

YEAR:

Jan 2, 2010 N44DB Beech K35 S/N D6074 AFTT: 4108.9 Tach: 927.6

DATE

Complied with Beech 100 hour Shop Manual inspection. Engine compressions referenced over 80 psi: #1-73, #2-76, #3-74, #4-76, #5-73, #6-74. Drained oil and sent sample to Aviation Laboratories for analysis. Increased level of chromium and aluminum but within limits for engine break-in period. See report and trend monitoring. Removed oil filter and inspected. No discrepancies. Installed new ES48108 filter and safetied. Serviced engine with 10 quarts of Aeroshell W100 oil, and 1 pint of ASL Camguard, corrosion preventative. Removed, inspected, cleaned, gapped, rotated, and reinstalled sparkplugs. Checked magneto timing to engine and adjusted right mag. Cleaned fuel injectors, fuel servo screen, and fuel sump screen. Replaced intake filter with new BA 7112 element. Inspected exhaust, mounts, and wiring. Lubed engine controls and cleaned engine bay. Serviced hydraulic reservoir, inspected brake pads, and cleaned calipers. Wheel bearings repacked with Mobile 28 grease and left main tire replaced with new Goodyear Custom III 7.00-6, 6 ply tire, p/n 301-063-006, s/n 82260452. Inspected Aircraft structure, wing bolt fittings, and drains. Aircraft jacked and gear swing performed. Emergency gear extension checked, emergency horn, squat, and throttle switches checked. Nose gear retraction rod boot kit 35-8009-3 installed with new boot. Flap actuator covers replaced with new marine vinyl and snaps. Main gear retract rod boots glued in place, and gear lubed. Throw-over yoke cleaned and lubed and checked for operation. Replaced vacuum filter, p/n B3-5-1. Instrument filter replaced, p/n RA-D9-18-1. Left flap bonding jumper replaced, and left nose gear door, rear hinge replaced for wear with new p/n 002-410001-107. Left and right aux fuel tank cap lanyards installed, and new aluminum tape installed on front of nose strut. Pitot heat and lights checked for operation. One upper beacon bulb replaced, p/n A-7079B-12. Right

YEAR:

DATE

stabilizer trim tab, upper pneumatic lines, and, p/n 35-8009-3 installed. upper skin lap seam at mid spar, cleaned of light corrosion and 8 new countersunk cherrymax rivets installed with edge sealant. Area sprayed with Corrosion X, and spot painted. Narco ELT 10, s/n 93943 inspected and battery replaced with new BP-1010 unit, due March 2012. ELT tested in accordance with FAR 91.207d, ops check good. Complied with AD 76-07-12, Bendix ignition switch ops check. No discrepancies. Due again in 100 hours or next annual. Complied with AD 94-20-04 R2, empennage inspection part B. Due again in 100 hours at tach 1027.6. Complied with AD 2007-08-08, uplock roller lube. Due again in 100 hours at tach 1027.6. AD's checked through this date. Wiped down aircraft belly, checked drain holes for opening, and vacuumed interior. Inspected and lubricated flight controls, pulleys, and rod ends. Glued co-pilot right seat-back seam and inspected all seat belts and shoulder harnesses. Inspected and cleaned instruments and wiring behind glareshield, and checked all placards. Ground ran aircraft, ops and leak checks good. Adjusted voltage regulator to 14.2 volts. I certify, that this aircraft was inspected in accordance with an Annual inspection, and was determined to be in Airworthy condition, and is returned to service this date. Abbeville, SC.

David F. Sperr

RAPCO, Inc.

Air Filter P/N RA-D9-18-1

Changed at:

927.6

Hrs.

Next Change:

1427.6

Hrs.

