Figure 3-32).

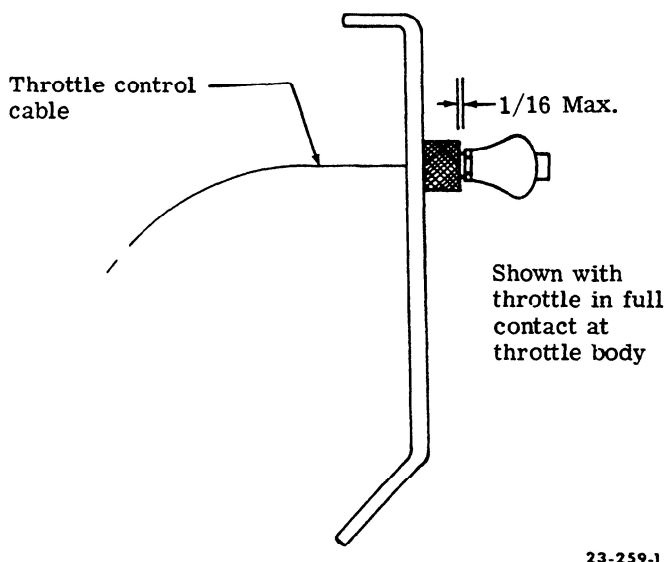


Figure 3-32. Throttle Rigging

QUADRANT CONTROL RIGGING

The quadrant controls may be rigged as follows:

- Rig each control so that full travel (stop to stop) is obtained before the levers make contact with the quadrant cover.
- The forward position of the levers should be full throttle, low pitch (high rpm) or full cold, and full rich.
- Binding of the controls is not permitted. With friction device off, controls must be preloaded so that a force of 3-5 lbs. is required at center line of knobs and perpendicular to direction of travel to move control levers forward or aft.

MIXTURE CONTROL AND CARBURETOR HEAT CONTROL CABLES INSTALLATION

The mixture control or carburetor heat control cables installation may be accomplished as follows:

- Remove the engine cowl.
- Lubricate the new cable with an aerosol silicone lubricant before installation.
- Thoroughly clean the control shaft and control cam faces with alcohol.
- Lubricate both cam faces and the entire exposed area of the control shaft with an aerosol silicone lubricant.

OVERHAUL AND REPLACEMENT SCHEDULE (Cont'd)

<i>ITEM</i>	<i>OVERHAUL OR REPLACE</i>
POWER PLANT (Cont'd)	
<i>Propeller</i>	
2D34C9/78FB-1.5 (McCauley)	1500 hours
1B235/BFA7762 (McCauley)	Replace when condition warrants
76EM8S5-0-60 (Sensenich)	500 hours
74DM6-0-58 (Sensenich)	1000 hours
74DM6S5-0-54 (Sensenich)	1000 hours
74DC-0-60 (Sensenich)	500 hours
HC-M2YR-1BF/F7666A-2R (Hartzell)	1500 hours
HC-M2YR-1BF/F7666A (Hartzell)	1500 hours
Exhaust System	Replace when condition warrants
Exhaust System (Elano)	Every 800 hours or when condition warrants
Magneto	At engine overhaul
All Hose	Replace when condition warrants
*Refer to Lycoming Service Instructions No. 1009T for detailed overhaul period instructions. **Refer to the current revision of Continental Service Bulletin No. M68-15 for detailed overhaul period instructions.	
FUEL SYSTEM	
Fuel boost pump	At engine overhaul
All Hose	Replace when condition warrants

COMPONENT	OVERHAUL OR REPLACE
Exhaust System	800 hours or on condition
Magnetos	At engine overhaul (Bendix) 800 hours (Slick)
Starter	Inspect at engine overhaul; overhaul or replace on condition
Alternator	On Condition
Oil Cooler	On Condition (replace when contaminated)
Propeller	On Condition or 1000 hours
Engine Driven Fuel Pump	At Engine Overhaul
Exhaust Muffler & Shroud	Inspect every 100 hours
All Hose carrying flammable liquid	At engine overhaul or every 5 years. All other hoses on condition.
Vacuum System Filter	Every 300 Hours
Vacuum Regulator Valve	On Condition
Vacuum Pump	At engine overhaul or on condition.

