

N 637C

Beech A36 s/n E384

DATE

January 15, 2015 Hobbs 327
Installed new retract rod for right main gear. P/N RN35-815125-604. Installed new main gear up lock bracket assembly P/N 35-815077-15 and extension spring P/N 100942C0020-31. Adjusted gear linkage. Swung gear and checked for proper operation of gear.

John Calvert
John Calvert A&P 3493738

2-24-15 Hobbs 353 ETT3416.5 SMOH 1643 AFTT 9672.32
A 100 hour inspection was performed and the following maintenance was completed; Checked fuel system. Cleaned fuel screen. Inspected and serviced landing gear. Checked brakes. Inspected seats seat rails, seat belts. And fire extinguisher. Control cables, pulleys, hinges, and control surfaces were inspected. ELT was checked for proper operation, battery next due May 2021. Complied with: AD 76-07-12 "Mag switch" by checking for proper operation, next due at 453 hrs. I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition.

John Calvert
John Calvert A&P 3493738 IA

6-2-15 Hobbs 410 ETT 00 AFTT 9729.32
A 100 hour inspection was performed and the following maintenance was completed; Installed factory reman engine. Checked fuel system. Cleaned fuel screen. Inspected and serviced landing gear. Installed new brake lining. Installed new tires. Inspected seats seat rails, seat belts. And fire extinguisher. Control cables, pulleys, hinges, and control surfaces were inspected. ELT was checked for proper operation, battery next due May 2021. Complied with: AD 76-07-12 "Mag switch" by checking for proper operation, next due at 510 hrs. I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition.

John Calvert
John Calvert A&P 3493738 IA

ACR ELECTRONICS, Inc.
ARTEX PRODUCTS - CAGE Code: 18560
Fort Lauderdale, FL 33312
ME406 LITHIUM BATTERY PACK M102
PART NO: 452-6499 REV: F
S.N.: 361957-041
TSO C126
EXPIRATION DATE: MAY 2021 DO-227
REV CAT: D18EC126(1)(201)(REV:000002)(2014)(00000000)

FEMPEST
Air Filter Change Reminder
Installed at: Change at: Hrs. Date
410 Hobbs 6-1-2015
A&P Aero Accessories, Inc.

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| 6-17-15 | 975332 | 434.0 | REPLACED RH EXHAUST TAIL PIPE WITH SERVICEABLE UNIT. <i>AP5357662661A</i> |
| 7-6-15 | | Hobbs 453 | Repaired hole in left horizontal stabilizer. <i>John Calvert</i> A&P 3493738 |

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October 8, 2015


TTAF 9824.7 Hobbs 505.4

Lubed airframe, serviced battery. Inspected ELT for battery date, mounting security, G- switch operation and presence of 121.5 signal. Performed ELT self test, check ok. Replaced the following with new: engine intake duct, glare shield defrost scat hose, rear seat heating scat hose, both RH flap aft rollers, flap position indicator transmitter, pilot's seatback attach bolts, pilot and copilot seat rollers, and baggage area third row seat floor nutplates as necessary. Lubed prop control. Repaired glare shield flood light wiring. Rewired air pump failure warning light, engine tach and handheld GPS power through labeled breakers in lower RH side of instrument panel. Removed the following unused items: circuit breakers in panel, "Magic Hand" LH wing air switches, standby generator wiring, belly mounted ADF antenna, Beechcraft nav-com antenna, Loran antenna coupler, and one roof mounted GPS antenna. See revised weight and balance this date. Performed gear retract test. Adjusted gear uplock cable tension and RH wing inboard gear door travel. Relocated fuel totalizer from far RH side of panel to center of panel into existing panel cutout. Relocated hour meter and gyro pressure gage to LH side of instrument panel. Relocated gyro air pump regulator to forward side of firewall and inline air filter to aft side of firewall as a minor alteration to simplify gyro air pump plumbing installation. Replaced compass correction card and various panel placards with new. Resealed corners of utility door weatherstripping. Applied anti chafe tape to contact points of flaps. Adjusted LH cowl aft latch point.


I Certify that this AIRFRAME has been inspected in accordance with AN ANNUAL inspection and was determined to be in an airworthy condition.