Date: 1-1-10

Date: 1-1-12

MANDATORY REPLACEMENT: 500 hours in service, annually, or pump replacement, whichever comes first. Hartland, WI 53029 USA

IA

Dec 1, 2018 N44DB Bonanza K35 S/N: D-6074 AFTT: 4449.92 Tach: 1268.61

Complied with 100 hour inspection using Beech Service Manual checklist and App D of FAR 43. Hot compression taken and referenced over 80 psi: #1-58, #2-74, #3-70, #4-71, #5-68, #6-74. Drained oil and took sample for analysis by Blackstone Labs. Removed oil filter and inspected element. No discrepancies. Installed new AA48108-2 filter and safetied. Serviced engine with 10 quarts of Aeroshell W100 oil and a pint of ASL Camguard. Removed spark plugs, cleaned, inspected, tested, rotated, and reinstalled. Checked magneto timing to engine. Adjusted right mag to match left firing at 20 degrees BTC. Inspected fuel filters and reinstalled. Cleaned fuel injectors. Changed air filter element with new BA7112. Jacked aircraft and opened up inspection panels and removed interior. Performed gear swing. Checked squat switch, throttle warning switch, indication lights, and emergency extension. Gear selector lock spring adjusted. Adjusted gear up stop bolts and uplock cable tension to achieve 52#. Adjusted uplock roller arm to .010" clearance. Replaced main gear uplock springs and small tension springs for rust with new springs. Gear down lock tensions in limits. Inspected wheel bearings and repacked with Aeroshell #5 grease. Nose wheel right wheel bearing and race replaced for wear with new p/n 08125 and p/n 08231. Left main gear inboard wheel bearing and race replaced for wear with new p/n 13889 and p/n 13836. Right gear knee joint grease fitting missing and new zerk fitting installed. Inspected brakes and discs. #1 valve cover gasket replaced with new RG-534857 silicone gasket. Right muffler replaced with new p/n K701-04. Removed mud-dauber nest from firewall below battery contactor. Lubricated rod ends, grease fittings, hinges, and rollers. Down jacked aircraft. Serviced nose strut with nitrogen and serviced tires. Inspected aircraft structure, flight controls, lights, battery, stall warning system, instrument panel, windows, and fuel system. Inspected and tested Narco ELT 10, s/n 93943, per

|      |      | Repairs and Alterations |                                                                             |
|------|------|-------------------------|-----------------------------------------------------------------------------|
| DATE | TIME | SERVICE                 | Technician or Repair Facility. (See back pages for other specific entries.) |

FAR 91.207d. Battery due Jan 2020. Complied with AD 2007-08-08, inspection and lubrication of up lock rollers. Due again in 100 hours at tach 1368.61. Complied with AD 94-20-04R2, inspection of tail structure per item 3. No discrepancies, due again in 100 hours at tach 1368.61. Complies with AD 76-07-17, ops check of ignition switch. No discrepancies. Due again in 100 hours at tach 1368.61. Checked AD compliance through cycle 2018-24. Closed up aircraft and ground ran engine. Ops and leak checks good. Vacuumed interior, washed exterior and cleaned windows. I certify that this aircraft was inspected in accordance with an annual inspection and was determined to be in airworthy condition and is approved return to service this date. Rock Hill, SC.

d F. Sperr

4DB S/N: D-6074 Tach: 1269.00 AFTT 4450,31 12/06/2018

Complied with Garmin MSB #1876 Rev. A dated 10/25/2018 by installing Main Board software v 6.51 Garmin GTN650, P/N 011-02256-00, S/N 1Z8019099. GTN650 documentation remains unaffected by this update. Post-update operational check of GTN650 OK.

in Jang

A&P

X

December 18, 2019 N44DB Beechcraft K35 S/N: D-6074 Tach: 1290.92 AFTT: 4472.23

Jacked aircraft. Removed nose wheel assembly and dismantled. Installed new Aero Classic tube, P/N: GL-5067B with TR-67 valve, and new Good Year 5.00-5 6ply Flight Special II tire, P/N: 505C61-8. S/N: 90114092. Reassembled wheel assembly, torquing through bolts to 90 inch-lbs. and serviced tire to 40 psi. Wheel bearings were cleaned, inspected, and repacked with Aeroshell #5 grease and wheel assembly reinstalled on axle and safetied.

Main wheels disassembled, cleaned and Good Year tires and tubes were swapped from left to right, and right to left for wear pattern. Reassembled wheels torquing through bolts to 150 inch-lbs. Main wheel bearings were cleaned, inspected, repacked with Aeroshell #5 grease and brakes inspected and found serviceable. Serviced tires to 40 psi. Reinstalled wheel assemblies and safetied. Down jacked aircraft.