FUEL SYSTEM

Fuel Boost Pump	On condition
All Hose carrying flammable liquid	At engine overhaul or every 5 years
All Hose not carrying flammable liquid	On Condition
Fuel Selector Valve	Inspect every 100 hours; overhaul on condition
Fuel System Check Valves	On Condition
Fuel Cell Drain Valve	On Condition
Wing Fuel Quantity Transmitters	On Condition

The Standard
 AIRCRAFT LOG

ASA-SA-2

Aircraft Record General Information

Manufacturer Beechcraft Model C 23
Serial M-1998 Registration Number N18994
Date of Manufacture 1978

Engine(s) currently installed:

Manufacturer Lycoming Model O-360-A4K Serial L-24060-36A
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer Sensenich Model 76 FM 855-O-60
HUB Model _____ Serial 18154K Serial _____
Blade Model _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____

BEECHCRAFT C-23

07/02/2020

N18994

HOBBS: 724.11

S/N: M-1998

T.T. 3963.20

AIRCRAFT INSPECTED FOR ANNUAL. HINGES AND PULLEYS LUBED - WHEELS CLEANED AND BEARINGS PACKED - SERVICED TIRES - SERVICED BRAKE RESERVOIR WITH MIL 5606 - CONTROL SURFACE CABLE TENSIONS CHECKED - CLEANED FUEL SUMPS - CHECKED MAGNETO TIMING - REPLACED TOP RUDDER BUSHING - ELT CHECKED IN ACCORDANCE WITH FAR 91.207(d) AND FOUND TO BE IN COMPLIANCE - ADS CHECKED TO DATE AND ENTERED IN THE AIRCRAFT PERMANENT FILE - I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

Matthew Donnelly

BEECHCRAFT C-23

07/02/2020

N18994

HOBBS: 724.11

S/N: M-1998

T.T. 3963.20

Removed Bendix King KT76A transponder and tray. Installed an Appareo Stratus ESG ADS-B compliant transponder PN 153510-000017; SN 082932 IAW the manufacturers installation manual document number 600840-000032 Rev. 2.3 dated 08/20/2019, and FAA form 337 dated 07/02/2020. Interfaced transponder to the existing encoding altimeter, transponder antenna, and WAAS GPS antenna. The installed ADS-B out system was shown to meet the equipment performance requirements of 14 CFR section 91.227. Installed Guardian Avionics Smart Panel iPad Mini dock Per FAA NORSEE authorization. Post installation checks satisfactory. Weight and balance and equipment list updated.

Matthew Donnelly

AP

DATE

RECORDING
TACH
TIMETODAYS
FLIGHTTOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

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

A/C REG. #

N18994

A/C SERIAL #

M-1998

A/C MAKE

BEECHCRAFT

A/C MODEL

C-23

HOBBS:

0724.1

TRANSPONDER PART #

153510-000017

TRANSPONDER SERIAL #

082932

I certify this aircraft meets the requirements of CFR 43 Appendix E and 91.411 and CFR Appendix F, PARTS A, B, C, D and 91.413. All work performed on this aircraft was accomplished in accordance with CB Aviation Repair Station Number Q4BR846X Maintenance Procedures, Operations Specifications, Applicable CFR's, and other data as approved by the administrator.

I further certify that this aircraft is returned to service.

Authorized Signature

Q4BR846X - Repair Station

Certificate Number & Type

Date

CB AVIATION INC. 2450 BRICKYARD ROAD CANANDAIGUA, NY 14424

FORM CBA-104/CBA-105

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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19

N18994 | 10/01/2020 | Tach: 3977.2 – ACTT: 3977.2

Removed left impulse-coupled magneto (SLICK 4271, S/N 90040051);
Installed new SureFly SIM-4P Electronic Magneto (S/N 4P-3220028)
per SureFly Engine & Airframe Installation Instructions; Ran new
power wire from aircraft battery to SIM-4P POWER lead, with an in-
line 10A fuse at the battery; Inserted required documentation in
Aircraft Records and POH; Performed Pre-Operational and
Operational checks with no problems observed; Weight change
negligible, no revision to Weight & Balance needed

*I certify that this aircraft has been worked on as per AC 43-13, Appendix D
and was determined to be in Airworthy Condition.*

Returned to Service.

