

Reg. # <u>N35AW</u>	Manufacturer	Model Number	Serial Number
Aircraft	BEECHCRAFT		D8069
Engine #1	JCM	IO-520-BA	120797-5-B
Propeller #1	M-CAULEY	3A32C406-C	912315
Air Filter	Brackett	BA7112	
Alternators	ELECTROSYSTEMS	ALX-9524 14V/70A	C020352
Batteries	CONCORD	2G-35A	
Carburetors			
ELT			
Fuel Pumps			
Governors	WOODWARD	210452	20022913T ⁵ 81
Ignition Switches	Bendix	10-397	
Magnetos RH	UNISON INDUSTRIES	6310	02070104
Magnetos LH	UNISON INDUSTRIES	6310	02070852
Oil Coolers	MODINE MODINE	635996	SCMOC211811300
Oil Filters	CHAMPION	48109-1	
Standby Vacuum Systems			
Starter	ELECTROSYSTEMS INC	ES646238-2	C042438 (12V)
Turbochargers			
Vacuum Pumps	GARWIN	G-455	

N35AW

6-14-2019

TACH: 2615.86

- Replaced induction filter
- Secured veneer control on mixture
- Washed belly
- Replaced nut plates as needed on R/H wing
- Repaired wiring at tail nav light
- Repositioned Exhaust clamp on L/H tailpipe
- Replaced (1) instrument panel light bulb
- Replaced NLG landing lamp with new(01-0790750-10)
- Tightened entry step hardware
- Performed retract/extension of landing gear in both normal and emergency modes
- Inspected ELT per FAR 91.207 (d) and replaced battery with EXP date of 07/2020
- Lubed airframe I/A/W service manual
- I certify that this aircraft was inspected I/A/W an Annual inspection and found to be in an airworthy condition.

Rusty Gill

Services, LLC
2541B Greys Point Road
Topping, VA 23169
(804) 286-4049

N35AW

6-14-2019

TACH: 2615.86

- Compression Check Results: 1)65/80 2)66 3)73 4)70 5)72 6)72
- Cleaned, gapped and rotated spark plugs
- Inspected mag to engine timing
- Washed engine down
- Tightened loose hardware on engine as needed
- Drained oil, took sample, replaced filter then serviced with 10qts of 20w50 oil
- Post maintenance run up performed with no leaks noted at this time.
- I certify that this Engine was inspected I/A/W an Annual inspection and found to be in an airworthy condition

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N35AW

6-14-2019

TACH: 2615.86

- AD 2007-08-08 c/w by lube of up lock rollers. Next due 2715.86
- AD 99-24-10 c/w by inspection of 2a next due at 6/2020 and 2b next due at 6/2021
- AD 95-04-03 c/w by Zyglo NDT inspection, next due at 3115.86
- AD 94-20-04R2 c/w by visual inspection per para 3. Next due 2715.86
- AD 89-05-02 c/w by visual inspection of elevator horns for cracks, next due 2715.86
- AD 76-07-12R1 c/w by opt check of ignition switch. Next due 2715.86

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N35AW

6-14-2019

TACH: 2615.86

- Added shim to dome stabilizer then installed spinner
- I certify that this Propeller was inspected I/A/W an Annual inspection and found to be in an airworthy condition

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N35AW

7/2/2020

TACH: 2663.12

- Replaced induction filter
- Performed retract/extension of landing gear in both normal and emergency modes
- Inspected ELT per FAR 91.207 (d) and replaced battery with EXP date of 08/2022
- Lubed airframe I/A/W service manual
- I certify that this AIRFRAME has been inspected I/A/W an Annual Inspection per scope and detail of 14 CFR Part 43 appendix D and found to be in an airworthy condition.

Rusty Gill

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N35AW

7/2/2020

TACH: 2663.12

- Replaced all lower plugs with RHB32E
- Secured inner cylinder baffling at #2 cylinders
- Compression Check Results: 1)65/80 2)66 3)73 4)70 5)72 6)72
- Drained oil, took sample, replaced filter then serviced with 10qts of 20w50 oil
- Washed engine down
- Post maintenance run up performed with no leaks noted at this time
- I certify that this Engine has been inspected I/A/W an Annual Inspection per scope and detail of 14 CFR Part 43 appendix D and found to be in an airworthy condition.

Rusty Gill

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N35AW

7/2/2020

TACH: 2663.12

- AD 2007-08-04 dressing of the blades, next due at 2763.12 or 7/2021
- AD 2007-08-08 c/w by lube of up lock rollers. Next due 2715.86
- AD 99-24-10 c/w by inspection of 2a next due at 7/2021 and 2b next due at 6/2021
- AD 94-20-04R2 c/w by visual inspection per para 3. Next due 2763.12
- AD 89-05-02 c/w by visual inspection of elevator horns for cracks, next due 2763.12
- AD 76-07-12R1 c/w by opts check of ignition switch. Next due 2763.12

Rusty Gill

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N35AW

7/2/2020

TACH: 2663.12

- Added shim to dome stabilizer then installed spinner
- I certify that this Propellor has been inspected I/A/W an Annual Inspection per scope and detail of 14 CFR Part 43 appendix D and found to be in an airworthy condition.