I certify that the work performed was accomplished in an airworthy manner and aircraft is approved for return to service this date. Rock Hill, SC.

David F. Sperr

A&P

Jan 25, 2020 N44DB Bonanza K35 S/N: D-6074 AFTT: 4472.23 Tach: 1290.92

Complied with 100 hour inspection using Beech Service Manual checklist and App D of FAR 43. Hot compression taken and referenced over 80 psi: #1-54, #2-69, #3-65, #4-74, #5-72, #6-70. Drained oil and took sample for analysis by Blackstone Labs. Removed oil filter and inspected element. No discrepancies. Installed new AA48108-2 filter and safetied. Serviced engine with 10 quarts of Aeroshell W100 oil and a pint of ASL Camguard. Removed spark plugs, cleaned, inspected, tested, rotated, and reinstalled. Checked magneto timing to engine. Inspected fuel filters and reinstalled. Cleaned fuel injectors. Changed air filter element with new BA7112. Jacked aircraft and opened up inspection panels and removed interior. Performed gear swing. Checked squat switch, throttle warning switch, indication lights, and emergency extension. Gear down lock tensions in limits: L-64, R-66, N-57. Replaced left gear outboard gear door forward rod end, P/N: HM-4M. Inspected wheel bearings and repacked with Aeroshell #5 grease. Inspected brakes and discs. Removed mud-dauber nest from right gear well. Lubricated rod ends, grease fittings, hinges, and rollers. Opened up belly and engine cowl drain holes. Down jacked aircraft, serviced tires. Inspected aircraft structure, flight controls, lights, battery, stall warning system, instrument panel, windows, and fuel system. Tensioned ruddervator trim tab cables to achieve 30 pounds @ 40 degrees. Replaced red position light lens, P/N: T1284R. Installed flap bumper service kit P/N:95-4001S, S/N:1707. Replaced left flap inboard bonding jumper P/N: AA59569F36T0078-858. Replaced left aileron attach screws. Replaced #5 CHT probe with P/N: 5050-3, S/N: 10641 and #1 EGT probe P/N 1280, S/N: 0109955. Replaced ELT battery with new BP1010. Inspected and tested Narco ELT 10, s/n 93943, per FAR 91.207d. Battery due Feb 2022. Complied with AD 2007-08-08, inspection and lubrication of up lock rollers. Due again in 100 hours at tach 1390.92. Complied with AD 94-20-0430 inspection of tail structure per item 3. No discrepancies, due again in 100 hours at tach 1390.92. Complies with AD 76-07-17, ops check of ignition switch. No discrepancies. Due again in 100 hours at tach 1390.92. Checked AD compliance through cycle 2020-1. Closed up aircraft and ground ran engine.

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

and leak checks good. Vacuumed interior, degreased belly, washed exterior and cleaned wings. I hereby certify that this aircraft was inspected in accordance with an annual inspection and was determined to be in airworthy condition and is approved for return to service this date. Rock Hill, SC.

d F. Sperr



**JAARS**

JAARS, INC. Box 248, Waxhaw, NC 28173  
FAA Repair Station EVGR735D

30 Jan 2020    AFFT: 4451.1    Tach: 1293.83    N44DB

Completed the Static system, altimeter, and altitude reporting inspections and tests and transponder inspection required by FAR 91.411 and 91.413. C.R.S. # EVGR735D W.O. AVR3240-AA. Static leak 307/min.

|             | Model            | s/n      | Altitude | Certified by | W.O. #     | Date     | Due      |
|-------------|------------------|----------|----------|--------------|------------|----------|----------|
| Altimeter   | 5934PA-1         | P7832    | 20K ft   | EVGR735D     | AVR3240-AA | 01-30-20 | Jan 2022 |
| Encoder     | SSD120-30N-RS232 | 19533    | 20K ft   | EVGR735D     | AVR3240-AA | 01-30-20 | Jan 2022 |
| Transponder | GTX 327          | 83748106 |          | EVGR735D     | AVR3240-AA | 01-30-20 | Jan 2022 |