Work Performed By: Kellen Strader – A&P Apprentice

Work Performed & Supervised By: Ty Sabata – A&P

Work Inspected By: Jim Herring – A&P

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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19

2021
NOV 1

3488.24

3988.24

I certify that this Aircraft and
propeller have been Inspected IAW
an Annual Inspection and have been
found to be in an airworthy
Condition IAW FAR Part 43 APPD.
Aircraft TT 3988.24
Propeller TT unknown

A&P [Redacted] IA



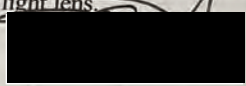
222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4001.79

N18994

Date 01/14/2022

Replaced ignition switch, P/N 10-357200-1, Date code H21B, Key code PL1214. Operational check OK. AD 76-07-12 DNA due to Date Code. Repaired trim switch wiring. Troubleshoot fuel leak. Removed wing root seal for access. Installed new wing root seal. Replaced right landing light lens.



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4022.98

N18994

09/08/2022

Removed all instrumentation and required wiring. Removed instrument panel. Removed unused antennas and associated wiring and coax. Installed Dynon HDX Skyview system IAW STC SA02954SE and installation manual Document # 103261-000, Rev. L, Dated 1/3/2022. Installed new Superior Aircraft Components instrument panel. Installed Dynon Displays P/N 503273-000, S/N 23573 and 23510, GPS P/N 503286-000, S/N 5834, Back-up batteries P/N 503194-000, S/N 30957 and 30958, Engine Monitoring Module P/N 503365-000, S/N 25682, ADSB Antenna P/N 503367-000, Magnetometer P/N 503370-000, S/N 16031, ADSB Receiver P/N 503373-000, S/N 1729, ARINC 429 Adapter P/N 503378-000, S/N 11134, 4 CHT Probes P/N 503382-000, 4 EGT Probes P/N 503384-000, Fluid Temp Sensor P/N 503385-000, Shunt P/N 5033-86-000, MAP Sensor P/N 503387-000, 2 USB ports P/N 503418-000, S/N 052721, Knob Control Panel P/N 503468-000, S/N 15344, Fluid Pressure Sensor P/N 503850-000 and P/N 503851-000, COM Control Panel P/N 504020-000, S/N 17013, ADAHRS Module P/N 503282-000, S/N 16356, EFIS D10A P/N 503296-000, S/N 12859, Back-up Battery P/N 503401-000, S/N 11039, -----Continued-----

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D 1991 ASA



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4022.98

N18994

09/08/2022

OAT Probe P/N 503291-000, Fuel Flow Transducer P/N 503380-000 and TRIG TY91L Transceiver P/N 01193-00-03, S/N 04842 and TRIG TT22 Transponder P/N 00746-00-03, S/N 12730. Placed AFMS in aircraft POH. Installed Avidyne IFD440 Flight Display P/N 700-00179-000, S/N M220316036 and Tray P/N 700-00184-000, IAW STC SA00343BO and Avidyne installation manual 600-00299-000, Rev. 24, Dated 03/22/22. Installed PS Engineering PMA8000G P/N 050-890-0912, S/N PG01891 IAW PS Engineering installation manual 200-890-0912, Rev. 16, Dated December 2021. Aircraft weighed. New weight and balance form placed in aircraft records. Placed AMFS in aircraft. Configured system. Filed FAA form 337. Replaced baggage door latch with serviceable unit with new door lock. Repaired co-pilot's seat head rest. Replaced aircraft circuit breakers with new 7277 series circuit breakers. Installed new Cies fuel quantity sending units S/N GT4825 & GT4826, replaced transmitter adapter plate seals and gaskets, IAW STC SA02511SE. Filed FAA form 337. Replaced all circuit breakers. Upgraded wiring and jacks for stereo intercom system to all 4 seats. Repaired left fresh air plenum. Reinstalled and sealed. -----Continued-----



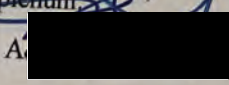
222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4022.98

N18994

09/08/2022

Replaced all accessible CAT tubing with new SCAT tubing. Installed aluminum couplers in SCAT to CAT at floor entry. Installation of magneto hall effect sensor for Surefly installation. Replaced voltage regulator and overvoltage relay with new Plane Power regulator R1224, S/N H-W202434. Set voltage to 13.4v. Repaired right fresh air plenum.



