

C-GLOM.

VOLUME NO. ①

SECTION I

AIRFRAME

LOG

PAINT URETHANE.

WHITE 118684-318
BAHAMA BLUE 118684-395
BRISTOL BLUE 118684-527

AIRCRAFT

1. Nationality and Registration C-GLOM.
2. Manufacturer's Designation 95-B55-BARON
3. Type Approval or Specification Number 3A16.
4. Manufacturer's Serial Number TC 1830.
5. Date of Manufacture JAN. 1975

1245 QTS

Net 5606
5121 Ramp

AIR TIME AND

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		REMARKS
	HRS.	MIN.	HRS.	MIN.	
1975 BROUGHT FORWARD	3	00	3	00	
JAN 31	2	00	5	00	
AUG 12	2	35	19	35	accumulated hours from American Log.
13	2	35	22	10	Last three entries from American Log.
13			22	10	I hereby certify that no damage
13		50	23	00	
17	1	10	24	10	
AUG 21			24	10	E.H.T. removed. SHARE F.L.T. SCR #
21			24	10	installed on existing bracket -
23	1	00	25	10	installed at sta 210.00. Junction
24	1	05	26	15	
30	1	10	27	25	
30	1	00	28	25	
31	1	15	29	40	
SEPT 1	2	10	31	50	
7	2	50	34	40	
14	1	50	36	30	
15	2	15	38	45	
16	2	30	41	15	
19	2	00	43	15	
20	2	30	45	45	
21	2	40	48	25	
22	3	40	52	05	
27	5	15	57	20	
28	5	30	62	50	
30		40	63	30	
OCT 1		50	64	20	
4	1	50	66	10	
5	3	35	69	45	
7		55	71	40	
8		40	72	20	
9	1	05	73	25	
10	1	25	74	50	
14	3	00	77	50	
	3	00	77	50	CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

Log Books

has occurred in transit and the aircraft is airworthy

*203169 Type 7K-2003F
at Sta 251.00 antenna
lost carried out.*

I hereby certify I have flown this Aircraft and its performance, flying qualities, functions of controls, powerplant and landing gear, etc. were equivalent to the standard of the type.

Pilot *[Signature]* 13 Aug 75

~~Log No. 2003F-84-2~~

[Signature]

421502

[Signature]

421502

[Signature]

421502

AIR TIME AND

ENGINEERING RECORD

DATE 1975	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	3	00	77	50	
OCT 15	2	35	80	25	
16	2	10	82	35	
19	1	55	84	30	
21	1	15	85	45	
23	1	35	87	20	
24	1	35	88	55	
27	2	55	91	50	
29	2	30	94	20	
NOV 5	4	30	98	50	
6	1	45	100	35	
9		15	100	50	+100HR check
10	1	00	101	50	
12	2	30	102	50	correct
12	1	50	102	50	
24	2	25	105	15	
DEC * 1	1	15	106	30	
4	1	15	107	45	
7	2	20	110	05	
12	2	10	112	15	
29		35	112	50	
29		40	113	30	
JAN 76 6	1	15	114	45	
6		20	115	05	
6	1	10	116	15	
10	1	35	117	50	
15	4	55	122	45	
16	4	45	127	30	
20	1	40	129	10	
21	1	25	130	35	
21	1	40	132	15	
28	7	05	139	20	
30	2	20	141	40	
31	4	10	145	50	
FEB 3	4	35	150	25	Washed console to aircraft

CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

I hereby certify I have completed the nearest equivalent to a 100 HR inspection of the aircraft described herein and it is airworthy.

AME. LIC. NO. VEH 507

SIGN. [Signature]

[Signature] Jan 25

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			273	00	
July 28/76		30	273	30	
July 29/76	2	55	276	25	
July 30/76	4	45	281	10	
July 31/76	1	10	282	20	
Aug 2/76	3	25	285	45	
Aug 4/76	3	45	289	30	
Aug 9/76	1	00	290	30	
Aug 11/76	1	00	291	30	
Aug 12/76	2	15	293	45	
Aug 17/76	2	30	296	15	
Aug 31/76	3	40	299	55	
Sept 1/76		55	300	50	
Sept 2/76	2	20	303	10	
Sept 3/76	1	05	304	15	
Sept 4/76	2	05	306	20	
Sept 6/76	2	50	309	10	
Sept 9/76	1	25	310	35	
Sept 10/76	3	15	313	50	
Sept 12/76	3	00	316	50	
Sept 13/76	2	20	319	10	
Sept 14/76	1	15	320	25	
Sept 15/76	2	20	322	45	
Sept 17/76	2	50	325	35	
Sept 19/76	2	25	328	00	
Sept 20/76	2	30	330	30	
Sept 21/76	1	10	331	40	
Sept 23/76	1	15	332	55	
Sept 24/76	4	00	336	55	
Sept 26/76	2	10	339	05	
Sept 28/76	1	20	340	25	
Sept 29/76	1	10	341	35	
Sept 30/76	2	20	343	55	
Oct 1/76	1	45	345	40	
Oct 4/76	2	10	347	50	
			347	50	

OIL changed to pure SAE 40 W-80 100T
CARRIED FORWARD SCREENS cleaned checked

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE
LICENCE NUMBER

I hereby certify I have flown this Aircraft and its performance, flying qualities, functions of controls, powerplant and landing gear, etc. were equivalent to the standard of the type.
[Signature]
July 29/76.

I certify that this aircraft has been inspected in accordance with a 100 hr inspection and was determined to be in a worthy condition.
Date 8-31-76
Time in Serv. 5224 hrs
Name John H. Dunge
Details of work accomplished on file at this station under W. U. # 14557
Applicable AD Notes C.W. thru 76-13
AirKaman, Inc., Bradley Field
Windsor Locks, Connecticut
FAA Repair Station No. 1182
Rating-Airframe-Radio

