



WORK SCOPE KMCC

PHONE: 916-333-5984

CRS# 7XAR138C AA-701a

NOTE: THIS COVER SHEET IS TO BE USED AS AN OVERVIEW OF THE WORK ORDER. WORK ORDERS CHANGE: PLEASE REVIEW WORK ORDER FOR LATEST INFORMATION

09 May 2017 N251E

S/N E-1962

AC TAT: 4971.7 **Tach:** 1773.7

WORKORDER #

AXCESS AVIATION MAINTENANCE INVOICE # 17-2594

RO #

1. -----Annual/ 100 Hour Inspection
2. -----Engine Compression Checks Due
3. -----Change Engine Oil & Replace Oil Filter
4. -----AD Research
5. -----ELT 12 Month Inspection per FAR 91.207(d)

Axxess Aviation Maintenance Services

Repair Station No. 7XAR138C
3028 Peacekeeper Way
McClellan, CA 95652
Phone: 916-333-5984

Date: 5/26/2017

Customer Record

Eric Saylor (Reg. Number: N251E)

Contact Info: [Redacted] New Castle, CA 95658 [Redacted]	Current Engine Information: Cyl: 1 2 3 4 5 6	Dates Due: Annual: ELT Battery: Corr. Treat: O/2 Bottle: FAR 91.411: FAR 91.413:
Aircraft Info: Reg. No: N251E Serial No.: E-1962 A/C Info: 1981 Beechcraft A36 Bonanza	Last Oil Change: Date: Tach: Current W/O or W/O Quote Number: 17-2594	

Aircraft Information

A/C TT 4971.7	A/C Tach 1773.7	Hobbs	Eng. Model No. IO-550-B	Eng O/H Date	Eng TSMOH 278.3
Eng TT 1748.3	Eng SN 297207-R	Eng TBO	TT Vac. Pump	A/C Battery Date	Eng TSN 1748.3
Prop O/H Date	Prop S/N 814775	Prop Model No. 3A32C406	Prop TBO	Prop TT 4971.7	Last Prop Balance
Heater Hobbs	100 Hour	50 Hour	Warranty Date	Prop TSPOH 278.3	Prop TSN 4971.7
Eng Manufacturer Continental	Prop Manufacturer McCauley	Airswitch			

Work Order / Quote History:
17-2594

Notes:

MAKE: Beechcraft
MODEL: A36 Bonanza
S/N: E-1962
REG. NO: N251E
WORK ORDER: 17-2594

Axxess Aviation Maintenance Services

Repair Station No. 7XAR138C
3028 Peacekeeper Way
McClellan, CA 95652
Phone: 916-333-5984

DATE: 5/25/2017
A/C TSN: 4971.7
TACH: 1773.7

Airframe Entries

- 1 Accomplished Annual/100 hour inspection IAW annual inspection guidelines FAR 43 Appendix D & A36 MM 05-20-00. Compression checks are as follows: #1 75/80, #2 77/80, #3 76/80, #4 64/80, #5 74/80, #6 77/80. Changed and/ or inspected all filters as required. I certify that this aircraft has been inspected IAW an Annual Inspection & was determined to be in airworthy condition. Airframe AD's noted in AD instructions (reference aircraft AD list).
- 4 All Airframe AD's complied with through BI-weekly updated 2017-08. Airframe AD's noted in AD instructions (reference Aircraft AD list). See Aircraft records for recurring AD log sheets.
- 5 Accomplished ELT 12 month inspection IAW FAR 91.207(d). Ops check good.
- 6 Removed & replaced ELT battery with new battery IAW A36 Bonanza Series MM 25-60-00. Ops check good. DOM: 03/2017 Exp date: 08/2019 P/N Off/On: BP1010
- 8 Accomplished AD 2007-08-04 (Inspect propeller blades) IAW McCauley ASB248. No defects noted. Next Due: 1873.7 Tach/ 5071.7 TAT -or- next Annual Inspection, whichever occurs first.
- 9 Removed & replaced inline instrument filters (2 each) with new filters IAW A36 Bonanza Series MM 36-00-00. Ops check good. P/N Off/On: AA2J4-7
- 10 Removed & replaced vacuum pump intake filters (2 each) with new filters IAW A36 Bonanza Series MM 36-00-00. Ops check good. P/N Off/On: AAD9-14-15
- 11 Accomplished AD 76-07-12 (Inspect Bendix ignition switch) IAW 76-07-12. No defects noted. Next Due: 1873.7 Tach/ 5071.7 TAT
- 12 Accomplished AD 84-26-02 (Replace induction air filter) IAW 84-26-02. No defects noted. Next Due: 1273.7 Tach/ 5471.7 TAT P/N Off/On: P13-7627
- 13 Accomplished AD 2007-08-08 (Lubricate uplock rollers) IAW 2007-08-08. No defects noted. Next Due: 1873.7 Tach/ 5071.7 TAT
- 14 Removed & re-installed original hydro-tested portable fire extinguisher as required. No defects noted. Hydro Date: May 22, 2017 P/N Off/On: 352 S/N Off/On: C-072538
- 15 Serviced shimmy damper IAW A36 Bonanza Series MM 12-20-00. Ops check good.

THE AIRCRAFT AND/OR COMPONENT(S) IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED USING THE MANUFACTURER'S MAINTENANCE MANUAL AND IN ACCORDANCE WITH CURRENT RULES OF THE FEDERAL AVIATION REGULATIONS. THIS AIRFRAME AND/OR ENGINE(S) AND/OR PROPELLER(S) HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.

DATE: 5/25/2017

SIGNED:

Scott Sorber
Certified Repair Station No. 7XAR138C

Work Order: 17-2594

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ENGINE MODEL: IO-550-B
ENGINE S/N: 297207-R
REG. NO: N251E
WORK ORDER: 17-2594

Axcess Aviation Maintenance Services

Repair Station No. 7XAR138C
3028 Peacekeeper Way
McClellan, CA 95652
Phone: 916-333-5984

DATE: 5/25/2017
A/C TSN: 4971.7
ENG TT: 1748.3
TSMOH: 276.3
TACH: 1773.7

Engine Entries

- 2 Accomplished engine compression checks IAW AC43.13-1B Chapter 8 Section 1. Compression checks are as follows: #1 75/80, #2 77/80, #3 76/80, #4 64/80, #5 74/80, #6 77/80.
- 3 Performed oil change IAW Continental IO-550-B Maintenance & Overhaul Manual Chapter 6. Replaced oil filter with new filter. Cleaned/ inspected suction screen. Serviced with 12 quarts of Phillips 66XC 20W50 oil. Leak & ops check good. P/N Off/On: CH481C9-1
- 16 Accomplished engine Annual/ 100 hour inspection IAW Continental MM & annual inspection guidelines FAR 43 Appendix D as required. Changed and/ or inspected all filters as required. Engine AD's noted in AD instructions (reference aircraft AD list). See aircraft records for recurring AD log sheets. Engine AD's complied with through BI-weekly update 2017-08. I certify that this engine has been inspected IAW a 100 hour inspection and was determined to be in airworthy condition.

THE AIRCRAFT AND/OR COMPONENT(S) IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED USING THE MANUFACTURER'S MAINTENANCE MANUAL AND IN ACCORDANCE WITH CURRENT RULES OF THE FEDERAL AVIATION REGULATIONS. THIS AIRFRAME AND/OR ENGINE(S) AND/OR PROPELLER(S) HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.