Inspections, Tests, Repairs and Alterations

Recorded with Name, Rating and Certificate Number of Facility. (See back pages for other specific entries.)



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 6.3 N18994 Date 09/30/2022
Replaced #3 EGT probe with new unit. Replaced pilot's USB port
with new unit.

Inspections, Tests, Repairs and Alterations
Dorsed with Name, Rating and Certificate Number of
Air Facility. (See back pages for other specific entries.)

N19884 Engine S/NL44060-36A **ATX AIRCRAFT** Hobbs:40.3
Model:C23 Sundowner Engine model: SMOH: 1789.8
S/N: M-1998 O&VO-360 SER Date: Nov 23 2022
TT:4052.8 Prop time since SPOH: unknown WO: #1043
ELT exp March 2027 FM753A

I CERTIFY THAT THIS AIRFRAME, ENGINE & PROPELLER HAS BEEN INED IN ACCORDANCE WITH 100HR / ANNUAL INSPECTION AND WAS FOUND IN AIRWORTHY CONDITION
ON THIS DATE.

1. remove and install 8 qts of oil Phillips 20w-50 oil filter AA48103
2. Hydraulic leak torqued fittings
3. carb heat butterfly valve loose tightened
4. Replace Nose Gear Tire And inner tube
5. Replaced LH main Tire
6. Serviced and Gapped Spark plugs
7. Replace 8 exhaust clamps include belts nuts
8. Replace 4 no blow gaskets
9. installed new exhaust stud Cyl no 4
10. OH Both Brake Calipers Bleed brake system with MIL 5606 Hydraulic Fluid
11. Painted and dressed prop face flat black
12. installed 2 new valve covers
13. Deep cycle Charge Battery
14. Replaced Air Filter
14. Oil sample Blackysone
15. Replaced Storm Window Seal
16. Replaced Baggage Door Seal
17. Righted flap switch Nut
18. Replaced Both fuel cap o rings

Opps, OK Return to Service. All Work performed in to Beech service Manual

Compression: Check 1(77/80. 2) 75/80. 3) 78/80. 4). 76/80

Complied with FAR 91-207 (g) Impact Test OK

AD complied Thru 2022-24

Manuel Antonio Sanchez

A&P / I

Date: Nov 23 2022

210 Flightline Lago Vista TX 78543

frontdesk@atxaircraft.com

512-399-0699



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4055.1 N18994 Date 12/06/2022
Moved magnetometer to left side of aircraft on previously installed
avionics shelf. Rerouted wiring. Performed compass calibration
test and swing magnetic compass and installed new correction card.
Installed Avidyne audio alert wiring from IFD440 to audio panel.
Configure Avidyne for audio alerts. Moved fuel pressure
transmitter to fire wall. Connected with new flex hose. Operational
and leak check OK.

Inspections, Tests,
Dorsed with Name, Rating
Air Facility. (See back pa



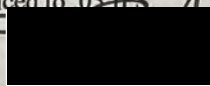
222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4063.3 N18994 Date 02/11/2023
Fabricated and replaced right brake line from firewall to main spar.
Connected left brake line union. Bleed both brake systems. Secured
brake lines and CAT hose. Replaced fuel line from electric fuel
pump to check valve. Leak check both systems.



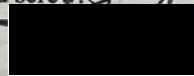
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Tach 4079.8 N18994 Date 04/20/2023
Ran engine. Checked propeller balance. Balanced propeller. See
Dyna-vibe report. Balanced to .05 IPS



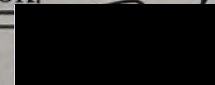
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Tach 4079.8 N18994 Date 04/20/2023
Installed new door rod screw. Repaired fiberglass cowling and
installed new nutplate and screw



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4079.8 N18994 Date 04/20/2023
Changed oil and filter. Take oil sample. Serviced with Phillips XC
20/50 oil. Sealed 3 backbone bolts on case. Installed upper left
engine shock mount. Replaced carburetor drain gasket and safetied.
Ran engine. Leak check OK.

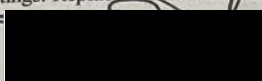


Inspections, Tests, Repairs and Alterations
Endorsed with Name, Rating and Certificate Number of
Repair Facility. (See back pages for other specific entries.)