ENG AND 80 ON RIGHT ENGINE OIL FILTER
RE INSTALLED - WINTERIZATION PLATES INSTALLED ADVERTISING PL. Handling Form-61

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			347	50	
5 Oct 76	2	25	350	15	
6 " "	1	40	351	55	
12 " "	2	25	354	20	
13 " "	2	20	356	40	
15 " "	4	20	361	00	
20 " "	1	10	362	10	
27 " "	4	40	366	10	
28 " "	1	10	367	20	
29 " "	1	15	368	35	
2 Nov 76	4	05	372	40	
3 " "	3	55	376	35	
4 " "	4	25	381	10	
5 " "	1	45	382	05	
6 " "	2	30	385	15	
10 " "	2	15	387	30	
11 " "	3	25	390	55	
13 " "	2	05	393	00	
17 " "	3	40	396	40	
18 " "	4	35	401	15	
19 " "	6	05	407	20	
20 " "	2	55	410	15	
23 " "	1	10	411	25	
24 " "	1	00	412	25	
26 " "		35	413	00	
28 " "		35	413	35	
1 Dec 76	2	50	416	25	
22 " "	2	10	418	35	
27 " "		50	419	25	
28 " "		50	420	15	
30 " "	10	45	431	00	
7 Jan 77	3	25	434	25	
16 " "	4	20	438	45	
19 " "	6	55	445	40	
20 " "	2	30	448	10	
			448	10	CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
Repair to RH outer wing completed Refer to FAA form 337 dated 12-17-76	<i>John H. Dwyer</i>	
I certify that this aircraft has been inspected in accordance with a <u>100hr</u> inspection and was determined to be in airworthy condition. Date <u>12-22-76</u> Time in Service <u>416.2</u> Name <u>John H. Dwyer</u> Details of work accomplished on file at this station under W. O. # <u>17316</u> Applicable AD Notes C/W thru <u>76-22</u>	AirKaman, Inc., Bradley Field Windsor Locks, Connecticut FAA Repair Station No. 1182 Rating-Airframe-Radio	
	AirKaman, Inc., Bradley Field Windsor Locks, Connecticut FAA Repair Station No. 1182 Rating-Airframe-Radio	

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			519	45	
APR 18/77	2	00	521	45	
APR 20/77	1	45	523	30	
APR 24/77	4	35	528	05	
APR 27/77	1	50	529	55	
APR 24/77	5	50	535	45	
APR 27/77	1	20	537	05	
APR 29/77	6	15	543	20	
MAY 1/77	5	00	548	20	
MAY 2/77	2	20	550	40	
MAY 3/77	3	30	554	10	
MAY 6/77	5	00	559	10	
MAY 8/77	5	15	564	25	
MAY 9/77					OIL CHANGED L.H AND R.H ENGINES. TO DIS-
MAY 9/77	2	30	566	55	
MAY 12/77	1	45	568	40	PITOT TUBE S/N 6610-663-8410 PART # 1245812 - 1 SEE # 0062
MAY 15/77	3	50	572	30	
" 16/77	3	10	575	40	
" 19/77	1	00	576	40	
" 20/77	2	25	579	05	
" 22/77	1	50	580	55	
" 24/77	1	25	582	20	
" 25/77		55	583	15	
" 26/77	1	20	584	35	
" 27/77	2	05	586	40	
JUNE 1/77	1	50	588	30	
" 2/77	2	10	590	40	
" 6/77	1	00	591	40	
" 8/77	1	50	593	30	
" 10/77		40	594	10	
" 12/77		45	594	55	
" 13/77	2	30	597	25	
" 16/1977	10	HRS			INSPECTION (ARRIVED) OUT AT AIRFIELD. IN

CARRIED FORWARD

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT <small>ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.</small>	SIGNATURE	LICENCE NUMBER
SHALL W-80 FILTER SCREENS (CHECKED AND) WASHED - RUN UP SERVICABLE	P. G. Landry	P. G. LANDRY, AME-QMM-61
REMOVED BURNED OUT NEW PITOT TUBE - 0563 INSTALLED - CHECKED DICKMOUTH	P. G. Landry	P. G. LANDRY, AME-QMM-61
WINDSOR LOCKS COMM. U.S.A. SEE JOURNAL LOG		

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			597	25	
JUNE 17/77	2	20	599	45	
" 19/77	2	30	602	15	
" 22/77		55	603	10	
" 27/77		45	603	55	
" 28/77	1	50	605	45	
JUNE 29/1977	RVD DRK TRIM INDICATOR IN COCK PIT USE TRIM WHEEL				
" 30/77	4	55	610	40	
JULY 3/77		5	616	25	
" 5/77	1	05	617	30	
" 6/77	1	15	618	45	
" 8/77		55	619	40	
" 10/77	1	55	621	35	
" 14/77	1	10	622	45	
" 15/77	3	40	626	25	
" 16/77	1	45	628	10	
" 17/77	3	50	632	00	
" 22/77		55	632	55	
" 23/77	2	40	635	35	
" 26/77		55	636	30	
" 28/77	1	30	638	00	
" 29/77	1	00	639	00	
AUG 1/1977	2	00	641	00	
AUG 2/1977	10 HOUR INSPECTION CARRIED OUT AS PER BEECH AIR CHANGED TO PROPOSED W-100, FILTERS SCREENS				
REMAINDER OF PAGE					
AUG 3/1977	1	15	642	15	
" 8/77		30	642	45	
" 10/77	2	45	645	30	
" 15/77	1	20	646	50	
" 12/77	2	15	649	05	
CARRIED FORWARD					

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
FOR INDICATOR ADJUSTED TO PROPER POSITION.	<i>P. G. Landry</i> P. G. LANDRY, AME-QMM-61	QMM-61
MANUAL. checked		
I hereby certify I have inspected this Aircraft in compliance with the condition and conformity inspection procedure prescribed in the Engineering and Inspection Manual and it is Air-worthy.	<i>P. G. Landry</i> P. G. LANDRY, AME-QMM-61	
I certify that I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant, and landing gear, etc., were equivalent to the standard of the type.	<i>[Signature]</i> QMP 6890	

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			649	05	
206 15/77	1	00	650	05	
" 16/77	1	35	651	40	
" 18/77	2	55	654	35	
" 19/77		25	655	00	
" 20/77	1	00	656	00	
" 23/77	2	35	658	35	
" 24/77		20	658	55	
" 26/77		25	659	20	
" 27/77		55	660	15	
" 28/77	1	30	661	45	
" 29/77		55	662	40	
" 30/77	2	30	665	10	
Sept 1/77	5	20	670	30	
" 2/77	1	20	671	50	
" 3/77		55	672	45	
" 4/77		40	673	25	
" 5/77	4	15	677	40	
" 7/77	1	00	678	40	
" 8/77	1	05	679	45	
" 9/77	1	30	681	15	
" 10/77	1	25	682	40	
" 11/77	3	40	686	20	
" 12/77		55	687	15	
" 13/77	1	15	688	30	
" 14/77	1	20	689	50	
" 15/77	1	20	691	10	
" 16/77	1	20	692	30	
" 18/77	2	10	694	40	
" 19/77	1	20	696	00	
" 20/77	1	50	697	50	
" 21/77		30	698	20	
" 22/77	2	55	701	15	
SEPT 23/77	INSPECTION CARRIED OUT PER BENTON'S PERUSURE W-80 OIL FILTERS CHECK, SPARK PLUGS				
CARRIED FORWARD					