DATE: 5/25/2017

SIGNED:

Scott Sorber
Certified Repair Station No. 7XAR138C

Work Order: 17-2594

Printed by EBis 3 (datamedia.com)

PROP MODEL: 3A32C406
PROP S/N: 814775
REG. NO: N251E
WORK ORDER: 17-2594

Axcess Aviation Maintenance Services

Repair Station No. 7XAR138C
3028 Peacokeeper Way
McClellan, CA 95652
Phone: 916-333-5984

DATE: 5/25/2017
A/C TSN: 4971.7
PROP TT: 4971.7
TSPOH: 278.3
TACH: 1773.7

Prop Entries

- 17 Accomplished propeller Annual/ 100 hour inspection IAW annual inspection guidelines FAR 43 Appendix D as required. Propeller AD's complied with through Bi-weekly update 2017-08. Propeller AD's noted in AD instructions (reference aircraft AD list). See aircraft records for recurring AD log sheets. I certify that this propeller has been inspected IAW a Annual/ 100 hour inspection and was determined to be in airworthy condition.

THE AIRCRAFT AND/OR COMPONENT(S) IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED USING THE MANUFACTURER'S MAINTENANCE MANUAL AND IN ACCORDANCE WITH CURRENT RULES OF THE FEDERAL AVIATION REGULATIONS. THIS AIRFRAME AND/OR ENGINE(S) AND/OR PROPELLER(S) HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.

DATE: 5/25/2017

SIGNED:

Scott Sorber
Certified Repair Station No. 7XAR138C

Work Order: 17-2594

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N251E
May 23, 2017

BEECH A-36
TACH: 1773.8

S/N: E-1962

The following was performed by Duncan Aviation under Work Order # 54JDA:

The aircraft's Altimeter and Encoding systems have been tested and inspected in accordance with 14 CFR Part 91.411, paragraphs (a)(2) and (3). Also Part 43, appendix E. Tested to 25,000 Feet

Pilot's Altimeter M/N: United Instruments P/N: 5934PA-3 A.86 S/N: 419644

This aircraft's ATC transponder systems have been tested and inspected in accordance with 14 CFR Part 91.413, appendix F.

#1 Transponder M/N: GTX 330 P/N: 011-00455-00 S/N: 84122379

The above described repair or maintenance is certified airworthy and is approved for return to service. *A detailed record is on file under Work Order # 57D5A.*

Signed: Greg Gancarz

For Duncan Aviation CRS # J00D194F

DUNCAN
05-1082

Pilot's Altimeter Scale		P/N: 5934PA-3 A.86	
Correction Card		S/N: 419644	
Standard Altitude Feet	Altimeter Reading	Standard Altitude Feet	Altimeter Reading
-1000	-1005	16000	15940
0	0	18000	17935
500	510	20000	19935
1000	1005	22000	21940
1500	1510	25000	24960
2000	2005	30000	N/A
3000	3005	35000	N/A
4000	4000	40000	N/A
6000	5990	45000	N/A
8000	7965	50000	N/A
10000	9950	51000	N/A
12000	11945	53000	N/A
14000	13940		
 DUNCAN AVIATION.		Date:	5/23/2017
		Tested By:	GANCG

Copilot's Altimeter Scale		P/N: 0	
Correction Card		S/N: 0	
Standard Altitude Feet	Altimeter Reading	Standard Altitude Feet	Altimeter Reading
-1000	N/A	16000	N/A
0	N/A	18000	N/A
500	N/A	20000	N/A
1000	N/A	22000	N/A
1500	N/A	25000	N/A
2000	N/A	30000	N/A
3000	N/A	35000	N/A
4000	N/A	40000	N/A
6000	N/A	45000	N/A
8000	N/A	50000	N/A
10000	N/A	51000	N/A
12000	N/A	53000	N/A
14000	N/A		
 DUNCAN AVIATION.		Date:	5/23/2017
		Tested By:	GANCG



PRELIMINARY INSPECTION

Incoming Preliminary Inspection (General Condition and Walk Around). **NOTE:** If any items are found which may indeed have hidden damage, the Quality Assurance Department must be notified and a Hidden Damage Report must be filled out.

Item	Date	Tail # (If Required)	Work Order #	Notes And/Or Discrepancies Noted On Inspection	Tech Initials
Fuselage	05/09/17	N251E	17-2594	No defects noted	JE
LH Wing	↑	↑	↑	↑	↑
RH Wing					
LH Stabilizer					
RH Stabilizer					
Vertical Stabilizer					
RH Engine Cows, Inlets, Exhaust (If Applicable)					
LH Engine Cows, Inlets, Exhaust (If Applicable)					
Single Engine Cows, Inlets, Exhaust (If Applicable)					
RH Prop (If Applicable)					
LH Prop (If Applicable)					
LH MLG Tires, Actuators, Strut					
RH MLG Tires, Actuators, Strut					
NLG Tires, Actuators, Strut					
Cockpit Interior Windows Panels Seats	↓	↓	↓	↓	↓
Cabin Interior Windows Panels Seats	05/09/17	N251E	17-2594	No Defects Noted	JE

AD NOTES COMPLIANCE RECORD

Airframe - Hawker Beechcraft Corporation - A36

E-1962

Access Aviation Maintenance Services Inc
3028 Peacekeeper Way
McClellan, CA 95652 916-333-5984
CRS# 7XAR138C

Engine - Continental Motors - IO-550-B

297207-R

Propeller - McCauley - 3A32C406

814775

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
76-07-12	Bendix switches	5/25/2017 TT:4971.7	Complied with amendment 39-3024. Every 100 hrs.		X	TT: 5071.7	David W. Graf CRS# 7XAR138C
84-09-01	Emergency egress provisions		N/A by A/C Serial #	X			David W. Graf CRS# 7XAR138C
84-26-02	Paper induction air filters	5/25/2017 TT:4971.7	C/W- Replaced induction air filter. Every 100 hrs.		X	TT: 5071.7	David W. Graf CRS# 7XAR138C
	Cylinder assemblies				X		David W. Graf CRS# 7XAR138C
87-14-02	Starter adaptor shaftgear		N/A by P/N	X			David W. Graf CRS# 7XAR138C
87-18-06 R1	Seat recline actuator handle		N/A - not installed	X			David W. Graf CRS# 7XAR138C
88-03-06	Oil filter		N/A by P/N	X			David W. Graf CRS# 7XAR138C
88-17-03	Starter adapter shaftgear		N/A by P/N	X			David W. Graf CRS# 7XAR138C
88-20-01	Firewall material		N/A by A/C Serial #	X			David W. Graf CRS# 7XAR138C
88-21-02	Seat tracks	11/10/97 TT:1421.3	PCW- Per BeachSB #2463	X			David W. Graf CRS# 7XAR138C
91-17-01	Elevator trim tab actuators	3/3/1992 TT:529.7	PCW	X			David W. Graf CRS# 7XAR138C
91-18-19	Shoulder harnesses		Superseded by AD 2009-25-01	X			David W. Graf CRS# 7XAR138C
91-19-03	Champion oil filter		N/A by Date Code	X			David W. Graf CRS# 7XAR138C
91-20-08	Fresh air blower housing		N/A - not installed	X			David W. Graf CRS# 7XAR138C
92-08-07	Wing spar frame cracks		Superseded by AD 95-04-03		X		David W. Graf CRS# 7XAR138C
92-15-06	Forward rudder spar cracks		Superseded by AD 93-24-03		X		David W. Graf CRS# 7XAR138C
92-18-11	Landing gear circuit		N/A by S/N	X			David W. Graf CRS# 7XAR138C
93-03-02	Loran deviation signal		N/A - not installed	X			David W. Graf CRS# 7XAR138C
93-08-17	Incorrect oil pick-up tube		PCW- AT ENGINE OVERHAUL	X			David W. Graf CRS# 7XAR138C
93-10-02	Cylinder valve retainer		PCW- AT ENGINE OVERHAUL	X			David W. Graf CRS# 7XAR138C
93-16-15	Fuel pumps		PCW- AT ENGINE OVERHAUL	X			David W. Graf CRS# 7XAR138C
93-24-03	Rudder spar cracks	2/15/2008 TT:4544.6	PCW- STC SA00044LA installed		X		David W. Graf CRS# 7XAR138C
95-04-03	Spar failure	2/15/2008 TT:4544.6	PCW Every 500 hrs		X	TT: 5044.6	David W. Graf CRS# 7XAR138C
97-14-15	Door handle's lock release button	2/15/08 4544.6	PCW - Replaced interior handle with P/N 95-380010.	X			David W. Graf CRS# 7XAR138C
PL98-01-08	Exhaust roller rocker arms		N/A - not installed	X			David W. Graf CRS# 7XAR138C

