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MAKE: Beech  
MODEL: A36  
S/N: E-667  
REG. NO: N4171S  
WORK ORDER: 0205



# ARA AVIATION

Repair Station No. AR4R175E

DATE: 2/3/2023  
A/C TSN:  
TACH: 7699.5

## Airframe Entries

(1) Updated Garmin G5 and GFC 500 software from 6.72 to 8.02. Verified software and performed system check. System check PASS.

## Maintenance Release

The aircraft and/or component(s) on N4171S was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 0205, Dated 2/3/2023.

DATE: 2/3/2023

SIGNED:

Ali Ahmed  
Certified Repair Station No. AR4R175E

Work Order: 0205

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02/28/2023, N4171S, Be-A36, S/N E-667, Tach Time: 7705.8, Total Time: 7705.8:

Troubleshooting intermittent oil pressure indication drop to zero, found Oil Pressure transducer intermittent internal continuity. Removed, installed new Transducer, JPI P/N 159936, S/N 703257. Operation satisfactory.

I certify that the work performed on this airframe identified above is in accordance with current applicable Federal Aviation Regulations.

Fred M. von Zabern A&P

06/26/2023, N4171S, Be-A36, S/N E-667, Tach Time: 7753.4, Total Time: 7753.4:

Rear door, door seal deteriorated. Removed door seal and adhesive with Adhesive remover, Peerco P/N 321. Installed new door seal, Knots2U Ltd. P/N ADS-B270, in accordance with instructions provided with door seal, Knots2U Document ADS1200-102 (undated), using 3M Scotch Weld 1300L adhesive.

I certify that the work performed on this airframe identified above is in accordance with current applicable Federal Aviation Regulations.

Fred M. von Zabern A&P

11/01/2023, N4171S, Be A36, S/N E-667, Tach and Total Time: 7806.8

1. Removed Propeller, McCauley Model 3A32C76-S-MR, S/N 802120 and Spinner. Installed MT-Propeller Entwicklung GmbH, MTV Propeller P/N MTV-9-D/210-58, S/N 221061, and Spinner Assembly P/N P-512-7, in accordance with MT-Propeller Installation instructions, E-124 Issue 66, dated March 22, 2021, ATA 61-01-24, Chapter 5. Installed new attach nuts, dry, and tightened to 66 ft.lb. torque (spec: 63-66 ft. lb.). Installed Spinner Assembly P-512-7, with screws and plastic washers provided, and tightened to 44 in.-lb. torque. Spinner runout within .08 inches, and blade track within 1/8", measured 4" from each blade tip. See EASA Form 1, Form Tracking Number 4039/22, dated 22 Sep 2022 for part approval. Propeller eligible for installation in accordance with FAA STC SA2535CH, approved January 1, 2009. See FAA form 337 dated November 1, 2023 for alteration installation approval. Weight and Balance updated and inserted into the Airplane Flight Manual (AFM). Weight (27.2 kg = 59.8 lb.) obtained from MT-Propeller Test Report No. 20100301136 dated 22 Sep 22.

\*\*\*\*Continued at top of next page\*\*\*\*

erations  
umber of  
c entries.)

2. Inspected airframe IAW Beech Shop Manual 100-590001-9 Rev C10, Oct 16 Ch. 5-20, and Tomado
3. Lubricated landing gear, flight controls, pulleys, pu
4. Serviced Brake reservoir with MIL-PRF-5600H fluid
5. Avionics wires chafing in wings in 2 places. Install
6. Battery charged and capacity tested satisfactory.
7. Fuel selector valve screen removed and debris re
8. ELT transmitter removed and tested per Artex Man per 14 CFR 91.207 (d)(1) thru (4) - Satisfactory. E
9. Strobe Lights temporarily-installed Tyco Circuit Br
10. EDM fuel mismatch between fuel quantity and fue rings, P/N MS29513-338 on each cap.
11. Engine air filter element removed and new elemen
12. RH MLG Wheel Bearings rough and dragging. R Installed (2) new Cups, Timken P/N 13836 in whe reassembled into wheels, and reinstalled.
13. LH MLG Brake calipers leaking. Removed Brake piston. Reinstalled Brake Caliper assembly, blad
14. NLG torque link apex joint found with excessive le 820028, Bolt (magnafluxed), P/N 1309098170, 2 grease, and cotter pin.
15. Flaps contact mechanical up during coast after lin contact. Operational check satisfactory.
16. Static Source plumbing found with numerous leak replaced static system hose with new silicone hor
17. Alternate Static source valve found leaking. Rerr
18. AD 95-04-03 Wing Spar Carry-Through visual an structure for cracks IAW Beech S/B 53-2360 Rev
19. AD 2001-08-08 Replacement of the V-band exha clamp, Tomado Alley Turbo P/N 11-1100035, (A) Rev. B, dated 12 March 2019. Tightened to 65 in
20. ADs checked thru FAA Biweekly listing 2023-22.