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
MANUALS - OIL CHANGED TO <u>AMC</u> I hereby certify that I have completed the nearest <u>DISPATCH</u> <u>DISPATCH</u> <u>DISPATCH</u> hour periodic inspection of the <u>DISPATCH</u> described herein and it is airworthy.	<u>P.G. Landry</u>	P.G. LANDRY, AME-QMM-61

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
1979 BROUGHT FORWARD			1137	55	
MAR-31-79		35	1138	30	
" 28-79	2	10	1140	40	
APR-6-79	1	10	1141	50	
" 9-79		50	1142	40	
" 16-79		50	1143	30	
" 17-79	1	00	1144	30	
" 18-79		55	1145	25	
" 19-79	1	00	1146	25	
" 24-79		55	1147	20	
" 25-79	1	00	1148	20	
" 26-79	1	00	1149	20	
" 27-79		50	1150	10	
MAY-1-79	1	10	1151	20	
" 2-79		55	1152	15	
" 3-79	1	05	1156	20	
" 4-79	1	15	1157	35	
" 6-79	2	35	1160	10	
" 10-79	1	40	1161	50	
" 11-79	1	10	1163	00	
" 17-79	1	00	1164	00	
" 18-79		55	1164	55	
" 23-79	1	00	1165	55	
" 24-79	1	05	1167	00	
" 28-79	2	10	1169	10	
" 29-79	2	40	1171	50	
" 31-79	2	10	1174	00	
JUNE 1-79	1	15	1175	15	
" 4-79	1	10	1176	25	
" 5-79	1	20	1177	45	
" 8-79	1	05	1178	50	
" 11-79		55	1179	45	
" 13-79	1	55	1181	40	
" 18-79		55	1182	35	
" 21-79	1	00	1183	35	
					CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE
LICENCE NUMBER

Anson Aeroengine Ltd.
P.O. Box 907 Westville, N.S. BOK 2A0

A1 99
DOT APP. No.

NOMENCLATURE... IGNITION LEAD

PART No. M-7502-44 MODEL SLICK OR TYPE

MAKE

SERIAL No.

NEW OVERHAULED REPAIRED

PREVIOUS CERTIFICATION

The material, part, or component identified hereon has been inspected and tested, and is certified airworthy.

DATE OCT. 14/87 Bruce Page ^{omn} 371046
Inspector's Signa Stamp

SERVICEABLE

AIR TIME AND

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		REMARKS
	HRS.	MIN.	HRS.	MIN.	
1979			1183	35	
BROUGHT FORWARD					
June 25/79	1	05	1184	40	
" 26-79		55	1185	35	
" 27-79		55	1186	30	
APR. " 28-79	1	00	1187	30	
" " 29-79	1	00	1188	30	
" " 3-79	1	00	1189	30	
" " 4-79	2	10	1191	40	
" " 6-79	1	00	1192	40	
" " 9-79	1	00	1193	40	
" 2 " 12-79	2	05	1195	45	
" 2 " 18-79	1	55	1197	40	
" 2 " 23-79	2	45	1200	25	INSPECTION CARRIED OUT AS PER W-100, COMPRESSOR CHECK CARRIED OUT
" 25-79		25	1200	50	W-100, COMPRESSOR CHECK CARRIED OUT
MAY " 25-79		30	1201	20	NEW OIL MIXTURE R4022E SPFA
" " 30-79	3	05	1204	25	
" " 31-79	2	00	1206	25	→ AMI = 76-07-12, 72-22-01, CARRIED
" 4 " 1-79		55	1207	20	
" 6 " " "	1	55	1209	15	
" 7 " " "	3	05	1212	20	
" 14 " " "	1	00	1213	20	
" 15 " " "	1	25	1214	45	
" 16 " " "	5	50	1220	35	
" 17 " " "		50	1221	25	
" 19 " " "	3	20	1224	45	
" 20 " " "		50	1225	35	
" 22 " " "	2	40	1228	15	
" 23 " " "	1	20	1229	35	
June 24 " " "	1	00	1230	35	
" 28 " " "		55	1231	30	
" 29 " " "		55	1232	25	
" 30 " " "	1	30	1233	55	
" 31 " " "	3	50	1237	45	
" 3 SEPT 79	3	55	1241	40	
" 4 " " "		55	1242	35	

CARRIED FORWARD

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

MANUALS, OIL CHANGED TO
NEW FILTERS CHECKED
PLEASE INSTALL BOTH FNG

I certify that the condition and conformity inspection has been completed on this aircraft and the aircraft was determined to be airworthy.

P. G. LANDRY, AME-QMM-61

I certify that the condition and conformity inspection has been completed on this aircraft and the aircraft was determined to be airworthy.

I certify that I have completed the nearest 100-hour periodic inspection of the aircraft and it is airworthy.

[Signature]

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1242	35	
10 SEPT 79	2	00	1244	35	
11 " "	2	00	1246	35	
13 " "		55	1247	30	
14 " "		55	1248	25	
21 " "	3	00	1251	25	
23 " "	2	05	1253	30	
24 " "	1	00	1254	30	
25 " "	1	25	1255	55	
27 " "		40	1256	35	
28 " "		40	1257	15	
30 " "		45	1258	20	
1 OCT 79		40	1258	40	
3 " "	1	00	1259	40	
4 " "	1	35	1261	15	
5 " "	1	15	1262	30	
7 " "	1	05	1263	35	
8 " "		55	1264	30	
10 " "	1	10	1265	40	
11 " "		55	1266	35	
12 " "	1	00	1267	35	
14 " "	1	00	1268	35	
15 " "	1	50	1269	25	
17 " "	1	50	1271	15	
18 " "		55	1272	10	
19 " "		45	1272	55	
21 " "	5	55	1278	50	
24 " "	4	40	1283	30	
25 " "	1	05	1284	35	
26 " "	5	00	1289	35	
27 " "	4	45	1294	20	
LEFT PROPELLER BEZELING, PAID & PAID REPLACED WITH NEW LITERATURE ADMINISTRATION LEFT TACH GENERATOR REWORKED WITH CARRIED FORWARD					
31 OCT 79			1294	20	