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
99-05-13 R1	Lack of fuel flow to the engine		Withdrawn	X			David W. Graf CRS# 7XAR138C
99-09-15	Flight control mechanism		N/A by A/C Serial #	X			David W. Graf CRS# 7XAR138C
PL99-09-17	Crankshaft failure		Superseded by AD 99-19-01	X			David W. Graf CRS# 7XAR138C
99-19-01	Crankshaft failure		PCW- AT ENGINE OVERHAUL	X			David W. Graf CRS# 7XAR138C
PL2000-08-51	Crankshaft connecting rod journal fracture		Superseded by AD- 2000-23-21		X		David W. Graf CRS# 7XAR138C
2000-20-14	Inspect for the installation of firewall sealant and install firewall sealant		N/A by A/C Serial #	X			David W. Graf CRS# 7XAR138C
2000-23-21	Fracture of the crankshaft connecting rod journal		PCW- AT ENGINE OVERHAUL	X			David W. Graf CRS# 7XAR138C
2000-24-04	Correct the misrouted rudder control cable		N/A by A/C Serial #	X			David W. Graf CRS# 7XAR138C
2000-26-16	Install missing rivets in the right hand fuselage panel		Superseded by AD- 2003-01-01	X			David W. Graf CRS# 7XAR138C
2001-08-08	Prevent the tailpipe from detaching from the turbocharger		N/A - not installed		X		David W. Graf CRS# 7XAR138C
2001-11-03	Protect the blower motor circuit		N/A by A/C Serial #	X			David W. Graf CRS# 7XAR138C
2001-23-10	Prevent separation of the flap flex shaft assembly		N/A - due to date of manufacture.	X			David W. Graf CRS# 7XAR138C
2003-01-01	CORRECTION - Detect and correct missing rivets in the right hand fuselage panel assembly		PCW AD 200-26-16	X			David W. Graf CRS# 7XAR138C
2003-13-17	Maintenance by T&W Propellers Inc.		N/A by Prop Serial #	X			David W. Graf CRS# 7XAR138C
2004-08-10	Prevent loss of engine power		N/A- Not modified per STC	X			David W. Graf CRS# 7XAR138C
2005-14-11	Maintenance by Southern California Propeller Service		N/A - prop never serviced by Southern California Propeller Service of Inglewood, CA.	X			David W. Graf CRS# 7XAR138C
2006-24-07	To detect unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane		N/A by Prop Serial #	X			David W. Graf CRS# 7XAR138C
2007-08-04	To prevent blade or hub failure that could result in separation of a propeller	5/25/2017 TT: 4971.7	C/W - Inspected propeller IAW AD 2007-08-04. Every 100 hrs		X	05/25/2018 TT: 5071.7	David W. Graf CRS# 7XAR138C
2007-08-08	Decrease the possibility of gear-up landings caused by seizure of the uplock rollers	5/25/2017 TT: 4971.7	C/W - Inspection and lube of up lock rollers. Every 100 hrs.		X	05/25/2018 TT: 5071.7	David W. Graf CRS# 7XAR138C
2008-13-17	To prevent failure of the circuit breaker toggle switch	12/04/09	PCW	X			David W. Graf CRS# 7XAR138C
2009-16-03	To prevent the separation of the cylinder head		Superseded by AD 2009-16-29		X		David W. Graf CRS# 7XAR138C
2009-19-07	Correction - To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in the engine compartment		PCW- AT ENGINE OVERHAUL		X		David W. Graf CRS# 7XAR138C
2009-24-52	To address rapid wear on the face of hydraulic lifters		Superseded by AD 2010-11-04		X		David W. Graf CRS# 7XAR138C
2009-25-01	To detect and correct an incorrect washer installed in the pilot and copilot shoulder harnesses	04/15/10 TT: 4702.0	PCW- By inspection of washers on "D" ring of shoulder harness.	X			David W. Graf CRS# 7XAR138C
2010-11-04	To prevent excessive hydraulic lifter wear		N/A by P/N		X		David W. Graf CRS# 7XAR138C

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
2012-03-06	To prevent an in-flight shutdown due to a failed fuel servo diaphragm		N/A - not installed		X		David W. Graf CRS# 7XAR138C
2014-05-29	Superior Air Parts Investment Cast Cylinder Assemblies		N/A - not installed		X		David W. Graf CRS# 7XAR138C
2016-16-12	ECI Class 71 or Class 76 Cylinder Assembly Failures		N/A by S/N	X			David W. Graf CRS# 7XAR138C

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components in the airplane will be found in the various sections of this maintenance manual and the pertinent supplier publications. It is also recommended that reference be made to the applicable maintenance handbooks, service instructions, Beechcraft Corporation service bulletins, applicable FAA regulations and publications, and supplier bulletins and specifications for torque values, clearances, settings, tolerances, and other requirements. In the final analysis, it is the responsibility of the owner/operator to make sure the airframe and power plant mechanic inspecting the airplane has access to the previously noted documents as well as to this Inspection Guide.

Note: Any time an airplane is repainted or touched up, inspect all placards and decals to make sure that they are not covered with paint, are easily readable, and are securely attached. Replace any placards that have been inadvertently defaced or removed.

In addition to the inspections prescribed by this schedule, the altimeter system and all ATC transponders **MUST** be tested and inspected at 24-month intervals in compliance with the requirements specified in 14 CFR Parts 91.411, and 91.413.

A complete inspection of the airplane must be accomplished within each 12-month period for compliance with the Title 14 Code of Federal Regulations. The time periods for inspections stated in this inspection guide should NEVER be exceeded by more than 10 hours, and then only if the additional time is required to reach a place where the inspection can be satisfactorily accomplished. However, the additional time used must be deducted from the next inspection time. If 10 hours were used to reach the inspection facility, the next inspection would be due in 90 hours for the next 100-hour inspection with no extension allowed.

An airplane must receive a complete (100-hour, annual, or complete continuing care inspection) inspection every 12 months regardless of the hours flown. The inspections completed during a 12-month period can be deleted from the items to be inspected. Rubber goods such as fuel lines are recommended to be changed at five year periods regardless of airplane time.

Note: All electrical systems operational inspections are to be made using an external power source capable of delivering and maintaining 28.25 ± 0.25 vdc.

Beechcraft Corporation issues service information for the benefit of owners and operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections or modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections which may benefit the owner. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner or operator is responsible for conducting a thorough review of each OPTIONAL Service Bulletin to determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. It is the responsibility of the owner or operator to make sure all Beechcraft Corporation Service Bulletins which are pertinent to his particular operation are complied with.

Warning: During the performance of this inspection the airplane will be placed on three-point jacks. Make sure the landing gear is down and locked before removing the airplane from the jacks.

Note: Model E33C and F33C airplanes being spun **MUST** also have the AEROBATIC INSPECTION at 50 hours.