I certify that this airframe has been inspected in accorde

Fred M. von Zabern A&P

11/01/2023, N4171S, Be A36, S/N E-667, Total Aircraft Tir

I certify that this aircraft has been inspected in accorda

Fred M. von Zabern A&P

DATE: 2/3/2023  
A/C TSN:  
TACH: 7699.5

# Operations

Number of  
entries.)

YEAR  
MO  
DATE

check PASS.

Federal Aviation Regulations and  
No. 0205, Dated 2/3/2023.

Work Order: 0205

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ent internal continuity. Removed,

able Federal Aviation Regulations.

N 321. Installed new door seal,  
ent ADS1200-102 (undated), using 3M

able Federal Aviation Regulations.

propeller Entwicklung GmbH, MTV  
with MT-Propeller Installation instructions,  
and tightened to 66 ft.lb. torque (spec: 63-  
44 in.-lb. torque. Spinner  
Form 1, Form Tracking Number  
FAA STC SA2535CH, approved  
Weight and Balance updated and  
propeller Test Report No. 20100301136

\*\*\*\*Continued from previous page\*\*\*\*

2. Inspected airframe IAW Beech Shop Manual 100-Hour and Annual Inspection Guide, 16-2 thru 16-6, Bonanza Maintenance Manual 36-590001-9 Rev C10, Oct 16 Ch. 5-20, and Tornado Alley Turbo, Inc. Continued Airworthiness Doc. 35-646001 rev. N/C.
3. Lubricated landing gear, flight controls, pulleys, pushrods, hinges doors engine controls, etc. IAW Beech Service Manual 2-12 thru 2-16.
4. Serviced Brake reservoir with MIL-PRF-5606H fluid.
5. Avionics wires chafing in wings in 2 places. Installed caterpillar grommets and ty-wraps to preclude chafing.
6. Battery charged and capacity tested satisfactory.
7. Fuel selector valve screen removed and debris removed. Reinstalled with new gasket, P/N 35-921181 and safetied.
8. ELT transmitter removed and tested per Artex Manual 570-1600 Rev. AE "Installed Transmitter Test" SUBTASK 25-62-30-750-012, and per 14 CFR 91.207 (d)(1) thru (4) - Satisfactory. Battery due for replacement August 31, 2027.
9. Strobe Lights temporarily-installed Tyco Circuit Breaker Switch W31-X2M1G-15 removed, and installed Beech Switch, P/N 35-380132-103.
10. EDM fuel mismatch between fuel quantity and fuel used in flight but corrects on ground. Found leaking fuel cap O-rings. Installed new O-rings, P/N MS29513-338 on each cap.
11. Engine air filter element removed and new element, Brackett P/N BA-7112, installed.
12. RH MLG Wheel Bearings rough and dragging. Removed RH MLG wheel and tire assembly, removed wheel bearing cones and cups, Installed (2) new Cups, Timken P/N 13836 in wheel halves. Packed bearing Cones, Timken P/N 13889 with Aeroshell 22 grease, reassembled into wheels, and reinstalled.
13. LH MLG Brake calipers leaking. Removed Brake Caliper assembly, disassembled and installed new O-Rings, P/N MS28775-222 on each piston. Reinstalled Brake Caliper assembly, bled brake lines, operational check satisfactory.
14. NLG torque link apex joint found with excessive looseness. Removed bolt, bushing, washers and nut and installed new Bushing, P/N 35-820028, Bolt (magnafluxed), P/N 130909B170, 2 washers, P/N 100951S063ZZ, and Nut (magnafluxed), P/N130909N7 with Aeroshell 22 grease, and cotter pin.
15. Flaps contact mechanical up during coast after limit switch electrical shutoff. Adjusted flap up limit switch to preclude mechanical stop contact. Operational check satisfactory.
16. Static Source plumbing found with numerous leaks at fitting ends. Removed ski tube bulkhead and LH sidewall panels for access, and replaced static system hose with new silicone hose and fittings. Reinstalled ski tube bulkhead and LH sidewall panels.
17. Alternate Static source valve found leaking. Removed existing valve and installed new valve, P/N 101-384184-3.
18. AD 95-04-03 Wing Spar Carry-Through visual and dye-penetrant inspections: Inspect the wing front spar carry-through frame (web) structure for cracks IAW Beech S/B 53-2360 Rev. 1 dtd. 6/2004. Due at 500-hr. intervals. Next Due at: 8153.7.
19. AD 2001-08-08 Replacement of the V-band exhaust clamp at 400 hrs. CW: Removed existing V-band clamp. Installed new V-band clamp, Tornado Alley Turbo P/N 11-1100035, IAW TAT SB 98-1 Rev. A December 17, 2019, and 35-6460001 Continued Airworthiness Rev. B, dated 12 March 2019. Tightened to 65 in. lb. torque (ICA spec: 60-65 in. lb.), with monel safety wire.
20. ADs checked thru FAA Biweekly listing 2023-22.