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
I certify that all applicable requirements stated in the engineering and inspection manual have been met and the aircraft is determined to be airworthy. HITEMS/MOS34	James Cochrane QMM 212 	

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1294	20	
Nov 5-79	2	45	1297	05	
" 7-79	4	40	1301	45	
" 8-79	1	05	1305	50	
" 9-79	1	45	1307	35	
" 11-79	3	40	1311	15	
" 13-79	7	45	1319	00	
" 14-79	1	50	1320	50	
" 15-79	1	45	1322	35	
" 18-79	5	10	1327	45	
" 20-79	1	00	1328	45	
" 26-79		30	1329	15	
" 27-79		25	1329	40	
" 29-79		35	1330	15	
" 30-79	9	50	1340	05	
Dec 3-79		55	1341	00	
" 4-79		55	1341	55	
" 6-79	1	25	1343	20	
" 10-79	1	00	1344	20	
" 12-79		55	1345	15	
" 19-79		55	1346	10	
" 20-79	1	00	1347	10	
10/11/80	1	45	1348	55	
Dec 21/79	1	00	1348	10	
Jan 3/80	1	25	1349	35	
" 4/80	1	10	1350	45	
" 7/80	1	05	1351	50	
" 9/80		35	1352	25	
" 10/80	2	50	1355	15	
" 11/80	1	10	1356	25	
" 17/80	2	20	1358	45	
" 18/80	2	00	1360	45	
" 20/80	3	30	1364	15	
FEB 5/80	1	10	1365	25	
" 7/80	1	00	1366	25	CARRIED FORWARD

oil changed to AeroShell w-
From Journey Log Book No 1.

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE LICENCE NUMBER

65, FILTERS SCREENS checked found Normal. P.G. LANDRY, AEE-QMMS

AIR TIME AND

1980

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1366	25	
FEB 8/80	1	05	1367	30	
" 9/80	4	02	1371	30	
" 10/80	4	35	1376	05	
" 11/80	1	00	1377	05	
" 17/80	9	00	1386	05	
" 24/80	1	10	1387	15	
" 25/80	0	50	1388	05	* Correction see entry dated =
MAR 10/80	1	40	1389	45	
" 13/80	1	20	1391	05	
From Port #1.			1390	15	
APR 2/80	1	35	1391	50	
" 5/80	2	15	1394	05	
" 7/80	1	55	1396	00	
" 9/80	1	45	1397	45	
" 13/80		55	1398	40	
" 16/80	3	05	1401	45	
" 17/80	1	10	1402	55	
APR 17/80			1402	55	100hrs inspection turned out as the
					Beech manuals air changed to 10-100.
APR 18/80	1	50	1404	45	
" 27/80		55	1405	40	
" 28/80	1	00	1406	40	
MAY 6/80	1	20	1408	00	
" 11/80	1	00	1409	00	
" 13/80		55	1409	55	
" 16/80	4	45	1414	40	
" 19/80	5	15	1419	55	
" 20/80	1	15	1421	10	
" 22/80	1	00	1422	10	
" 23/80	1	10	1423	20	
" 26/80	2	55	1426	15	
" 29/80	1	00	1427	15	
" 30/80	1	00	1428	15	

CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

ENGINEERING RECORD

ENGINEERING RECORD
NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.	
	HRS.	MIN.	HRS.	MIN.
BROUGHT FORWARD			1556	35
13 NOV 81			1556	35
13 NOV 81			1556	35
Nov 13/81	0	35	1557	10
Nov 29/81	2	15	1559	25
DEC 20/81	1	05	1560	30
DEC 21/81	2	00	1562	30
DEC 27/81	0	30	1563	00
JAN 8/82	0	55	1563	55
JAN 11/82	2	30	1566	25

OVERHAULING UNIT SN 11741738 INST
COMPRESS SWING FOR 000 030 040 090
CARRIAGE STEER 001 031 060 089
OILY STABIL SERVICES WITH BEARING
REPAIRED
100 HOUR INSPECTION COMPLETED

CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

REPAIRED + ALTIMETER SN 4051197 INSTALLED
120 150 180 210 240 270 300 330
121 150 180 211 240 271 300 331

I certify that all applicable requirements stated in the engineering and inspection manual have been met and the aircraft is determined to be airworthy.
I certify that the condition and conformity inspection has been completed on this aircraft and it is determined to be airworthy.
I certify that the condition and conformity inspection of controls, instruments, etc. were equivalent to the standard of the type.

James Cochran
QMM 212
James Cochran
QMM 212
James Cochran
CMP 6890

SIGNATURE LICENCE NUMBER

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE	INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
	HRS.	MIN.	HRS.	MIN.				
BROUGHT FORWARD								
JAN. 12/82	2	20	1566	25				
JAN 22/82	1	00	1569	45				
" 29/82	9	40	1579	25				
FEB 6/82	0	45	1580	10				
" 7/82	2	20	1582	30				
" 8/82	5	00	1587	30				
" 18/82	0	40	1588	20				
" 19/82	0	50	1589	10				
" 28/82	1	05	1590	15				
MAR 1/82	1	00	1591	15				
" 14/82	1	00	1592	15				
" 18/82	4	25	1596	40				
APR. 6/82	5	15	1601	55				
" 20/82	2	20	1604	15				
" 29/82	1	00	1605	15				
MAY 2/82	2	25	1607	40				
" 3/82	1	00	1608	40				
" 5/82	2	00	1610	40				
" 8/82	1	00	1611	40				
" 12/82	4	30	1616	10				
" 13/82	0	40	1616	50				
" 15/82	1	40	1618	30				
" 16/82	3	00	1621	30				
JUNE 4/82	1	00	1622	30				
" 15/82	2	20	1624	50				
" 17/82	1	30	1626	20				
JULY 9/82	1	00	1627	20				
" 16/82	1	00	1628	20				
" 24/82	1	10	1629	30				
" 26/82	1	10	1630	40				
" 27/82	0	55	1631	35				
" 29/82	5	50	1636	25				
" 30/82	0	45	1637	10				
" 31/82	0	40	1637	50				
AUG 2/82	4	00	1641	50	CARRIED FORWARD			