2. 100-HOUR OR ANNUAL INSPECTION

A. Operational Inspection

		MECH	INSP
(1)	STARTER		

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		MECH	INSP
	Check for proper operation, unusual noise and dragging. Check starter energized light (if installed) and/or load meter to make sure starter disengages when starter switch is released.	☒	☒
(2)	FUEL FLOW Check for proper fuel pressure limits and fluctuations. Refer to Chapter 71-00-00 for fuel system setup.	☒	☒
(3)	CYLINDER HEAD TEMPERATURE Check for proper operation, temperature and fluctuations.	☒	☒
(4)	ALTERNATOR Check for proper output and unusual noises.	☒	☒
(5)	STANDBY ALTERNATOR/GENERATOR Check for proper operation in test mode. Perform a functional test as outlined in the Bonanza Series Maintenance Manual Chapter 24-31-00, or subsequent). Check wiring for security and condition.	N/A	N/A
(6)	INSTRUMENT AIR SYSTEM Check for proper operation and output pressure.	☒	☒
(7)	STANDBY INSTRUMENT AIR (IF INSTALLED) Check for proper operation. Check plumbing and wiring for security and condition. Refer to AFM Supplement 36-590006-23.	☒	☒
(8)	PROPELLER OPERATION Cycle propeller and check for proper rpm drop and smoothness of operation.	☒	☒
(9)	TACHOMETER ACCURACY CHECK Effectivity - All airplanes with Hartzell Single-Acting Propellers. Refer to Hartzell Propeller Inc. Service Letter HC-SL-61-185, Revision 1 or subsequent.	N/A	N/A
(10)	PROPELLER DEICER Check for proper operation and amperage drawn on ammeter.	N/A	N/A
(11)	OIL PRESSURE AND TEMPERATURE Check for proper pressure, temperature limits and unusual fluctuations.	☒	☒
(12)	MAGNETOS Check the performance of the magneto as outlined under the heading NORMAL PROCEDURES in the appropriate Pilot's Operating Handbook.	☒	☒
(13)	POWER CHECK Refer to NORMAL PROCEDURES in the appropriate Pilot's Operating Handbook.	☒	☒
(14)	AMMETER Check for proper indication and unusual fluctuations.	☒	☒
(15)	HEATING AND VENTILATING SYSTEM Check for proper operation, heat and airflow output. Check controls for freedom of movement.	☒	☒
(16)	FIREWALL SHUTOFF VALVE Check for proper operation and freedom of movement.	N/A	N/A
(17)	IDLE RPM AND MIXTURE SETTINGS Check for both proper rpm and mixture settings. Check controls for freedom of operation.	☒	☒
(18)	IDLE CUT-OFF Check for proper operation and freedom of movement.	☒	☒
(19)	IGNITION SWITCH Rotate the ignition switch through the OFF position to the extreme limit of switch travel; if the engine stops firing, the switch is normal. If the engine continues to run with the switch held against the OFF stop, it is an indication that one magneto is still hot or ungrounded. When the switch is released, it should automatically return to OFF and the engine should stop running. However, any ignition switch exhibiting this abnormal condition should be replaced.	☒	☒
(20)	ALL ENGINE CONTROLS With the engine running, check for proper operational limits, engine response and rigging. Check friction locks for proper operation.	☒	☒
(21)	FUEL QUANTITY GAGES Check for proper operation and unusual fluctuations.	☒	☒
(22)	AUXILIARY FUEL PUMP Check pump for proper operation, unusual noise and fluctuations.	☒	☒
(23)	FUEL TANK SELECTOR	☒	☒

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		MECH	INSP
	Check for proper placarding, proper operation and feel for positive detent.	B	ⓐ
(24)	ALL LIGHTS Check for condition, attachment, cracked or broken lenses. Check switches, knobs and circuit breakers for looseness and operation.	B	ⓐ
(25)	STALL WARNING SYSTEM Check for proper operation and heating of the unit.	B	ⓐ
(26)	RADIO OPERATION Check for proper operation, security of switches and knobs.	B	ⓐ
(27)	FLAPS Check for noisy operation, full travel and proper indication.	B	YE
(28)	PITOT HEAT Check for amperage drawn on ammeter and for proper heating of the unit.	B	ⓐ
(29)	FLIGHT INSTRUMENTS Check for condition and proper operation.	B	ⓐ
(30)	BRAKES Check for condition and wear, ease of operation and proper release of the parking brake. Check for unusual brake chatter.	XV	Jet
(31)	EMERGENCY LOCATOR TRANSMITTER (a) (E-1 thru E-3880 except airplanes modified by Kit 36-3049) - Check for proper operation. Tune radio to 121.5 MHz on VHF or 243 MHz on UHF, then turn ELT switch to ON and monitor for one signal. Turn ELT switch OFF, then place in ARM position. (b) (E-3881 and After and airplanes modified by Kit 36-3049) - Check for proper operation. Tune radio to 121.5 MHz on VHF or 406 MHz on UHF, then turn ELT switch to ON for about one second, then back to the ARM position. The receiver should voice about three audio sweeps.	JET	B
(32)	AIR-CONDITIONER Operate the air conditioner and make sure that the retractable condenser moves to the ground extended position when turned on and returns to the retracted position when turned off. Check for proper operation and unusual noise.	N/A	N/A
(33)	OXYGEN SYSTEM Functionally check the oxygen system for proper operation. Check the oxygen bottle shutoff valve for proper operation.	N/A	N/A
(34)	SWITCHES, CIRCUIT BREAKERS Check for proper operation.	B	ⓐ
(35)	FLIGHT CONTROLS, TRIM CONTROLS AND TRIM INDICATOR Check freedom of movement and proper operation through full travel with and without flaps extended. Check electric trim controls for operation.	B	ⓐ

B. Power Plant

		MECH	INSP
(1)	NACELLE SKIN Check for deformation and obvious damage or cracks. Check for loose or missing rivets.	B	ⓐ
(2)	NACELLE STRUCTURE Check for cracks and deformation. Check for loose or missing rivets and concealed damage.	B	ⓐ
(3)	COWLING Check for condition, security and adjustment of latches. Open the upper cowling and clean. Inspect for cracks.	B	ⓐ
(4)	COWL FLAPS Check for travel, deformation and security. Inspect for cracks.	B	ⓐ
(5)	SPARK PLUGS Clean, inspect, adjust gap, test, and replace as necessary. Tighten spark plugs to proper torque and check ignition harness condition and for proper attachment.	B	ⓐ
(6)	COMPRESSION Perform differential compression test.	B	ⓐ
(7)	BATTERY	B	ⓐ

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		MECH	INSP
	Inspect for clean, tight connections and add distilled water to maintain level of 3/8 inch above top of separators. Inspect the vents and overflow tube for obstructions. Check for security and proper attachment. Check for corrosion. Make sure the battery is clean. Water or dirt on battery surface can cause the battery to discharge.	8	8
(8)	PLUMBING Inspect plumbing and associated accessories for condition (such as cracks and fraying) and attachment. Check plumbing clearance and secure against possible chafing.	8	8
(9)	BRAKE FLUID RESERVOIR Check reservoir for security, open vent, proper fluid level and for leaks.	8	8
(10)	ENGINE OIL TANK OR SUMP Check for cracks, leaks, proper fluid level, deformation and security.	8	8
(11)	CRANKCASE Check security of crankcase thru-bolts. Inspect the dipstick tabs for security and that the tabs are not bent.	8	8
(12)	OIL SUMP DRAINS AND SCREENS Clean screens, check for holes in the screens and for obstructions. Check for metal particles or foreign matter on screens and filters. Check for proper torque after installation.	8	8
(13)	OIL COOLER Check oil cooler, lines and fittings for condition, security, chafing and leaks.	8	8
(14)	PROPELLER AND MOUNTING BOLTS Check for condition and security. Check the tip of the blades for evidence of lightning strikes. If there is evidence of lightning strikes, consult the propeller manufacturer, the engine manufacturer and Beechcraft Corporation. Inspect the blades for cracks, dents, nicks, scratches, erosion, corrosion, security and movement in the hub.	8	8
(15)	PROPELLER SPINNER Check for deformation, security and cracks.	8	8
(16)	PROPELLER HUB Check for cracks, excessively leaking seals and condition.	8	8
(17)	ALTERNATOR Check for condition and attachment. Check wiring for proper attachment and possible chafing. Check for unusual noise.	8	8
(18)	ALTERNATOR (PRESTOLITE OR DELCO REMY ONLY) Remove and disassemble the alternator as necessary to inspect the rotor shaft bearings for condition and replace if necessary. Refer to Service Instructions No. 0546-359, Rev II or subsequent.	N/A	N/A
(19)	STARTER Check for condition, attachment and chafed or loose wires.	8	8
(20)	STANDBY GENERATOR/ALTERNATOR Check for condition, attachment, security of wires and for chafing.	8	8
(21)	MAGNETOS Check contact points for proper clearance. Points with deep pits or excessively burned areas must be discarded. Inspect the cam follower felt pad for proper lubrication and clean the compartment with a clean, dry cloth. Check ignition harness for proper connection, security and fraying. Check timing. Refer to the applicable magneto manufacturer's manual.	8	8
(22)	MAGNETO PRESSURIZATION FILTER Check for condition, cleanliness and security.	N/A	N/A
(23)	CYLINDERS AND BAFFLES Check cylinders and exhaust manifold for obvious leaks, security and cracks, check baffles for cracks and security. Check cylinders for broken cooling fins and loose or missing base nuts.	8	8
(24)	EXHAUST SYSTEM Check for deformation, security, cracks, leaks, loose or missing nuts and clamps. Check for thin wall condition which may occur due to normal internal erosion on stacks which have long service time.	8	8
(25)	FIREWALL Check for wrinkles, damage or cracks. Check all electrical and control access holes for proper sealing.	8	8
(26)	HOSE AND DUCTS Check all fuel, oil and air hose or duct for leakage, cracks, deterioration and damage. Check fittings for security.	8	8
(27)	ENGINE ACCESSORIES Check for condition, security and leaks. Check wiring, hoses and tubes for chafing, security and leaks.	8	8
(28)	ENGINE MOUNTS	8	8