I certify that this aircraft has been inspected in accordance with a 100-hr. inspection and was found to be in an airworthy condition.

Fred M. von Zabern

11/01/2023, N4171S, Be A36, S/N E-667, Total Aircraft Time: 7806.8 hours:

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Fred M. von Zabern A&P



TACH OR  
RECORDING  
METER TIME

# DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

**2/18/2023, N4171S, Continental Aerospace Tech. IO-520-BA, S/N 814446-R, Tach Time: 7698.2 Engine Total Time: 2747.8 SMOH: 1139.9:**  
Engine Starter Adapter slips during engine starting when warm. Removed Starter Adapter. Installed Overhauled Starter Adapter, Continental P/N 642085A17, S/N 53659 See Aircraft Accessories of Oklahoma FAA form 8130-3, form Tracking number 122722 dated 27/Dec/2022 for description of work performed, with new Gasket, P/N 1391-1, and starter O-ring, P/N M83248/1-038.  
I certify that this work performed on this engine is in accordance with current applicable Federal Aviation Regulations.  
Fred M. von Zabern A&P [REDACTED]

**06/23/2023, N4171S, Continental Aerospace Tech. IO-520-BA, S/N 814446-R, Tach Time: 7753.4 Engine Total Time: 2803.0 SMOH: 1195.1:**  
Drained engine oil IAW Continental CSB07-01A issued 2007/03/19, rev A 2020/09/02 into a 1000 micron screen, rinsed. No fragments, particles, or sediment found. Sample sent for analysis. Removed oil filter, cut open and examined for metal; none found. Installed new oil filter, Champion CH 48109-1. Added 12 qts. Phillips 66 X/C 20W-50 oil. Engine run, no leaks observed, and engine indications within normal parameters.  
I certify that this work performed on this engine is in accordance with current applicable Federal Aviation Regulations.  
Fred M. von Zabern A&P [REDACTED]

**11/01/2023, N4171S, Continental Motors Inc. IO-520-BA, S/N 814446-R, Tach Time: 7806.8, Engine Total Time: 2856.4, SMOH: 1248.5:**  
1. Inspected engine IAW Beech Shop Manual Chapter 16, Bonanza Maintenance Manual 36-590001-9 Rev C10, Oct 16 Ch. 5-20, Continental Motors Manual M-0 Change 3 Jan 2017, Chapter 6-4.4, "100-Hr (annual) Engine Inspection, Change 3 Jan 2017, Chapter 6-4.4, "100-Hr (annual) Engine Inspection, TCM IO-520 Permold Manual M-15 Change 2 Oct 2013 Chapter 5-8, and Tornado Alley Turbo, Inc. Continued Airworthiness Doc. 35-646001 rev. N/C.  
2. Compression: orifice reference 51/80. #1: 71/80, #2: 68/80, #3: 70/80, #4: 68/80, #5: 77/80, #6: 73/80.  
3. Magnetos removed and sent to Aero Accessories for 500-hr. check. See FAA forms 8130-3: Form Tracking Number: 58802 for Magneto P/N 10-349350-4, S/N K049902FR (LH), and 58803 for Magneto P/N 10-349350-5, S/N K066914FR (RH), for description of work performed. Installed magnetos, Engine-to-magneto timing set to 22 deg BTDC IAW TCM SB 94-8C instructions.  
4. Spark plugs removed. (12) new Tempest Spark Plugs, P/N URHB32S, gap checked and found within 0.017-0.021 inches, and installed with new gaskets, P/N M672.  
5. Drained engine oil IAW Continental CSB07-01 issued 2007/03/19, revised 2020/09/02 into a 1000-micron screen, rinsed. No fragments, particles, or sediment found. Sample sent for analysis, results normal. Removed oil filter, cut open and examined for particles; none found. Installed new oil filter, Champion CH 48109-1. Added 12 qts. Phillips 66 X/C 20W-50 oil. Engine run, no leaks observed, and engine indications within normal parameters.  
6. Engine #6 Cylinder EGT Probe found bent. Removed, and installed new probe, JPI P/N M-111.  
7. Engine controls lubricated with LPS-2 IAW Beech Shop Manual Ch. 2.  
8. Fuel control screen removed and checked for debris; none found. Reinstalled and safetied.  
9. Loose fasteners found at turbo "Y" to turbo flanges, and both wastegate flanges. Removed intake ducts for access. Wastegate fasteners tightened to 110 in. lb. Turbo "Y" to turbo fasteners tightened to 325 in. lb. Reinstalled intake ducts.  
10. Engine ran and operational check satisfactory. No leaks evident.  
11. AD 2001-08-08 Replacement of the V-band exhaust clamp at 400 hrs. CW: Removed existing V-band clamp. Installed new V-band clamp. Tornado Alley Turbo P/N 11-1100035, IAW TAT SB 98-1 Rev. A December 17, 2019, and 35-6460001 Continued Airworthiness Rev. B, dated 12 March 2019. Tightened to 65 in. lb. torque (ICA spec: 60-65 in. lb.), with monel safety wire. Band Clamp Replacement due at 8206.8 hours.  
12. Airworthiness Limitation Flexible Turbo system Fluid Carrying Lines replacement Interval: Hoses due for replacement 9/2/2032.  
13. ADs checked thru FAA Biweekly listing 2023-22.  
I certify that this engine [REDACTED] 100-hr. inspection and was found to be in an airworthy condition.  
Fred M. von Zabern A&P [REDACTED]