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1641	50	
AUG. 8/82	1	05	1642	55	
" 30/82	1	15	1644	15	
SEPT 1/82	4	50	1649	05	
" 2/82	4	10	1653	15	
" 3/82	0	15	1653	30	
Sept 9/82			1653	30	100 Hour Inspection Completed as per Beechcraft Inspection Schedule
" 9 82	2	20	1654	50	
" 10		35	1655	20	
" 11	3	30	1658	55	
" 12	3	40	1662	35	
" 13		50	1663	25	
" 15	1	30	1664	55	
" 17	1	50	1666	45	
" 19	2	30	1669	15	
" 20		40	1669	55	
" 21	1	05	1671	00	
" 22		20	1671	20	
" 23	1	05	1672	25	
" 24	1	00	1673	20	
" 25	1	25	1674	50	
" 26		30	1675	20	
" 27	1	15	1676	35	
" 28	2	20	1678	55	
" 29	2	15	1681	10	
Oct 1/82	1	00	1682	10	
" 2	2	10	1684	20	
" 3	1	25	1685	45	
" 4	3	10	1688	55	
" 5	1	30	1690	25	
" 6		20	1690	45	
" 8	1	15	1692	00	
" 9	3	40	1695	40	
" 10	2	20	1698	00	
" 12		30	1698	30	CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

I certify that all applicable requirements stated in the Engineering and Inspection Manual have been met and the aircraft is determined to be airworthy.

[Signature]

[Licence Number]

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1737	15	
23 June 83	5	55	1743	10	
25 " "	1	30	1744	40	
2 July 83		45	1745	25	
3 " "	1	30	1746	55	
20 " "	1	50	1748	45	
21 " "	1	05	1749	50	
25 " "	1	10	1751	00	
13 " "	1	45	1752	45	
100 Hour Inspection Completed as per install. one new nose wheel bearing left.					
24 Aug 83			1752	45	
1 Sept 83	1	45	1754	30	
5 " "	2	15	1756	45	
L.H. Boost Pump replaced with new one. SW elevators removed, trim actuators lubricated.					
Sept 14/83			1756	45	
Sept 14/83			1756	45	I have conducted an inspection for that was affected by this work
" "		55	1757	40	
Sept 20/83			1757	40	Right Brake SW 1656A installed after check. Left 52T SW 2450 installed after certification.
Sept 20/83			1757	40	
Sept 23/83		30	1758	10	
29 SEPT 83	1	15	1759	25	
7 OCT 83		35	1760	00	R.H. TIRE REPLACED WITH NEW ITEM
" "					NEW PADS INSTALLED ON OUTRD
7 OCT 83			1760	00	SIDE OF R.H. BRAKE
CARRIED FORWARD					

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
Backstop inspection done. new nose wheel tire brake cylinder 5" Rings replaced.		
I certify that all applicable requirements stated in the Engineering and Inspection Manual have been met and the aircraft is determined to be airworthy.	<i>Ad Hayes</i>	358
9/10. New L.H. Ignition Switch installed. Both elevators installed.		
Compliance to the type of the Flight Controls accomplished.	<i>Ad Hayes</i>	358
I certify that all applicable requirements stated in the Engineering and Inspection Manual have been met and the aircraft is determined to be airworthy.	<i>Ad Hayes</i>	358
I hereby certify I have inspected this Aircraft in compliance with the condition and conformity inspection procedure prescribed in the Engineering and Inspection Manual and it is Airworthy.	<i>Ad Hayes</i>	358
I hereby certify I have flown this Aircraft and its performance, flying qualities, functions of controls, power-plant and landing gear, etc. were equivalent to the standard of the type.	<i>Ad Hayes</i>	358
I certify that all applicable airworthiness requirements stated in the engineering and inspection manual have been met in respect of the work done and the aircraft is released for return to service.	Richard Alden QMM 202594	6890
	<i>R Alden</i>	

C-64 QM
17 OCT 83

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
FLIGHT FORWARD			1760	00	
183	1	30	1761	30	
183	/	/	1761	30	HEATER S/N 11741238 REPLACED WITH NEW ITEM S/N 10801022
"	2	45	1764	15	
"	2	45	1766	00	
"	3	10	1769	10	
24 "	4	30	1773	40	
25 "	3	35	1777	15	
27 "	1	25	1778	40	
28 "	3	15	1781	55	
29 "	1	35	1783	30	
31 "	3	15	1786	45	
1 NOV 83	2	10	1788	55	
2 "	1	00	1789	55	
10 "	1	30	1791	25	
17 "	1	45	1793	10	
18 "	6	50	1800	10	
19 "	5	55	1805	55	
20 "	3	50	1809	45	R.H. ENGINE ALL PLUGS REMOVED, TESTED AND REINSTALLED. ALL LEADS MAGNETIC REMOVED, REPAIRED 15' AND REINSTALLED.
23 NOV 83	/	/	1809	45	
23 "	1	30	1811	15	
29 "	1	20	1812	35	
30 "	2	25	1815	00	
1 DEC 83	1	00	1816	00	
5 "	3	30	1819	30	
9 "	1	30	1821	00	
10 "	1	40	1822	40	
11 "	1	15	1823	55	
13 "	1	45	1825	40	
16 "	2	35	1828	15	
21 "	1	15	1829	30	
22 "	1	35	1831	05	
					CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE
LICENCE NUMBER

126
ON HO4B
METER

I certify that all applicable airworthiness requirements stated in the engineering and inspection manual have been met in respect of the work done and the aircraft is released for return to service.

James Cochran
QMM 212

James Cochran

00 FEB 81	21	1		
01 MAR 81	08			
03 APR 81	02			
06 MAY 81	02	1		
08 JUN 81	02	1		
02 JUL 81	02			
21 AUG 81	26	2		
01 SEP 81	22	1		
04 OCT 81	06			
01 NOV 81	06			

CLEANED, OILY GARAGE TESTED, BATH TROUBLE ENGINE

I certify that all applicable airworthiness requirements stated in the engineering and inspection manual have been met in respect of the work done and the aircraft is released for return to service.