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		MECH	INSP
	Check for cracks, corrosion and security. Inspect rubber cushions, mount bolts and nuts, and grounding straps for condition and security.	8	②
(29)	CABIN HEATER SYSTEM Check for cracks, distortion, corrosion, leaks and obstructions per Chapter 21-40-00.	8	②
(30)	PROPELLER GOVERNOR Check for leaks and corrosion and control arm for security.	8	JET
(31)	ENGINE CONTROLS Check controls and associated equipment for condition, attachment, alignment and rigging. Remove cable connection bolts and check for wear each 300 hours. Refer to TCM Service Bulletin SB95-2 for engine locations and procedures.	8	②
(32)	IGNITION HARNESS Inspect for fraying and attachment.	8	②
(33)	ELECTRICAL WIRING AND EQUIPMENT Check for condition, security and signs of chafing (Ref. Chapter 20-10-00, ELECTRICAL WIRING - ROUTINE INSPECTIONS).	8	②
(34)	ALL DRAINS AND PLUGS Check for condition, security and obstructions. Check for leaks and correct tightness.	8	②
(35)	PRESSURE PUMP INTAKE FILTER Refer to Parker-Hannifin Airborne Service Letter 59 or subsequent (Ref. Chapter 05-10-00 for additional information).	JET	②
(36)	AIR-CONDITIONER COMPRESSOR Check for security and attachment. Check refrigerant level and for oil leaks. Refer to Chapter 12 and Chapter 21. Check belt for tension and worn or frayed condition.	N/A	N/A
(37)	INDUCTION AIR FILTER Check for condition, cleanliness and security. Replace filter after 3 years, five cleanings or 500 flight hours; whichever occurs first (Ref. Chapter 12-20-00, 201). Replace with a new filter that is FAA approved for the airplane installation (Ref. AD 84-26-02, Amendment 39-4966).	JET	8
(38)	INDUCTION SYSTEM AND ALTERNATE AIR Check hot and cold flexible air ducts for delamination of the inner lining. Check the alternate air valve for blockage, security, cracks, operation and wear.	8	②
(39)	FUEL INJECTION CONTROL VALVE Clean the screen and check for damage. Install screen and check for leaks.	8	JET
(40)	FUEL INJECTION SYSTEM Inspect all fuel injection components, lines and fittings for evidence of fuel leaks, fraying and cracking. Procedure as referenced in TCM SB95-7.	8	②
(41)	FUEL RETURN LINE (EA-11 THRU EA-439) Check for chafing against the wastegate seal drain line, particularly in the area approximately six inches from the fire wall bulkhead fitting of the fuel return line.	N/A	N/A
(42)	ELECTRIC PROPELLER DEICER (a) Check for service damage to the deicer heaters, brush rods, springs and brushes. Check for attachment and security. (b) Check the lead strap and all other clamps, connectors and wiring for electrical soundness, security and attachment. (c) Check the slip rings for roughness, cracks, burned or discolored areas and for deposits of oil, grease or dirt. Check for security and attachment of all components. (d) Check deicer boots for wrinkles, loose or torn areas.	N/A	N/A
(43)	TURBOCHARGER SYSTEM (a) Inspect the system for oil leaks, exhaust system leaks, cracks and attachment. (b) Inspect the compressor wheel for nicks, cracks or broken blades and freedom of movement. (c) Inspect the bypass valve (wastegate) for proper operation and inspect all linkage for interference, condition, security and attachment. (d) Inspect all exhaust system components for worn or damaged areas, loose clamps, cracks and leaks. (e) Inspect lubrication system components for worn or damaged areas, loose clamps, cracks and leaks. (f) Inspect the upper deck pressure reference lines and the fuel injection reference manifold for loose connections, leaks and possible chafing. (g) Check and calibrate the turbine inlet temperature indicator (Ref. Chapter 77-00-00). (h) Check manifold pressure controller linkage for wear.	N/A	N/A
(44)	ENGINE BAFFLE SEALS Inspect for security and condition at each 100-hour or annual inspection. Replace as necessary or every 10 years of service.	8	②
(45)	FILTERS		

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		MECH	INSP
	Inspect pressure system in-line filter for condition, cleanliness and security. Refer to Parker-Hannifin Airborne Service Letter 59 or subsequent (Ref. Chapter 05-10-00 for additional information).	g	Ⓢ
(46)	PRESSURE PUMP (AIRBORNE) Inspect as required by Parker - Hannifin Service Letter 43A or subsequent (Ref. Chapter 05-10-00 for additional information).	N/A	N/A
(47)	PRESSURE PUMP (AERO ACCESSORIES PUMPS, P/N AA216CW OR AA3216CW) Initially inspect at 600 hours time-in-service in accordance with Aero Accessories Service Letter No. 004 and thereafter as directed by the Service Letter (Ref. Chapter 05-10-00 for additional information).	Ⓢ	JE
(48)	TUBING, HOSES AND FITTINGS Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. 20-06-00, TUBING, HOSES AND FITTINGS - INSPECTION/CHECK).	g	Ⓢ