Signed: \_\_\_\_\_ Repair Station #EVGR735D

| DATE | TACH<br>TIME | FLIGHT | TIME IN<br>SERVICE | Entries must be made by<br>Technician or Repair Facility. (See back pages for other specific entries.) |
|------|--------------|--------|--------------------|--------------------------------------------------------------------------------------------------------|
|------|--------------|--------|--------------------|--------------------------------------------------------------------------------------------------------|

March 1, 2021 N44DB S/N: D-6074 Beech K35 Tach: 1306.49 AFTT: 4487.79

Complied with 100 hour inspection per FAR 43 Scope D. Hot engine compressions referenced over 80 psi: #1-72, #2-74, #3-74, #4-76, #5-76, #6-75. Drained oil and took sample for Blackstone labs. Cut open oil filter and found element to be clean. Installed new AA48108-2 and safetied. Serviced engine with 1 pint of Camguard and 10 quarts of Aeroshell W100 oil. Removed sparkplugs and cleaned, tested, rotated, and reinstalled. Cleaned fuel injectors, inspected fuel servo screen and low point screens. Found clean and reinstalled and safetied. Replaced air intake filter with new BA-7112. Checked magneto timing to engine. Replaced left muffler for distorted flame cone and installed new K701-05 muffler S/N: 281894. Replaced cylinder #5 EGT probe with new JPI probe M-111. <sup>S/N: 0246208</sup> Jacked up aircraft and opened inspection panels and removed interior. Removed wheel assemblies and replaced tires with new GoodYear 7.00-6 Flight Special II, P/N: 706C61-4. Left S/N: 02730084, Right S/N: 02730073. Balanced wheel assemblies and repacked all wheel bearings with #5 Aeroshell grease. Installed wheel assemblies and saftied. Inspected and cleaned brake pads and gear wells. Lubed grease fittings and cycled gear. Performed emergency retraction, checked squat switch, throttle switch, roller clearance and sector gear end play. Nose gear door actuator inner shaft P/N: 35-944011-2 replaced with serviceable unit and bushed on right side with oilite bushing. Gear down and up tensions in limits. Serviced right and nose struts with nitrogen. Replaced garter filter with new RAB3-5-1 filter and removed lady bugs from tail cone. Repaired rear nav light ground wire and updated compass card for fading. Inspected airframe

DATE  
struct  
remov  
hose. I  
at tach  
empen  
inspect  
12, igni  
93943  
jacked  
Genera  
installa  
than 5  
and sub  
secured  
accord  
for retu

David F.

itions  
er of  
ities.)

80  
open  
ch 1

gneto  
S/N:

d  
olies  
:  
gear

se  
il

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

|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| DATE | structure, flight controls, cables, pullies, plumbing and wiring and instrument panel. Degreased belly and removed fuel stain from right fuel sump area. Repaired fuel drain tube at lower right nacelle with 3/8" hose. Inspected forward wing spar web areas per AD 95-04-03. No discrepancies. Due again in 500 hours at tach: 1806.49. Checked AD status through cycle 2021-1. Complied with AD 94-20-04R2, inspection of empennage. No discrepanes. Due again in 100 hours at tach: 1406.49. Complied with AD2007-08-08, inspection and lube of uplock rollers. Due again in 100 hours at tach 1406.49. Complied with AD 76-07-12, ignition switch ops check. Due again in 100 hours at tach 1406.49. Inspected and tested ELT 10, S/N: 93943 per FAR 91.207d. Battery due Feb 2022. Vacuumed underfloor and interior and reinstalled. Down jacked aircraft and closed up panels after lubricating rollers, hinges, and rod ends. Installed Micro Vortex Generators on the wings and tail in accordance with STC# SA00785SE and drawing package MA2125 per installation manual MA2126. Installed placard in cockpit stating airworthiness limitation that not more than 5 VGs can be missing or damaged, prior to flight. Spares Kit stored in aircraft. Form 337 executed and submitted to FAA. Replaced Airgizmo dock for GPS 396 for wear with new dock, P/N: PD4 and secured. Ground ran engine. Ops and leak check good. I certify that this aircraft was inspected in accordance with an annual inspection and was determined to be in airworthy condition and is approved for return to service this date. Rock Hill, SC |  |  |  |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|

David F. Sperr