Richard Alden
QMM 202594

R Alden

01 NOV 81	08			
01 DEC 81	07			

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1850	25	
12 Dec 84	3	20	1853	45	
18 Dec 84	1	50	1855	25	
19 Dec 84	1	35	1857	00	
21 Dec 84	1	15	1858	15	
03 JAN 85	1	35	1859	50	
04 JAN 85	1	30	1861	20	
7 JAN 85	3	20	1864	40	
9 " "	1	30	1866	10	
10 " "	1	35	1867	45	
11 " "	1	30	1869	15	
12 " "	1	35	1871	50	
28 " "	1	15	1873	05	
29 " "	00	30	1873	35	
4 Feb 85	1	35	1875	10	
12 Feb 85	1	30	1876	40	
15 Feb 85	1	35	1878	15	
	/	/	/	/	LEFT ROOST PUMP Replaced with new ITM Serial # 50
18 Feb 85	/	/	1878	15	
18 Feb 85	1	40	1879	55	
19 Feb 85	1	35	1881	30	
	/	/	/	/	Installed New EGT Probe Left Engine P/N 59180
20 Feb 85	/	/	1881	30	
20 Feb 85	1	05	1882	35	
21 " "	0	55	1883	30	
22 " "	1	40	1885	10	
26 " "	2	05	1887	15	
4 MAR 85	1	40	1888	55	
11 MAR 85	1	50	1890	45	
	/	/	/	/	Installed New Heater Igniter Part # 39018
12 MAR 85	/	/	1890	45	
	/	/	1890	45	CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
I certify that all applicable airworthiness requirements stated in the engineering and inspection manual have been met in respect of the work done and the aircraft is released for return to service.	STEVEN OAKES	QMM 204670
# 5230	S Oakes	
I certify that all applicable airworthiness requirements stated in the engineering and inspection manual have been met in respect of the work done and the aircraft is released for return to service.	STEVEN OAKES	QMM 204670
	S Oakes	
I certify that all applicable airworthiness requirements stated in the engineering and inspection manual have been met in respect of the work done and the aircraft is released for return to service.	STEVEN OAKES	QMM 204670
	S Oakes	

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1890	45	
Mar 12/85	1	40	1892	25	
" 14	1	05	1893	30	
" 15	1	05	1894	35	
" 18	3	35	1898	10	
" 19	1	35	1899	45	
" 21	1	05	1900	50	
" 22	1	50	1902	40	
" 25	3	40	1906	20	
" 27	2	00	1908	20	
" 31		45	1909	05	
Apr 1/85	1	30	1910	35	
" 2	1	35	1912	10	
" 8	1	40	1913	50	
" 12	1	40	1915	30	
" 13	1	15	1916	45	
" 15	3	05	1919	50	
" 19	1	30	1920	20	
" 20	1	00	1922	20	
" 21	2	10	1924	30	
" 22	4	05	1928	35	
" 23	1	00	1929	35	
" 25	1	50	1931	25	
" 26	1	55	1933	20	
" 28	1	30	1934	50	
" 29	1	30	1936	20	
May 1/85	1	00	1937	20	
10		30	1937	50	
16		50	1938	40	
16		55	1939	35	
30		30	1940	05	
July 10/80					100 Hr INSP completed; FOLLOWING SERVICEABLE ITEMS INSTALLED: FILTER ELEMENTS; RIH FUEL
					CARRIED FORWARD

AIRCRAFT CONDITION AND CONFORMITY INSPECTION (C.C.I.) REPORT

Transport Canada Transport Canada WRITE FIRMLY TO ENSURE THAT ALL COPIES ARE LEGIBLE

NATIONALITY REGISTRATION MARKS C-G-LUM	AIRCRAFT NORMALLY BASED AT Moncton	REGION Atlantic	DATE OF ISSUE OF C.C.I. REPORT DAY 18 MO 11 YR 80
AIRCRAFT MAKE, MODEL AND TYPE APPROVAL/FAA CERT. NO. Boech 1 B55 : 3A16	SERIAL NO. TC 1830	TIME SINCE NEW OVERHAUL 1848:10	AIRCRAFT ISSUED WITH: <input checked="" type="checkbox"/> CERTIFICATE OF AIRWORTHINESS <input type="checkbox"/> FLIGHT PERM.
ENGINE MAKE AND MODEL Continental	SERIAL NOS. 1 454636 2 454609		AIRCRAFT PURPOSE: <input checked="" type="checkbox"/> PRIVATE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> STATE
PROPELLER MAKE AND MODEL 20-470-L	SERIAL NOS. 1 373:25 2 393:25		LIST AIRWORTHINESS DIRECTIVES COMPLETED ON AIRCRAFT SINCE LAST C.C.I. PROCEDURE. 84-09-01
PROPPELLER MAKE AND MODEL H16+2E11	SERIAL NOS. 1 0418 2 EB423		
PROPPELLER MAKE AND MODEL HC3YR2FU	SERIAL NOS. 1 390:45 2 390:45		
SINCE LAST C.C.I. AIRCRAFT HAS BEEN OPERATED ON: <input type="checkbox"/> SKIS <input type="checkbox"/> FLOATS	MANUFACTURER N/A	MODEL	
IF REGISTERED OWNER IS PRIVATE OPERATOR AND AIRCRAFT IS OR HAS BEEN LEASED TO COMMERCIAL OPERATOR(S) ENTER HOURS FLOWN BY COMMERCIAL OPERATOR(S)	CURRENT CALENDAR YEAR 1984	LAST CALENDAR YEAR	AIRCRAFT TIME SINCE NEW ON 1ST JAN. THIS YEAR 1833:50 1ST JAN. LAST YEAR 1718:45
CERTIFICATION (1) I CERTIFY I HAVE INSPECTED THIS AIRCRAFT IN COMPLIANCE WITH THE CONDITION AND CONFORMITY INSPECTION PROCEDURE PRESCRIBED IN THE ENGINEERING AND INSPECTION MANUAL AND THE AIRCRAFT IS AIRWORTHY OR SERVICEABLE, WHICHEVER IS APPLICABLE. (2) I CERTIFY THAT I HAVE FLOWN THIS AIRCRAFT AND ITS PERFORMANCE, FLYING QUALITIES, FUNCTIONS OF CONTROLS, POWER PLANT, AND LANDING GEAR, ETC., WERE EQUIVALENT TO THE STANDARD OF THE TYPE. NOTE: CERTIFICATION 1 SHALL BE MADE WITHIN SEVEN (7) CONSECUTIVE DAYS AFTER CERTIFICATION 1.			
SIGNATURE OF A.M.E. OR APPROVED CO. INSPECTOR <i>G. Shaver</i>	AME/CO. NO. Q558	DATE 16 NOV 84	SIGNATURE OF PILOT <i>[Signature]</i>

