

**ENGINE LOG**  
**EF5-1**

# AvServe

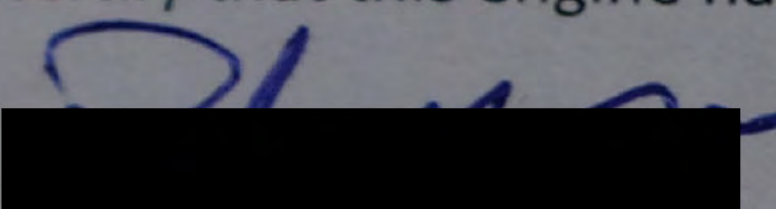
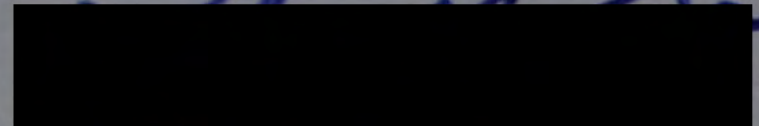
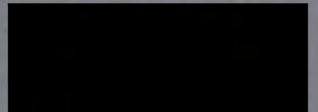
552 Perimeter Rd  
Greenville, SC 29605  
864.299.0314  
KGYH – Donaldson Center Airport

14 February 2020  
N266DC Beech F33A S/N CE-418  
TCM IO-520-BA S/N: 814283-R  
Tach: 1971.6 ETT: 2325.4 SMOH: 795.7  
Engine Entry

Performed an Annual Inspection using 14 CFR 43 Appendix D as a guide and the following maintenance was performed:

- Drained engine oil, removed filter and cut open for inspection, no significant contaminate noted. Serviced engine with 12 qts. 15W50 engine oil and 1 CH48109-1 oil filter.
- Performed compression check: #1: 66/80, #2: 66/80, #3: 64/80, #4: 58/80, #5: 64/80, #6: 70/80.
- Removed spark plugs, cleaned, gapped, tested, replaced 1 spark plug with new Champion RHB36S plug, and rotated positions per Champion recommendations.
- Verified mag timing per data plate.
- Researched ADs through ATP Navigator Aero Hub and no new or recurring ADs found due at this time.
- Post inspection ops and leak check satisfactory.

I certify that this engine has been inspected I/A/W an Annual Inspection and was determined to be in airworthy condition.