C. Cabin and Baggage Compartments

		MECH	INSP
(1)	SKIN Inspect skins for deformation, cracks and loose or missing rivets. If damage is found, check adjacent structure.	g	Ⓢ
(2)	STRUCTURE Check for cracks and deformation. Check for loose or missing rivets and concealed damage.	g	Ⓢ
(3)	CABLES, PULLEYS AND TURNBUCKLES Check the flight control components, cables and pulleys. Replace control system components (pushrods, turnbuckles, end fittings, castings, etc.) that have bulges, splits, bends, or cracks. Check control cables, pulleys, and associated equipment for condition, attachment, alignment, clearance and proper operation. Replace cables that have more than 3 broken strands in any 3 foot length of cable or evidence of corrosion. Check cables for proper tension. NOTE It is important to operate controls through their full range so that the cables move away from pulleys and all portions of the cables are exposed for inspection.	Ⓢ	JE
(4)	LANDING GEAR GEARBOX AND ACTUATING LINKAGE Check for leakage, wear, condition and attachment. Check for unusual noise. Remove the oil filler plug and check oil level by engaging and turning the emergency hand crank 1/2 turn to determine that oil is being picked up on the worm gear. The oil level should be maintained no more than necessary to cover 1/2 of the diameter of the worm gear. Install oil filler plug.	Ⓢ	JE
(5)	FLAP MOTOR AND SHAFTS Check for condition, security and wear at all points. Check drive shaft housing for security and check jam nuts for tightness.	Ⓢ	JE
(6)	AUXILIARY FUEL PUMP AND FUEL LINES Check for condition, security and leaks. Check lines for signs of chafing or cracks.	Ⓢ	JE
(7)	BRAKE MASTER CYLINDER AND PARKING BRAKE VALVE Check for condition, security and leaks. Check lines for signs of chafing or cracks.	g	Ⓢ
(8)	RUDDER PEDALS Check for freedom of movement. Check cables, push/pull rods, bellcranks, pulleys, turnbuckles and fair leads for proper routing, condition and security. Check rudder pedal fore and aft positions for wear. Check locks and pins to make sure of a positive lock. NOTE It is important to operate controls through their full range so that the cables move away from pulleys and all portions of the cables are exposed for inspection.	AV	8
(9)	CONTROL COLUMN, TRIM CONTROL AND INDICATOR (ELECTRIC AND MANUAL) Check for freedom of movement. Inspect pulleys, sprockets, bearings, actuators, chains and turnbuckles for condition, security and operation. Check trim indicator for proper indication.	AV	8
(10)	ENGINE CONTROLS Check for ease of operation through full travel. Check friction locks for proper operation.	g	Ⓢ
(11)	ELECTRICAL WIRING AND EQUIPMENT Check for condition, security and signs of chafing (Ref. Chapter 20-10-00, ELECTRICAL WIRING - ROUTINE INSPECTIONS).	g	Ⓢ
(12)	PLUMBING Check all plumbing and connections for security, leakage and general condition.	Ⓢ	Ⓢ
(13)	WINDOWS AND DOORS		

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		MECH	INSP
	Inspect windows for scratches, crazing and general condition. Inspect doors for security of attachment. Check latching mechanism for proper engagement and ease of operation. Check that rotation of the interior door handle without depressing the handle lock release button does not unlatch the door.	8	JET
(14)	INSTRUMENTS AND INSTRUMENT PANEL Inspect instrument panel, sub panels, placards and instruments for condition and attachment. Check all knobs for security. Inspect shock mounts and ground straps for cracks and security.	8	8
(15)	SEATS, SEAT BELTS AND SHOULDER HARNESSSES Inspect cabin seats, seat belts and shoulder harnesses for proper operation, condition and security of attachment. Inspect floorboards for condition and seat attachment. Check for operation of the seat stops.	8	8
(16)	OXYGEN SYSTEM Check condition of the oxygen system and check the oxygen masks for cleanliness and stowage.	4/14	4/14
(17)	VENTILATING SYSTEM Check all fresh air and heat outlet vents for proper movement and operation.	8	8
(18)	FUEL SELECTOR VALVE Inspect for leakage, security, freedom of movement, proper detent feel and condition. Clean strainer and check for condition. Check for proper placarding.	8	8
(19)	EMERGENCY EXIT HATCH Check emergency release handle and latch assembly for proper operation. Check that the hatch moves out freely. Check the complete latch assembly for condition and all moving parts for proper operation. With the hatch installed, check for proper latching and seal. Safety the emergency exit with 0.020 inch diameter copper wire after opening.	8	8
(20)	STATIC SYSTEM Check and drain water from the static lines.	8	JET
(21)	CABIN AIR BLOWER Check for condition, mounting security and wear at all points.	8	JET
(22)	FUEL STRAINER Drain and clean. On fuel cells with foam inserts, check for brown foam material. Refer to Safety Communique No. 67 and Service Bulletin No. 2109.	8	JET
(23)	CONTROL COLUMN (E-1946, E-2104, E-2111 AND AFTER; EA-320, EA-389 AND AFTER) Inspect the control column U-joint roll pins and make sure they are not backing out.	8	JET
(24)	TUBING, HOSES AND FITTINGS Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. 20-06-00, TUBING, HOSES AND FITTINGS - INSPECTION/CHECK).	8	JET

D. Wings and Carry-Through Structure

		MECH		INSP
		LH	RH	
(1)	SKIN Check for deformation and obvious damage. Check for cracks, loose or missing rivets. If damage is found, check adjacent structure. Check for indications of hard landing or excessive flight loading.	8	8	8
(2)	STRUCTURE Check for cracks, deformation and concealed damage. Check for loose or missing rivets. Refer to Chapter 53-10-00 of this Maintenance Manual for inspections for fuselage web cracks at the fuselage/wing spar carry through area.	8	8	8
(3)	ACCESS DOORS AND PANELS Inspect for cracks, proper fit and attachment.	8	8	8
(4)	CABLES, PULLEYS, AND TURNBUCKLES Check the flight control components, cables and pulleys. Replace control system components (pushrods, turnbuckles, end fittings, castings, etc.) that have bulges, splits, bends, or cracks. Check control cables, pulleys, and associated equipment for condition, attachment, alignment, clearance and proper operation. Replace cables that have more than 3 broken strands in any 3 foot length of cable or evidence of corrosion. Check cables for proper tension. NOTE It is important to operate controls through their full range so that the cables move away from pulleys and all portions of the cables are exposed for inspection.	8	8	JET
(5)	AILERONS			

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		MECH		INSP
		LH	RH	
	Check for condition and security. Check for cracks, loose or missing rivets and freedom of movement. Check hinge bearings and brackets for condition, push/pull rods for security and rod ends for corrosion.	8	8	JE7
(6)	FUEL CELLS, CAPS AND VENTS Inspect fuel cells, caps and vent lines (Ref. Chapter 28-00-00) and Service Instruction Number 0632-280.	8	8	JE7
(7)	FUEL FILLER CAP AND FUEL FILLER CAP ADAPTER Inspect the visible fuel filler cap 'O' ring for splits, cracks and flexibility. Inspect the fuel filler cap adapter, paying particular attention to the rivets attaching the Full Tab Plate to the filler adapter (Ref. Chapter 28-10-00, Fuel Filler Cap and Fuel Filler Cap Adapter Inspection).	8	8	JE7
(8)	PLUMBING Check for leakage, chafing, condition and security.	8	8	JE7
(9)	ELECTRICAL WIRING AND EQUIPMENT Inspect for condition, security and signs of chafing (Ref. Chapter 20-10-00, ELECTRICAL WIRING - ROUTINE INSPECTIONS).	8	8	JE7
(10)	FLAP LIMIT SWITCHES Check for condition, security and freedom of operation.	8	8	②
(11)	FLAPS AND ACTUATORS Check for condition, security, binding or chafing of actuator drive shafts. Check flap skin and structure for cracks, loose or missing rivets. Check flap actuator attachment bracket and rib for cracks. Check roller bearings and tracks for condition. Check stop area for condition and damage.	8	8	②
(12)	FLAP POSITION TRANSMITTER Check for security and operation.	8	8	②
(13)	DRAIN HOLES Check the drain holes in the upper wing attach fittings to make sure they are open and free of obstruction.	8	8	JE7
(14)	WING SPAR CAP Inspect the wing spar cap for corrosion (Ref. Chapter 57-00-00, GENERAL - MAINTENANCE PRACTICES).	8	8	JE7
(15)	WING BOLTS Check wing bolts for proper torque at the first 100 hour inspection and at the first 100 hour inspection after each reinstallation of the wing attach bolts. Refer to Chapter 57-00-00, GENERAL - MAINTENANCE PRACTICES of this maintenance manual, Table 201 for wing bolt, nut and fitting inspection criterion and frequency.	8	8	JE7
(16)	RADAR ANTENNA COVER Check the fiberglass for security, attachment and cracks.	8	8	②
(17)	FUEL VENTS AND AIR INLETS, PITOT TUBE, AND STALL WARNING VANE Check for condition and obstruction.	8	8	②
(18)	(DELETED) Fuel Cell Flapper Valve Inspection Moved to Chapter 05-10-00.	—	—	—
(19)	FUEL CELLS Inspection of condition of fuel cells and possible seepage of fuel. Perform the FUEL CELL INSPECTION procedure (Ref. Chapter 28-10-00).	8	8	JE7
(20)	TUBING, HOSES AND FITTINGS Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. 20-06-00, TUBING, HOSES AND FITTINGS - INSPECTION/CHECK).	8	8	JE7