ING ITEMS REMOVED AND
- RYLL/H ENGINE INDUCTION AIR
BOAST PUMP, LYR/H ENGINE

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					FLAMMABLE FLUID HOSES, L/R/H L/R/H VACUUM PUMPS; BRUSHES, L/R/H WING BOLTS & CENTRAL VACUUM REPAIRED R/H TOP END TAB, Desludged CRANK SHAFT CABIN DOOR TO HINGE TRANSMITTER LEAKING LOOSE RUDDER HORN-BOSS BOLTS TORQUED; REMOVED HOSE (VENT) TO INJECTOR SECURING R/H FLAP ATT- REGLUED INTERIOR TRIM REPAIRED CRACKS IN REAR & FWD AIR DUCT; SECURING W/T TROTTLE CABLE CRACKS REPAIRED ON WELL, PER BOX AT L/H REAR COOLING Complied with L/H ENG: - CRACK ON OIL COVER WELDED; ALTERNATE REAT
					E LT REMOVED RE-CERT- COMPASS SWUNG ^{N 30 60 E 120 120} 0330 6294 123 152 SHIMMY DAMPER O/H'S FLAPPER VALVES OPERATION
July 10/86			1940	05	
July 11/86	30		1940	35	
July 11/86					Heater Pressure decay Tentrol AD 82-07-03 "Form"
					CARRIED FORWARD

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
FUEL VALVES, ^{SEE FILE NO 1130} R/H BOSS PUMP L/G RETRACTION MOTOR SPAR TO FUSELAGE ATTACHMENT FILTER, L/R/H PROPS SPAR BOSS COVER OUTBRD LOOSE BOLTS SECURING LWR TIGHTENED; L/H FUEL LEVEL AROUND TERMINAL, NUT TIGHTENED; & HOLES CHECKED FOR WEAR, BROKEN BRACKET, SECURING FUEL TROTTLER HOUSING; LOOSE SCREW VACTOR BRACKET TO FLAP TIGHTENED AT TOP OF BAGAGE DOOR R/H ENGINE L/H BAFFLE 2 CUSHION CLAMPS REPLACED TO TAIL PIPE CLAMP R/H ENG LOWER FWD NR FILTER ENTRANCE (L/H TOP CORNER) BAFFLE; ^{Revised May 5ut AD 76-01-12}		
FWD CROSS BRACE INBRD TIGHTENED;	<i>Needs</i>	
IFTED & RE INSTALLED ^{5 20 240 2 300 330} ^{74 12 242 237 288 327}		
; FUEL TANK RESERVOIR CHECKED.		
check carried out to comply with serviceable; Heater Hobbs 2999 hrs	<i>Needs</i>	<i>8/2/86</i>

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>																																										
	HRS.	MIN.	HRS.	MIN.																																											
BROUGHT FORWARD			2021	5																																											
17 Jun 87		8	2022	7																																											
18 Jun 87		8	2023	1																																											
10 July 87					100 HB INSPECTION CARRIED OUT I.A.W INNET & OUTER BRAKE LININGS ON RH & LH. OIL FILLS CAPS CASSETS REPLACED OIL CAPS RETAINED CHECKED + RINGS REPLACED NO 5 Cyl R.H. ENGINE REMOVED (LOW COMPRESSION) NO 6 Cyl L.H. ENGINE REMOVED (LOW COMPRESSION) NO 5 Cyl R.H. ENGINE INSTALLED FOLLOWING REPAIRS NO 6 Cyl L.H. ENGINE INSTALLED FOLLOWING REPAIRS L.H. BRAKE PRESSURE PLATE REPLACED L.H. BRAKE PITCH PLATE REPLACED																																										
					I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.																																										
					<table border="1"> <tr> <td>FOR</td> <td>N</td> <td>30</td> <td>60</td> <td>E</td> <td>120</td> <td>180</td> </tr> <tr> <td>STEER</td> <td>38</td> <td>28</td> <td>61</td> <td>89</td> <td>119</td> <td>157</td> </tr> <tr> <td>FOR</td> <td>S</td> <td>210</td> <td>240</td> <td>W</td> <td>300</td> <td>330</td> </tr> <tr> <td>STEER</td> <td>179</td> <td>107</td> <td>172</td> <td>169</td> <td>241</td> <td>222</td> </tr> <tr> <td>DATE</td> <td colspan="6">18 July 87</td> </tr> <tr> <td>SIGNATURE</td> <td colspan="6">[Signature]</td> </tr> </table>	FOR	N	30	60	E	120	180	STEER	38	28	61	89	119	157	FOR	S	210	240	W	300	330	STEER	179	107	172	169	241	222	DATE	18 July 87						SIGNATURE	[Signature]					
FOR	N	30	60	E	120	180																																									
STEER	38	28	61	89	119	157																																									
FOR	S	210	240	W	300	330																																									
STEER	179	107	172	169	241	222																																									
DATE	18 July 87																																														
SIGNATURE	[Signature]																																														
July 15/87			2023	3	I hereby certify that I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant and landing gear, etc. were equivalent to the standard of the type.																																										
15 July 87		2	2023	5																																											
18 July 87		9	2024	4																																											
19 July 87		9	2025	7																																											
21 July 87		6	2025	7																																											
24 July 87		4	2026	1																																											
27 July 87		4	2026	5																																											
28 July 87		9	2027	4																																											
29 July 87		3	2027	7	CARRIED FORWARD																																										

INSPECTION, REPAIRS & REPLACEMENT <small>ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.</small>	SIGNATURE	LICENCE NUMBER
GREEN INSPECTION SHEET FOR C.I.T. MANUAL WASHER REPLACED	[Signature]	291
	[Signature]	291
	[Signature]	291
	[Signature]	291
	[Signature]	291
	[Signature]	291
M TARDI A&S	[Signature]	291
M TARDI A&S	[Signature]	291
	[Signature]	291
	[Signature]	291
	[Signature]	291
	[Signature]	291

I certify that all applicable requirements stated in the Engineering and Inspection Manual have been met and the aircraft is determined to be airworthy.