Rusty Gill

Services LLC
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Autopilots Central, Inc.
3112 North 74th East Avenue
Hangar 23, Tulsa International Airport - Tulsa, OK 74115
(918)836-6418 - Fax (918)834-0329

Invoice

Work Order: **SH19-33297**
Acct Number: [REDACTED]

Opened: 8/26/2019
Close Date: 9/24/2019

Sold To: ICS Services LLC
[REDACTED]

Ship to: ICS Services LLC

General Comments:

Received Via: USPS
Shipped Via: FedEx
Tracking Number: [REDACTED]

Discrepancy: 1

Problem:

0103-1 Programmer/Annunciator S/N: 00103-1639-02034H

ORIGINAL COMPLAINT: Altitude hold and vertical speed modes not working.

Action Taken:

PRELIMINARY INSPECTION: Bench tested unit and found all lamps working; all mode buttons function; dirty connector pins. No fault found.

WORK PERFORMED: Cleaned connector pins. Bench tested unit using manufacturer's service manual P/N: 87207, 1st Ed, September 2004 as a reference.

Charges This Item:

1.00 Hours @	115.00	\$	115.00
Total For This Discrepancy:			\$ 115.00

Discrepancy: 2

Problem:

PFGC 0110T S/N 00110-1635-07004

Action Taken:

PRELIMINARY INSPECTION: Bench tested unit and found dirty connector pins. No fault found.

WORK PERFORMED: Cleaned connector pins. Bench tested unit both with and without servo connected using manufacturer's service manuals P/N: 8714, Rev 5, 1999 and P/N: 87207, 1st Edition, September 2004 as reference.

Charges This Item:

1.00 Hours @	115.00	\$	115.00
Total For This Discrepancy:			\$ 115.00

Discrepancy: 3

Problem:

0107-P4 Servo S/N 00107-1634-21070CDEFGJK

Action Taken:

PRELIMINARY INSPECTION: Bench checked unit and found the motor starts at 1.1 to 1.3 VDC. Clutch torque broke at 24 in/lbs. The manufacturer's spec is (27+/-5) in/lbs. Then trim springs engaged at 6 in/lbs CW and 6 in/lbs CCW. The spec is (5+/-2) in/lbs.

WORK PERFORMED: No problem seen at this time. Return as received.

Charges This Item:

1.00 Hours @	115.00	\$	115.00
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8/22/2019

Autopilot Central
3112 North 74th East Ave
Tulsa, OK 74115

Allen,

Please inspect and repair as needed.

Here is a description of malfunction of the system from the pilot/owner:

My S-TEC 60-2 was working normally until about two months ago. Here is what I observed:

1. All Heading/Roll functions were--and still are--normal.
2. ALT Hold would not hold altitude. Annunciator light worked properly (indicating ALT hold was engaged), and the yoke was engaged by the autopilot, but there were no inputs from the servo to control altitude. Trim wheel did not move. A/P would not hold altitude.
3. Same was true for VS mode. Annunciator light came ON, but there were no inputs from servo. A/P would not maintain VS. Again, no movement on trim wheel.
4. A/P ground test appeared to be normal--including ALT and VS. With ALT or VS engaged, pressure on the yoke caused trim wheel to move (servo was engaged).
5. Air pressure applied to servo during Annual approx one month ago. System worked normally for about 5 hours then reverted to conditions described above.

Rusty Gill

ICS Services LLC





ICS Services

To:

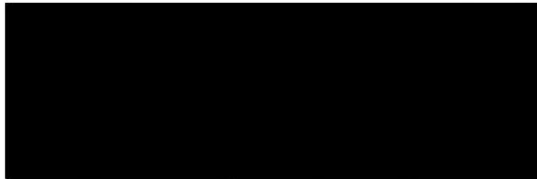


Fri, May 29 at 3:32 PM

Lisa, The repair of this work order is acting up like it did in the beginning when it was sent to you in Sept 2019. Is there a warranty on labor or parts or does my customer have to pay for this to be repaired again for the same issue?

Rusty

ICS Services LLC

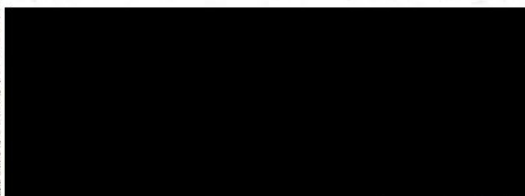


On Monday, September 16, 2019, 11:50:02 AM EDT, ICS Services
[redacted] wrote:

Please proceed with repairs. I will call now with payment info.

Rusty

ICS Services LLC



On Monday, September 16, 2019, 10:00:20 AM EDT

[redacted] wrote:

Please see attached repair order. After review, please email or fax payment and shipping instructions.

Thank you!



Tue, Jun 16 at 10:44 AM

To: [REDACTED]

Cc: [REDACTED]

Mark:

I am Carl Smith, owner of a 1966 V-35A, tail number N35AW, based at Hummel Field. I have an STEC-60 with an altitude control channel installed by Bay Avionics in 2017.

The a/p will not hold altitude. When ALT is selected, the annunciator light comes on and remains on, but it appears no inputs are coming from the ALT servo. The nose trim wheel does not move. Heading control is normal. Had the same problem one year ago. Rusty Gill (ICS) sent it to the a/p shop where they found some corrosion on a connection. They removed the corrosion and it worked fine for about a year. Rusty cleaned the same connection last week, but the problem remains. He recommended I contact you.

I would like to schedule a visit. Wx looks bad this week--how about the following?

Many thanks--Carl S.