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4083.6 N18994 Date 05/24/2023
Replaced carburetor with rebuilt unit P/N 10-5219, S/N
MS15C701. See 8130 tag for details. Ran engine. Leak check OK.
Set idle and mixture settings. Replaced crankshaft seal. Leak check
OK.



Inspections, Tests, Repairs and Alterations
Endorsed with Name, Rating and Certificate Number of
Repair Facility. (See back pages for other specific entries.)

4/9/2023 4104.0

Changed oil. Added 6 qts of Phillips XC
20/50 and 1 Cunningham. Ran engine & no leaks
at

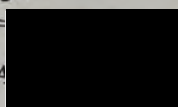


Private Pilot



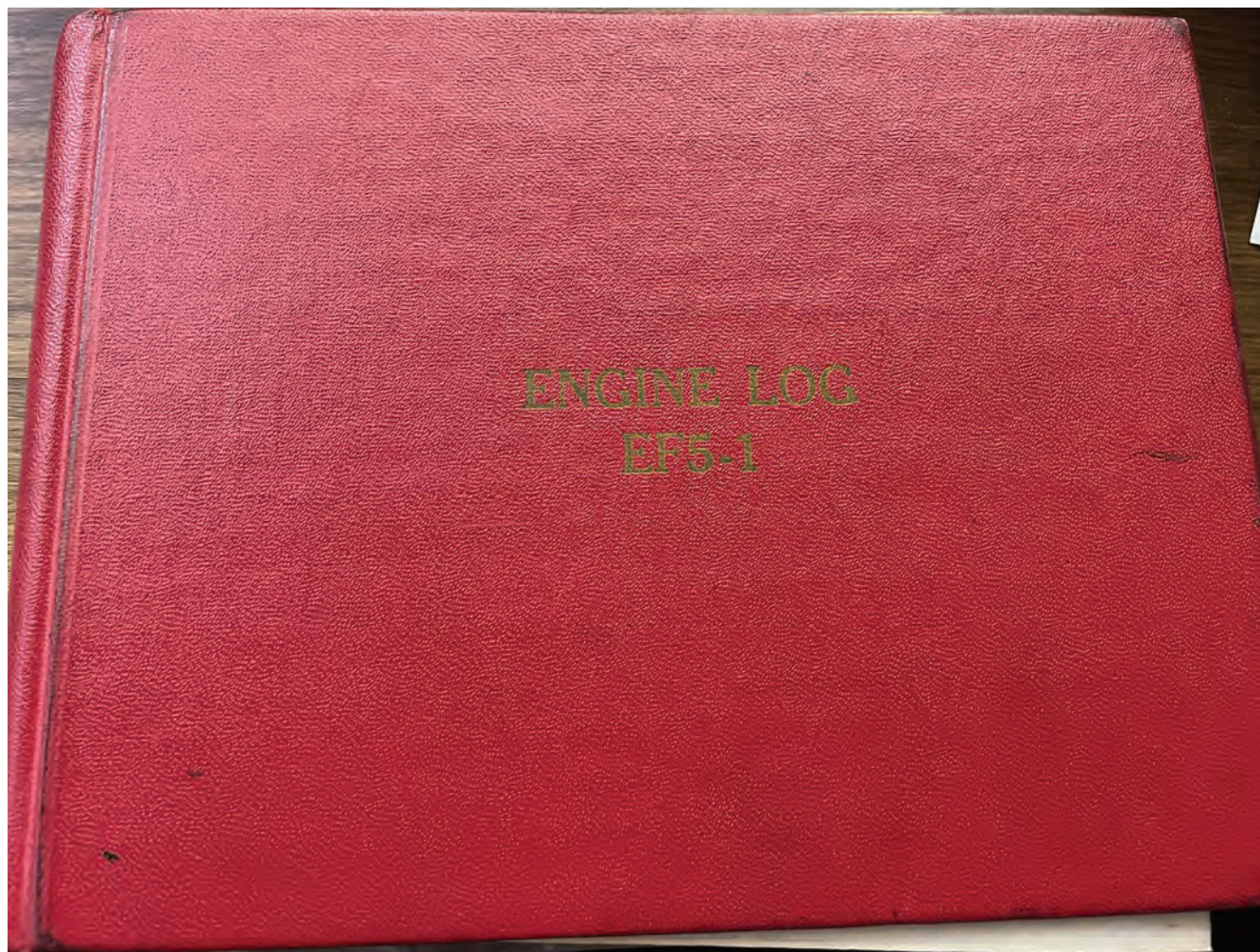
222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4080.6 N18994 Date 05/04/2023
Replaced carburetor with rebuilt unit P/N 10-5219, S/N
MS151901. See 8130 tag for details. Ran engine. Leak check OK.
Set idle and mixture settings.