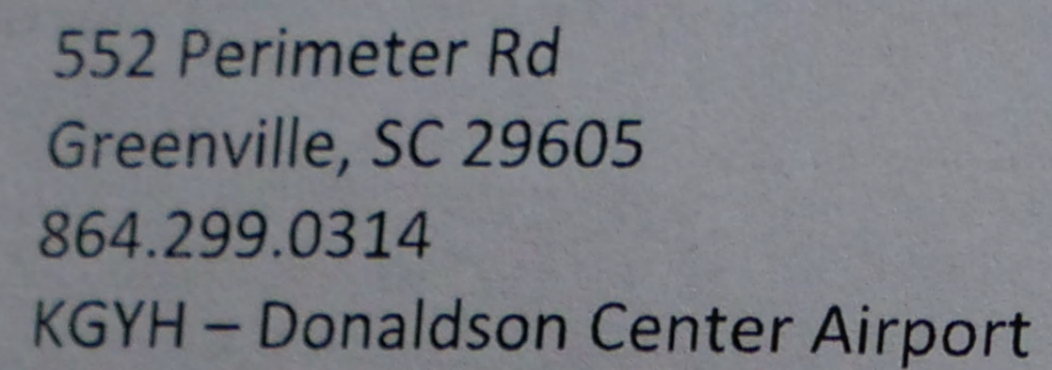
  
  
Peter Michael Giegerich  IA

1 of 1

Start May 22  
2006

 *The Standard*  
**AIRCRAFT LOG**

**ASA-SA-2**



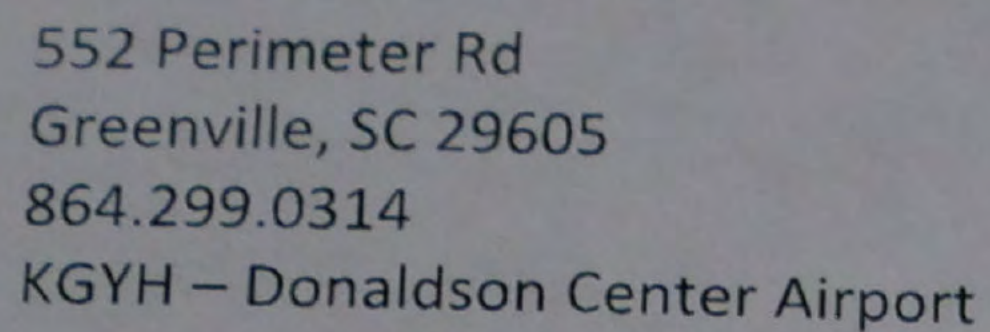
14 February 2020  
N266DC Beech F33A S/N CE-418  
Tach: 1971.6 AFTT: 7706.8  
Airframe Entry

Performed an Annual Inspection using 14 CFR 43 Appendix D as a guide and the following maintenance was performed:

- Lubricated airframe as recommended by Beech F33A MM.
  - Inspected and ops checked L wing fuel qty system, ops check satisfactory. Removed inboard cell cover gasket with new FCB25722.
  - Disassembled fuel strainer, inspected screen, cleaned, and reassembled with new gasket p/n 35-921181.
  - Jacked aircraft, inspected and repacked all wheel bearings, and performed gear retraction test including 2 normal cycles and 1 emergency extension cycle.
  - Replaced induction filter element with new BA-7112 element.
  - Removed battery, serviced, charged, and re-installed I/A/W Gill MM.
  - Removed failed attitude gyro m/n 5000B-36 and associated lighting and installed Garmin G5 with GMU11 system s/n 4JQ037251. See form 337 this date for details. Weight and balance change negligible.
- Continued on Next Page

Continued on Next Page

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14 February 2020  
N266DC Beech F33A S/N CE-418  
Tach: 1971.6 AFTT: 7706.8  
Airframe Entry

- Performed static system leak check as required by 14 CFR 91.411 I/A/W 14 CFR 43 Appendix E para. (a). Leak check satisfactory.
- Adjusted instrument air pressure within limits per POH. Change necessary due to attitude indicator removal.
- Inspected ELT I/A/W 14 CFR 91.207 (d). Next due @ 2/2021. Main battery due 11/15/2023. Remote battery due 1/2029. Audio Alert battery due 1/2029.
- Researched ADs through ATP Navigator Aero Hub compliance and status as follows:
  - AD2019-23-10 C/W by inspection of aileron turnbuckles I/A/W AD Instructions. No discrepancies noted.
  - AD2001-08-08 V-Band Exhaust clamp connecting turbo outlet to exhaust tail pipe. Next due 8040.5 AFTT.
  - AD95-04-03 Spar Carry Through Dye Penetrant Inspection is due @ 7764.2 AFTT.
- Post inspection ops and leak check satisfactory.

I certify that this airframe has been inspected I/A/W an Annual Inspection and was determined to be in airworthy condition.

Peter Michael Giegerich [REDACTED] IA

20f2

[illegible]

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

**AIRFRAME**

Greenville Jet Center 1 Aviation Lane Greenville, South Carolina 29607  
Beech F33A N266DC S/N CE-418 Tach 1881.59 June 5, 2018

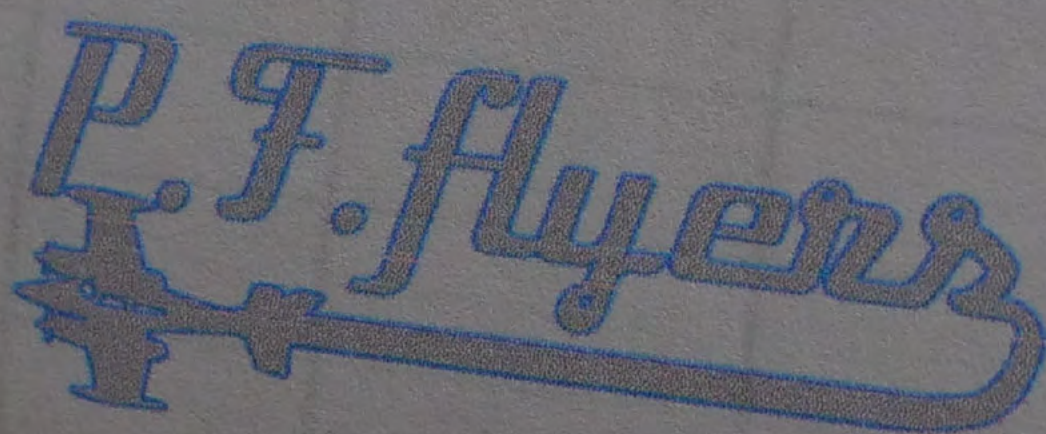
1. Removed and replaced both MLG tires P/N 072-313-0, tubes P/N 092-318-0.
2. Replaced NLG tire P/N 072-312-0 and tube P/N 092-308-0.
3. No leaks noted.