E. Nose Gear

		MECH		INSP
		LH	RH	
(1)	WHEEL AND TIRE Check wheel for cracks and tire for wear, damage and proper inflation. Check wheel bearings for condition and wear.	8	8	8
(2)	LANDING GEAR STRUT Inspect the shock strut and components for cracks, attachment, proper inflation and evidence of leakage.	8	8	8
(3)	ACTUATING LINKAGE Check for wear at attach points. Check for cracks and security.	8	8	8
(4)	GEAR DOORS AND LINKAGE	8	8	8

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		MECH	INSP
	Check doors for damage and cracks to the structure and skins. Check linkage for wear and cracks at the attach points. Check for condition and security.	RV	Ⓢ
(5)	NOSE GEAR STEERING LINKAGE Inspect linkage for tightness, condition and security. Inspect linkage boots for condition.	RV	Ⓢ
(6)	SHIMMY DAMPER Check for condition and attachment. Check attach points for cracks. Check fluid level per Chapter 12-20-00.	RV	Ⓢ
(7)	STRUT FLUID LEVEL Check and maintain the proper fluid level in the strut as outlined in Chapter 12-20-00.	Ⓢ	JET
(8)	STRUT AND A-FRAME HINGE BOLTS Inspect for corrosion and security of attachment.	Ⓢ	Ⓢ
(9)	STATIC CABLE (IF INSTALLED) Inspect for condition, proper clearances and attachment.	NA	NA
(10)	VISUAL INDICATOR Check for condition.	RV	Ⓢ
(11)	NOSE LANDING GEAR DRAG BRACE (P/N 002-820016-31, P/N 002-820018-3, OR WITH KIT 35-4012-1 INSTALLED) Check that the two drag brace bracket attachment bolts (Item 29, Figure 205, 32-30-00) are secure. Check bonding of inboard and outboard arms to brace. Check drag brace assembly for shear stress, wear and corrosion. At 2,000 hours, remove and inspect the two bracket attachment bolts. Replace all hardware with evidence of shear stress, wear and/or corrosion.	Ⓢ	Ⓢ
(12)	NOSE LANDING GEAR RETRACT ROD ENDS Check the retract rod ends for signs of cracking, shear stress, wear and corrosion.	RV	Ⓢ
(13)	TUBING, HOSES AND FITTINGS Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. 20-06-00, TUBING, HOSES AND FITTINGS - INSPECTION/CHECK).	Ⓢ	Ⓢ
(14)	ELECTRICAL WIRING AND EQUIPMENT Inspect for condition, security and signs of chafing (Ref. Chapter 20-10-00, ELECTRICAL WIRING - ROUTINE INSPECTIONS).	Ⓢ	Ⓢ

F. Main Gear and Brakes

		MECH		INSP
		LH	RH	
(1)	BRAKES, LINES, LINING AND DISCS Check for condition, wear and security. Check lines for chafing and signs of leakage or cracks. Check discs for wear or warping. Check brake discs for cracks.	RV	RV	Ⓢ
(2)	WHEELS AND TIRES Check wheels for cracks and tires for wear, damage, condition and proper inflation. Check wheel bearings for condition and wear.	RV	RV	Ⓢ
(3)	ACTUATOR GEARBOX, MOTOR AND SWITCHES Check for leakage, condition and security.	RV	RV	Ⓢ
(4)	LANDING GEAR STRUTS Inspect the shock struts and components for cracks, attachment, corrosion, proper inflation and evidence of leakage.	RV	RV	Ⓢ
(5)	ACTUATING LINKAGE Check for wear and cracks at attach points. Check for condition and security.	RV	RV	Ⓢ
(6)	GEAR DOORS AND LINKAGE Check doors for damage and cracks to the structure and skins. Check linkage for wear and cracks at the attach points. Check for condition and security. Determine that all clevis retaining pins are in place and secured with cotter pins.	RV	RV	Ⓢ
(7)	STRUT FLUID LEVEL Check and maintain the proper hydraulic fluid level in the struts as outlined in Chapter 12-20-00.	Ⓢ	Ⓢ	JET
(8)	STRUT AND A-FRAME HINGE BOLTS Inspect for corrosion and security of attachment.	Ⓢ	Ⓢ	JET
(9)	TUBING, HOSES AND FITTINGS Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. 20-06-00, TUBING, HOSES AND FITTINGS - INSPECTION/CHECK).	Ⓢ	Ⓢ	JET
(10)	ELECTRICAL WIRING AND EQUIPMENT	Ⓢ	Ⓢ	JET

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		MECH		INSP
		LH	RH	
	Inspect for condition, security and signs of chafing (Ref. Chapter 20-10-00, ELECTRICAL WIRING - ROUTINE INSPECTIONS).			JET

G. Main Gear Operation

		MECH		INSP
		LH	RH	
	WARNING Under no circumstances should the landing gear be operated electrically while the hand crank is engaged. In the event of such an operation, a tear down and magnetic inspection should be performed to determine damage to the engagement slot in the worm shaft. CAUTION Since the battery voltage is not sufficient to properly cycle the landing gear for this inspection, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 vdc to the airplane's electrical system throughout the extension and retraction cycles when performing the landing gear retraction inspection. Refer to Chapter 32 for more specific information on the following items.			JET
(1)	DOORS Check operation, fit and fair. Check for unusual noise.			JET
(2)	POSITION LIGHTS Check for security, adjustment and wiring for breaks, condition of insulation, loose connections and proper indication.			
(3)	WARNING HORN Check for proper operation.			JET
(4)	UPLOCK CABLE TENSION Check uplock cable mechanism for condition and security. Check uplock cable for proper tension and for possible fraying.			JET
(5)	EMERGENCY EXTENSION Check system for freedom of operation. Check for unusual noise. With the spar cover installed, check for proper engagement of the emergency extension handle and proper system operation.			JET
(6)	DOWNLOCK TENSION Check for proper deflection force on the main gear knee joints.			JET
(7)	UPLOCK ROLLERS Check condition and clearance of uplock rollers and lubricate (Ref. Chapter 12-20-00). Check for binding.			JET
(8)	LIMIT SWITCH RIGGING Check for security and proper adjustment of the limit switches (Ref. Chapter 32-00-00, RIGGING THE LANDING GEAR) in this maintenance manual for correct landing gear gearbox internal clearance.			JET
(9)	SAFETY SWITCH Check for security, proper rigging and operation.			JET
(10)	GENERAL OPERATION Place the airplane on jacks and cycle the landing gear while checking to make sure that the position light switches operate in conjunction with the landing gear position. Check the condition and operation of the complete landing gear system.			JET
(11)	DYNAMIC BRAKING ACTION Make sure of proper operation of dynamic brake relay.			JET
(12)	ASSIST STEP (IF INSTALLED) Inspect the retractable step for cable and safety link condition, proper adjustment and operation. Check fixed link condition, proper adjustment and operation. Check fixed steps for security.			JET

H. Nose Gear Operation

		MECH		INSP
		LH	RH	
	WARNING Under no circumstances should the landing gear be operated electrically while the hand crank is engaged. In the event of such an operation, a tear down and magnetic inspection should be performed to determine damage to the engagement slot in the worm shaft.			JET

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		MECH	INSP
	CAUTION Since the battery voltage is not sufficient to properly cycle the landing gear for this inspection, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 vdc to the airplane's electrical system throughout the extension and retraction cycles when performing the landing gear retraction inspection. Refer to Chapter 32 for more specific information on the following items:		
(1)	DOORS Check operation, fit and fair. Check for unusual noise.		
(2)	NOSE GEAR UP TENSION Check the up tension on the nose gear (Ref. Chapter 32-00-00, RIGGING THE LANDING GEAR).		
(3)	DOWNLOCK TENSION Check the downlock tension on the nose gear (Ref. Chapter 32-00-00, RIGGING THE LANDING GEAR).		
(4)	GENERAL OPERATION Place the airplane on jacks and cycle the landing gear while checking to make sure that the position light switches operate in conjunction with the landing gear position. Check the condition and operation of the complete landing gear system.		
(5)	VISUAL INDICATOR Inspect for proper adjustment and operation.		
(6)	NOSE GEAR STEERING Check for condition and security.		