DATE 19 ____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)
Date: 8/24/2023 CFR 91.411	A/C: C23	S/N: 1998	N18994	A/C TT: 4098.9 WO: 37410
I certify that the Altimeter and Altitude reporting equipment tests and inspection required by CFR 91.411. The static system was tested on 8/24/2023 as per FAR 43 Appendix E (a). The automated pressure reporting system was tested on 8/24/2023 as per Appendix E (c).				
#1 ALT P/N: <u>SV-ADAHRS-200</u>	S/N: <u>16356</u>	tested to 20,000 ft		
#2 ALT P/N <u>EFIS-D10A</u>	S/N: <u>12859</u>	tested to 20,000 ft		
CFR 91.413				
I certify that the ATC Transponder test and inspection required by FAR 91.413 Appendix F has been performed on 9/1/2023. The integrated system test and inspection was performed on 9/1/2023.				
# 1 Transponder M/N: <u>TT-22</u>	S/N <u>12730</u>			
I have found this aircraft airworthy with respect to work performed and approved for return to service.				
Inspector				
FAA Repair Station # DXDR595X				

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Beecolcraft M 1988 N 18 994
ENGINE DESCRIPTION

MANUFACTURER AVCO LYCOMING MODEL O 360-A4K
SERIAL NUMBER L 24060-86A DATE OF MANUFACTURE 1977
RATED BHP 180 RPM 2700 MANIFOLD PRESSURE _____
FUEL REQUIRED OCTANE/PERFORMANCE _____
REGISTERED OWNER _____
STREET & NO. _____
CITY, STATE, ZIP _____
REGISTERED OWNER _____
STREET & NO. _____
CITY, STATE, ZIP _____

Beecolcraft M 1988 N 18 994
ENGINE DESCRIPTION

MANUFACTURER AVCO LYCOMING MODEL O 360-A4K
SERIAL NUMBER L 24060-86A DATE OF MANUFACTURE 1977
RATED BHP 180 RPM 2700 MANIFOLD PRESSURE _____
FUEL REQUIRED OCTANE/PERFORMANCE _____
REGISTERED OWNER _____
STREET & NO. _____
CITY, STATE, ZIP _____
REGISTERED OWNER _____
STREET & NO. _____
CITY, STATE, ZIP _____

Log Books Lost. refer to Attached Affidavit

Engine is installed in Beechcraft M1990 N 18994

1981

AIRPLAN

24 FEB

INSPECTION & MAINTENANCE RECORD

DATE	TOTAL TIME	INSPECTION OR MAINTENANCE PERFORMED AGENCY & CERTIFICATE NO.
LYCOMING		O-360-A4K
07/02/2020		
	HOBBS: 724.11	TT: 3963.20
		S/N: L-24060-36A
		SMOH: 1700.20

ANNUAL INSPECTION PERFORMED AT THIS TIME - SPARK PLUGS CLEANED, GAPPED, AND ROTATED - COMPRESSION AS FOLLOWS: #1 76/80 #2 74/80 #3 78/80 #4 75/80 - OIL DRAINED AND SERVICED WITH 8 QTS PHILLIPS XC 20W-50 - OIL FILTER REPLACED WITH NEW CH-48103-1 - VERIFIED MAGNETO TIMING - CONTROL LINKAGES LUBRICATED - ADS CHECKED TO DATE AND ENTERED IN AIRCRAFT PERMANENT FILE - OPERATIONAL AND LEAK CHECK SATISFACTORY - I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

Matthew Donnelly

AP
AI

SLICK MAG

INSPECTION & MAINTENANCE RECORD

INSPECTION OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.