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with the current Regulation of the Federal Aviation Administration and is approved for return to service.

Chester Matthew

A&P

6/5/18  
DATE

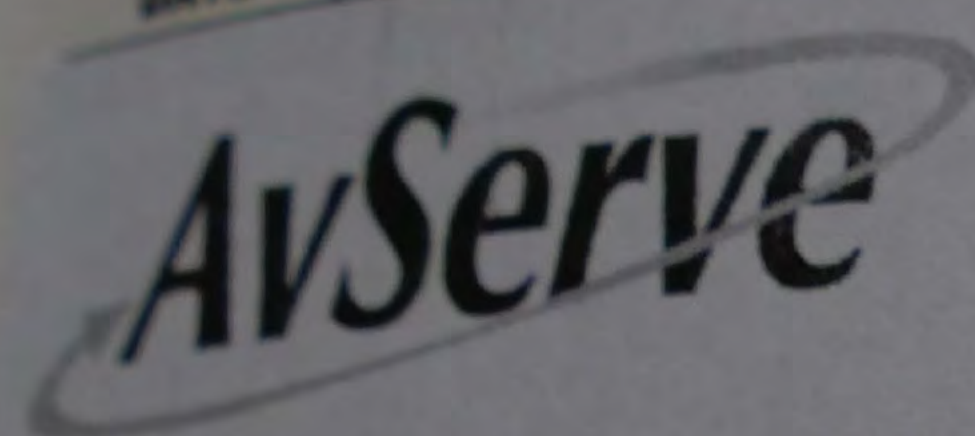


Corrected misswiring between GNS 530W and S-Tech GPSS Converter. Configured GNS  
530W RS-232 Ch4 to "OFF" from "WY-500"  
Charles Baize A&P

2/27/2020 N266DC

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tries.)

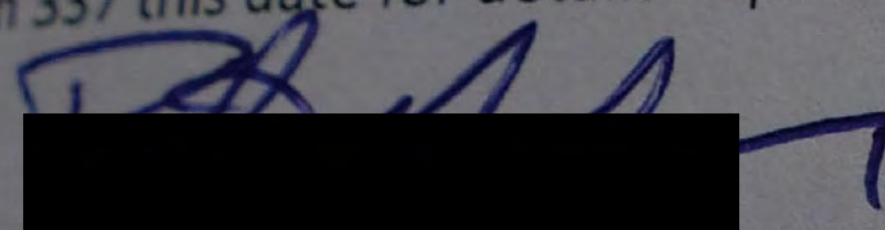
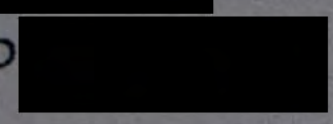
| YEAR | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations                                                                                       |
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552 Perimeter Rd  
Greenville, SC 29605  
864.299.0314  
KGYH -- Donaldson Center Airport

13 March 2020  
N266DC Beech F33A S/N CE-418  
Tach: 1983.4 AFTT: 7718.6  
Airframe Entry

Removed left and right Beechcraft fuel quantity gauges and installed Aerospace Logic fuel quantity indicator p/n FL202 s/n ASL010229 in the previous right indicator position I/A/W STC SA02825NY and Aerospace Logic Installation Document for the FL202 system. Installed Aerospace Logic Oil Pressure, Temperature, and Voltmeter indicator p/n OPT200VK s/n ASL010480 with supplied sensors in the previous left indicator position I/A/W STC SA02825NY and Aerospace Logic Installation document for the OPT200XX system. Weight and Balance change negligible. See form 337 this date for details. Ops and leak check satisfactory. Aircraft is approved for return to service.

  
Peter Michael Giegerich A&P 

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