Signature of AME

Licence No. [Signature] Date 15 July 87

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE	INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
	HRS.	MIN.	HRS.	MIN.				
BROUGHT FORWARD			2027	7				
1 AUG 87		6	2028	3				
3 AUG 87		6	2028	9				
8 AUG 87	1	2	2030	1				
12 AUG 87		9	2031	0				
15 AUG 87		9	2031	9				
19 AUG 87		9	2032	8				
20 AUG 87		9	2032	7				
22 AUG 87		9	2034	6				
27 AUG 87					ENTRY TRANSCRIBED FROM JOURNAL LOG. AVIONICS PRT W.D. 92287 REF. DIR. APPROVAL OF AD 01-87 RECEIVED. WEIGHT TEST COMPLETED. ELECTRICAL GENERATION MEASURED AT 45 AMPERE. PRT SWITCH PRT NO. 2950 IS CARD (PRT) 271272	Label C BALANCE INSTALLED BY R.WILCOX LOM 0887 IURN SWITCH DISABLED UNTIL KIDALONIC AGREEMENT NO. 2 COMPLETED. EMPLOYER SYSTEM TESTED UNDER WWTB CASE CONDITIONS REPLACED. ARI REPAIRS BY R.WILCOX AVIONICS		
2 SEPT 87		4	2035	0	N.A. TUBE REPLACED I.H. + R.H. PLUGS DISASD			
2 SEPT 87		4	2035	4				
3 SEPT 87	1	2	2036	6				
4 SEPT 87		3	2036	9				
5 SEPT 87	1	2	2038	1				
13 SEPT 87	1	9	2040	0				
15 SEPT 87		9	2040	9				
18 SEPT 87		9	2041	8				
6 OCT 87		9	2042	7				
7 OCT 87		7	2042	4				
9 OCT 87		7	2044	1				
15 OCT 87		6	2044	7				
19 OCT 87		5	2045	2				
20 OCT 87	2	0	2047	2				
21 OCT 87		9	2048	1				
22 OCT 87		7	2048	8				
Oct 30 87		6	2049	4	ENTRY TRANSCRIBED FROM JOURNAL LOG. INDICATED COMPLETED BY R.WILCOX ARI BALANCE REPAIRS BY R.WILCOX	MAJOR DND TO COMPLE Label C TO NAV AVIONICS PRT W.D. AD 01-87. DOT APPROVAL 087223 AVIONICS PRT W.D. AD 01-87 TO CARD (PRT) 271272		
			2049	4	CARRIED FORWARD			

AIR TIME AND

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			2087	4	
22 AUG 88	2	0	2089	4	AT 44 AMPS RT WORK CONDITION 100 HB INSPECTION CARRIED OUT I.A.W. BRACH RT REMOVED, REACTIVATED, INSTALLED AND HEATER REMOVED TO COMPLY WITH AD P2-02-02
					I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.
					I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant and landing gear, etc. were equivalent to the standards of the type.
18 AUG 88		4	2089	8	
12 AUG 88	2	0	2091	8	
18 AUG 88	1	7	2093	5	
19 AUG 88					Triple GAUGE, oil pressure, oil Temp + cyl Flare motor SER NO 5275 PART NO 35-364151-57 Triple GAUGE SER NO 2245212 INSTALLED Flare motor SER NO G 1969 INSTALLED I.A.W. PART PART NO. 66-530041-1 REPAIRED
AUG 31 1988	1	0	2094	5	
SEP 1 1988	1	9	2096	4	
SEP 3 1988	1	0	2097	4	
SEP 4 1988	1	9	2099	3	
SEP 16 1988					LEAK TEST COMPLETED I.A.W. AND II #15 AND TRANSDUCER
SEP 18 1988	0	4	2099	7	
SEP 24 1988	0	6	2100	3	
SEP 27 1988	1	0	2101	3	
SEP 28 1988	0	3	2101	6	
SEP 28 1988	0	3	2101	9	
OCT 1 1988	1	2	2103	1	
OCT 3 1988	0	1	2103	2	CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES: DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.						SIGNATURE	LICENCE NUMBER
B. CARD GMM 271272							
INSPECTION SHEET FOR C.C.T. REMOVAL							
TESTED							
HEATER INSTALLED FOLLOWING REACTIVATION							
I certify that all applicable requirements stated in the Engineering and Inspection Manual have been met and the aircraft is determined to be airworthy.							
Signature of AME							
Licence No. GMM 291 Date 244588							
FOR	N	30	60	E	120	150	
STEER							
FOR	S	210	240	W	300	330	
STEER							
DATE	SIGNATURE AME						
Triple GAUGE SER NO. 2245212 REMOVED							
REMOVED							
FOLLOWING CALCULATION:							
ISSUE MAINT. MANUAL							
CO-PILOT SEAT							
INTEGRATION TEST COMPLETED I.A.W. AND II #10						B. CARD GMM 371392	GMM 253

JOURNEY - ROUTE		CREW - ÉQUIPAGE	RECORD OF TIME - FICHE DE TEMPS				
1. DATE	2. POINT OF DEPARTURE AND DESTINATION POINT DE DÉPART ET DESTINATION	3. NAME/S - NOM/S	4. UP QUITTE LE SOL À	5. DOWN PRISE DE CONTACT	6. AIR TIME TEMPS DANS LES AIRS	7. FLIGHT TIME TEMPS DE VOL	8. TOTAL AIR TIME SINCE MANUFACTURE TEMPS AIR TOTAL DEPUIS SA CONSTRUCTION
TOTAL BROUGHT FORWARD TOTAL REPORTÉ			▶				

3/16/87

Hobbs 1999.7

- The following items were overhauled in accordance with Beechcraft B55 maint. and overhaul manuals; all steel parts were fluorescent magnetic particle inspected for cracks and aluminum parts were fluorescent dye.
- Nose gear strut disassembled, cleaned and inspected. New strut housing and barrell installed. New bolts and bushings, new seals and snap rings. Reassembled and serviced and painted.
- Both left and right main gear struts disassembled, cleaned and inspected. New seals, bolts, bushings and snap rings installed. Reassembled and serviced and painted.
- All landing gear retract rods and brace assemblies removed, cleaned and inspected. New aft rod end installed on aircraft nose gear retract rods. Painted, reinstalled all rods and brace assemblies using new bolts and bushings.
- Landing gear actuator and motor disassembled, cleaned and inspected. Reassembled with new seals and serviced with Chevron 680. New brushes installed in motor, all snap rings replaced new.

3/36/87

Hobbs 1999.7

- Complete landing gear rigged and adjusted in accordance with Beech B55 maintenance manual and retraction checks completed.
- Flap actuators, gear box and motor disassembled, cleaned and inspected. New seals installed in actuators and serviced with Chevron 680 gear lube. Drive cables cleaned, inspected and lubricated. Gear box reassembled and packed with grease, Shell #7, new armature bearings and brushes installed in motor. Reinstalled actuators motor and gear box and rigged flap system.
- Both main wheels disassembled, cleaned and fluorescent dye checked for cracks. Painted and reassembled. New nose wheel assembly installed.
- Disassembled both left and right wheel brake cylinders cleaned, inspected, new seals installed and painted. Reinstalled and serviced brake system.
- Beech S.I. 2109 complied with on fuel cell sponges by inspecting fuel filter for spinge material, none was found. Opened up right fuel cell and inspected sponge, was okay, not deteriorated.