DATE TOTAL TIME

N18994 | 10/01/2020 | Tach: 3977.2 - ACTT: 3977.2

Removed left impulse-coupled magneto (SLICK 4271, S/N 90040051);
Installed new SureFly SIM-4P Electronic Magneto (S/N 4P-3220028)
per SureFly Engine & Airframe Installation Instructions; Ran new
power wire from aircraft battery to SIM-4P POWER lead, with an in-
line 10A fuse at the battery; Inserted required documentation in
Aircraft Records and POH; Performed Pre-Operational and
Operational checks with no problems observed; Weight change
negligible, no revision to Weight & Balance needed

I certify that this aircraft has been worked on as per AC 43-13, Appendix D
and was determined to be in Airworthy Condition.
Returned to Service.

Work Performed By: Kellen Strader - A&P Apprentice

Work Performed & Supervised By: Ty Sabata - A&P

Work Inspected By: Jim Herring - A&P

11/01/21 3988.24

SMOH-

I certify that this engine has been
Inspected IAW an Annual IAW 43 APPD Rpt
1725.44 has been found to be in an Airworthy Condition

SLICK

INSPECTION & MAINTENANCE RECORD

INSPECTION OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.

DATE TOTAL TIME

11/01/21 Continued: Compressions were as follows:

3988.24 1) 75/80 2) 76/80 3) 74/80 4) 72/80

11/01/21 3988.24 Changed oil and filter with Tempest
oil filter 48703 and Phillips 66 XC 20/50
8qts. Leak check good.



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4001.79

N18994

Date 01/14/2022

Changed oil and filter. Send sample to AOA for analysis. Serviced
with Phillips XC 20/50 oil.

Tach 40
Change
20/50 o

N19884
Model: C23
S/N: M-15
TT: 4052.8
ELT exp M

I CERTIFY THAT
ON THIS DATE:

1. remove and
 2. Hydraulic test
 3. carb heat su
 4. Replace No
 5. Replaced LH
 6. Serviced and
 7. Replace 8 e
 8. Replace 4 n
 9. Installed ne
 10. Oil Both B
- Hydraulic Fluid
Opps. O
Compr
Sampli
Manu
A&P



222 Airport Drive, Lockhart, TX 78644
512-398-3439

Tach 4022.98 N18994 09/08/2022
Change oil and filter. Replace oil drain valve. Service with XC
20/50 oil. Take oil sample. Ran engine. Leak check OK.

MAINTENANCE RECORD

OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.

N18884 Engine S/NL44060-36A ATX AIRCRAFT Hobbs:40.3
Model:C23 Sundowner Engine model: SMOH: 1789.8
S/N: M-1998 O-360 SER Date: Nov 23 2022
TT:4052.8 Prop time since SPOH: SERVICE WO: #1043
ELT exp March 2027 unknown

I CERTIFY THAT THIS AIRFRAME, ENGINE & PROPELLER HAS BEEN INED IN ACCORDANCE WITH 100HR / ANNUAL INSPECTION AND WAS FOUND IN AIRWORTHY CONDITION
ON THIS DATE.

1. remove and ins oil & qts of oil Phillips 20w-50 oil filter AA48103
2. Hydraulic lock torqued fittings
3. carb heat butterfly valve loose tightened
4. Replace Nose Gear Tire And inner tube
5. Replaced LH main Tire
6. Serviced and Gapped Spark plugs
7. Replace 6 exhaust clamps include bolts nuts
8. Replace 4 no blow gaskets
9. installed new exhaust stud Cy no.4
10. OH Both Brake Calipers Bleed brake system with MIL 5606 Hydraulic Fluid
11. Painted and dressed prop face flat black
12. installed 2 new valve covers
13. Deep cycle Charge Battery
14. Replaced Air Filter
15. Oil sample Blackstone
16. Replaced Storm Window Seal
17. Replaced Baggage Door Seal
18. Righted flap switch Nut
19. Replaced Both fuel cap o rings
20. removal and installation of Overhauled Carburetor 8130-3 on fill

Ops. OK Return to Service. All Work performed in to Beech service Manual

Compression Check 1: 77/80. 2) 75/80. 3) 78/80. 4). 76/80

AD complied Thru 2022-24

Complied with FAR 91-207 (d) impact Test OK

Manuel Antonio Sanchez

Date: Nov 23 2022

A&P / IA 3844901

210 Flightline Lago Vista TX 78543

frontdesk@atxaircraft.com

512-399-0699