I. Rear Fuselage and Empennage

		MECH	INSP
(1)	SKIN Check for deformation, cracks and obvious damage. Check for loose or missing rivets. If damage is found, check adjacent structure.		
(2)	INTERNAL FUSELAGE STRUCTURE Check for cracks and deformation. Check for loose or missing rivets. Check bulkheads, door posts, stringers and doublers for corrosion, cracks and buckles.		
(3)	STRUCTURE Inspect the two most aft bulkheads for cracks, distortion, loose rivets or other obvious damage.		
(4)	CABLES, PULLEYS, AND TURNBUCKLES Check the flight control components, cables and pulleys. Replace control system components (pushrods, turnbuckles, end fittings, castings, etc.) that have bulges, splits, bends, or cracks. Check control cables, pulleys, and associated equipment for condition, attachment, alignment, clearance and proper operation. Replace cables that have more than 3 broken strands in any 3 foot length of cable or evidence of corrosion. Check cables for proper tension. NOTE It is important to operate controls through their full range so that the cables move away from pulleys and all portions of the cables are exposed for inspection.		
(5)	CONTROL SURFACES Check for deformation, cracks and security. Check for loose or missing rivets. Check for freedom of movement. Check for security of hinges and bond cables. Check the inboard elevator hinge casting (on the aft bulkhead) for cracks in mounting bolt holes.		
(6)	TRIM TABS AND ACTUATORS Check for security and wear. Check free play (Ref. Chapter 27-11-00). Check hinges and trim tab actuators for security and wear. Check trim tabs for cracks and control rods for attachment. Lubricate trim tab hinges (Ref. Chapter 12-20-00).		
(7)	STATIC PORTS Check for obstruction and clean as necessary.		
(8)	PLUMBING Check for leakage, cracks, chafing, condition and security.		
(9)	ELECTRICAL WIRING AND EQUIPMENT Inspect for condition, security and signs of chafing (Ref. Chapter 20-10-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).		
(10)	STATIC LINES Check condition of static lines and drain.		

N251E TT 4971.7
17-2594 Tach 1773.7

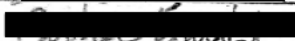
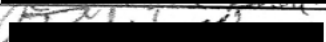
		MECH	INSP
(11)	ANTENNAS Check for condition and security.	8	4
(12)	ELEVATOR/RUDDER (RUDDERVATORS) (a) Check that the drain holes are open and clean. (b) Check that the ruddervator trim tab and hinge pin are correctly mated (Ref. ELEVATOR TRIM TAB INSTALLATION, Chapter 27-21-00). (c) Check for cracks on the trim tab hinge support channel. (d) Check the stabilizer front and rear spar attach points for cracks and looseness.	8	4
(13)	RUDDER FORWARD SPAR (CE-748, CE-772 THRU CE-1425; CJ-149 THRU CJ-179; E-1111, E-1241 THRU E-2518; EA-11 THRU EA-500 AND AIRPLANES THAT HAVE NOT INSTALLED KIT 33-6001-1) N/A PER DW-1 BRKT INST Refer to Service Bulletin No. 2333 every 500 flight hours or annually. PER STC SA 00044 LA	N/A	N/A
(14)	RUDDER FORWARD SPAR (CE-1426 AND AFTER; CJ-180 AND AFTER; E-2519 AND AFTER; EA-501 AND AFTER AND AIRPLANES THAT HAVE INSTALLED KIT 33-6001-1) Open inspection covers adjacent to the upper and center hinges. Inspect ribs, spar, hinges and all rudder components in area of the hinges for attachment security, cracks and general condition using a flashlight and mirror. Install covers.	NA	NA
(15)	TUBING, HOSES AND FITTINGS Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. 20-06-00, 001, TUBING, HOSES AND FITTINGS - INSPECTION/CHECK).	✓	J E T

J. General

		MECH	INSP
(1)	Airplane cleaned and serviced.	JET	8
(2)	Airplane lubricated, after cleaning (Ref. Chapter 12-20-00).	JET	8
(3)	Inspect all placards to make sure they are easily readable and securely attached.	JET	8
(4)	Make sure all Airworthiness Directives, Beechcraft Corporation Service Bulletins and previously issued Service Instructions are reviewed and complied with as required.	JET	8
(5)	For a complete or annual inspection of the airplane, all items on the airplane that are noted in this guide should be inspected.	JET	8

Date: 10/25/16

Axxess Aviation Maintenance Services Inc. Signature Roster

Name	Position	License Number	Signature	Initials
Igor Bebikh	A&P			IB
Don Douglas	A&P			DD
Catherine Dwight	A&P			CD
Joseph A. Enderle	A&P			JE
David Graf	A&P			DG
Arvin Lemus	A&P			AL
Britt Sorber	A&P			BS
Scott Sorber	A&P			SS
Joseph E. Travis	A&P			JET

CRS#7XAR138C

Maintenance Work Order

A/C Reg. Number: N251E	A/C S/N: E-1962	Year, Make, Model: 1981 Beechcraft A36 Bonanza	Work Order #: 17-2594	ACTT: 4971.7
Item: 1	Date: 05-09-17	ATA: Annual/100 Hour - Airframe		Tach: 1773.7

Discrepancy:

Annual/100 hour inspection due

Corrective Action:

Accomplished Annual/100 hour inspection IAW annual inspection guidelines FAR 43 Appendix D & A36 MM 05-20-00. Changed and/ or inspected all filters as required.

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BY
16

Mechanic Signature: [REDACTED]	Certification #: CRS#7XAR138C	Date: 05-25-17	Inspector Signature: [REDACTED]	Certification #: CRS#7XAR138C	Date: 05-25-17
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Maintenance Work Order

A/C Reg. Number: N251E	A/C S/N: E-1962	Year, Make, Model: 1981 Beechcraft A36 Bonanza	Work Order #: 17-2594	ACTT: 4971.7
Item: 2	Date: 05-09-17	ATA: Compression Checks		Tach: 1773.7

Discrepancy:

Engine Compression Checks Due

Corrective Action:

Accomplished engine compression checks IAW AC43.13-1B Chapter 8 Section 1. Compression checks are as follows: #1 5/80, #2 71/80, #3 6/80, #4 4/80, #5 74/80, #6 71/80.

INSR
BY
3

Mechanic Signature: 	Certification #: CRS#7XAR138C	Date: 05-11-17	Inspector Signature: 	Certification #: CRS#7XAR138C	Date: 05-11-17
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Maintenance Work Order

A/C Reg. Number: N251E	A/C S/N: E-1962	Year, Make, Model: 1981 Beechcraft A36 Bonanza	Work Order #: 17-2594	ACTT: 4971.7
Item: 3	Date: 05-09-17	ATA: 79-00-00 Piston Oil Change		Tach: 1773.7

Discrepancy:

Change Engine oil & replace oil filter

Corrective Action:

Performed oil change IAW Continental IO-550-B Maintenance & Overhaul Manual Chapter 6. Replaced oil filter with new filter. Cleaned/ inspected suction screen. Serviced with 12 quarts of Phillips 66XC 20W50 oil. Leak & ops check good. P/N Off/On: CH48109-1

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Mechanic Signature: [Redacted]	Certification #: CRS#7XAR138C	Date: 05-15-17	Inspector Signature: [Redacted]	Certification #: CRS#7XAR138C	Date: 05-15-17
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