Governor Model:  
D210680  
Prop S/N:  
1194533S  
A/C Reg. No.  
N417S  
Work Order:  
G21-035

**SANTA MONICA  
PROPELLER**

Santa Monica, CA 90405 USA  
Phone: [REDACTED]  
FAA Repair Station ZY2R362L

Date: 06/03/2021

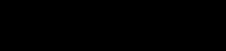
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11/1/2023.

Governor was completely overhauled and functionally tested I.A.W. Service Manual 33201, Revisions 3. Replaced Idle-Gear, P/N: 204864 and Replaced Base, P/N: 4000-102.

The Aircraft and/or component identified above was repaired and [REDACTED] with current Federal Air Regulations and found Airworthy for return to service. The repair are on file at Santa Monica.

Signed: [REDACTED]  
Authorized Signature [REDACTED] ZY2R362L

## MAINTENANCE & SERVICE HISTORY

| Date           | Total Propeller Time | Time Since Overhaul | Description Of Work                                                          | Authorized Signatures<br>Personnel and Station                                       |
|----------------|----------------------|---------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| Sep 22<br>2022 | 00:00                | -                   | manufactured                                                                 |  |
|                |                      |                     |                                                                              |                                                                                      |
| 10/4/23        | 0.0                  | ~                   | Reassembled propeller in accordance with MT-Propeller Overhaul Manual E-220. |                                                                                      |
|                |                      |                     |                                                                              |                                                                                      |

11/01/2023, MT-Propeller Entwicklung GmbH, MTV Propeller P/N MTV-9-D/210-58, S/N 221061, and Spinner Assembly P-512-7 Aircraft Tach  
Time: 7806.8, TSOH: 0.0:

1. Installed Propeller and Spinner Assembly in accordance with MT-Propeller Installation instructions, E-124 Issue 66, dated March 22, 2021, ATA 61-01-24, Chapter 5. Installed new attach nuts, dry, and tightened to 66 ft.lb. torque (spec: 63-66 ft. lb.).
2. Installed Spinner with screws and plastic washers provided and tightened to 44 in.-lb. torque.
3. Spinner runout checked within .08 inches, and blade track within 1/8", measured 4" from each blade tip. See EASA Form 1, Form Tracking Number 4039/22, dated 22 Sep 2022. Propeller eligible for installation in accordance with FAA STC SA2535CH, approved January 1, 2009. See FAA form 337 dated November 1, 2023, for alteration installation approval.
4. Inspected propeller IAW MT-Propeller Installation Manual, E-124 Issue 66, dated March 22, 2021, ATA 61-01-24, Chapter 6 and 7.
5. ADs checked thru FAA Biweekly listing 2023-22.

I certify that this propelled  
Fred M. von Zabern A&P

100-hr. inspection and was found to be in an airworthy condition.

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## MAINTENANCE

[illegible]

NOTE: Enter Compliance With A