 AP5357662661A

1-30-2016 HOBBS 517.3 TTAF 9836.6

REPLACED STARTING SOLENOID WITH NEW UNIT. OPS CHECK OKAY.  AP5357662661A

3-16-16 HOBBS 554.5 TTAF 9873.8

REPLACED CONTROL WHEEL MOUNTED DIGITAL CLOCK WITH NEW DAYTRON CLOCK MODEL M3800-14B.  AP5357662661A

5-24-2016 HOBBS 601.0 TTAF 9920.3

LUBED AIRFRAME, SERVICED BATTERY. PERFORMED ELT SELF TEST, CHECK O.K. CLEANED AND REPACKED ALL WHEEL BEARINGS. REPLACED LH GEAR UPLOCK CABLE WITH SERVICEABLE AND RETENSIONED LH AND RH CABLES TO APPROX 58#. REPLACED LH AND RH ENGINE SIDE COOLING BAFFLES WITH NEW. RELOCATED INSTRUMENT PRESSURE REGULATOR AND AIR FILTER TO AFT SIDE OF LH REAR ENGINE BAFFLE AS A MINOR ALTERATION.

CONT NEXT PAGE →

| DATE | TOTAL TIME IN SERVICE | TACH OR RECORDING METER READING | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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| 5-24-16 | 9920.3 | 601.0 | (CONT FROM PREVIOUS PAGE) REPLACED FUEL FLOW/ MANIFOLD PRESSURE GAGE WITH OVERHAULED UNIT. |
| | | | I Certify that this AIRFRAME has been inspected in accordance with <u>A 100 HR</u> inspection and was determined to be in an airworthy condition. <u>AP5357662661A</u> |
| 8-5-16 | 10009.6 | 690.3 | REPLACED AVIONICS MASTER SWITCH WITH NEW. <u>AP5357662661A</u> |
| 8-09-16 | 10016.2 | 696.9 | LUBED AIRFRAME, SERVICED BATTERY. PERFORMED FLT SELF TEST, CHECK O.K. REPLACED POSITIVE EYE TERMINAL AT LANDING LIGHT. ADJUSTED LH GEAR UPLOCK ROLLER CLEARANCE. I Certify that this AIRFRAME has been inspected in accordance with <u>A 100 HR</u> inspection and was determined to be in an airworthy condition. <u>AP5357662661A</u> |
| 8-11-16 | 10022.1 | 702.8 | REPLACED ENGINE AIR FILTER WITH NEW DONALDSON P/N <u>P105304</u> FILTER. <u>AP5357662661A</u> |
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| August 28, 2016 | TTAF 9824.7 <i>10035.6</i> | Hobbs 716.5 | <p>Lubed airframe, serviced battery. Inspected ELT for battery date, mounting security, G- switch operation and presence of 121.5 signal. Performed ELT self test, check ok. Replaced pilot's seat back RH and LH adjustment cams, cam pins and handle with new. Replaced co-pilot's seat back RH cam, both cam pins and handle with new. Replaced cracked upper landing light bezel and light with serviceable. Relocated com antenna from roof at station 205.0 to station 83.0. Removed existing ELT antenna from under vertical stabilizer fwd fairing and installed new RAMI AV-300 ELT rod antenna at station 205.0 using existing doubler. Replaced ELT coax cable with new Artex 611-6013-04 cable. Replaced nose gear retract leg upper bushing with new. Replaced LH main gear uplock cable, uplock bracket and retract leg upper and lower bushings with new. Tensioned LH uplock cable and adjusted LH uplock roller clearance. Replaced nose gear retract rod attach bolt under belly gear box access panel with serviceable bolt. Adjusted utility door warning light switch. Installed two small patches on RH flap lower skin inboard area using .025 2024-T3 and CR3213-4 rivets. Installed small patch on LH horizontal stabilizer upper skin trailing edge above trim tab actuator using .025 2024-T3 and AN470AD4 and CR2313-4 rivets as necessary. Replaced LH elevator and trim tab with serviceable repainted units. Replaced RH elevator with serviceable elevator following replacement of magnesium skins with aluminum by SRS Aviation in accordance with STC SA02625CH, see form 337 dated July 14, 2016. Checked balance of both elevators in accordance with Section 4 of A36 service manual. Verified correct travel of elevators and trim tabs. Repacked main and nose wheel bearings. Complied with AD 76-07-12 (Mag switch) by ops check, due again Hobbs 816.5 or next annual, whichever comes first. AD 95-04-03 (Spar carry through) due by 769.0 Hobbs. Performed gear retract test. Net change of weight and balance negligible.</p> |
| <p> <input type="checkbox"/> Certify that this <u>AIRFRAME</u> has been inspected <input type="checkbox"/> in accordance with <u>AN 470AD4</u> inspection and was <input type="checkbox"/> determined to be in an airworthy condition. </p> | | | <p><i>[Signature]</i> AP3357662661A</p> |

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| | | | <ol style="list-style-type: none"> Pilots Phone Jack bad. HSI not driven by the GNS 480. The Autopilot not driven by the GNS 480. <p>1. Replaced Pilots phone jack, ground test good. 2 & 3. Added and connected wiring connecting the GNS 480 nav information from P7 of the GNS 480 to connector CD132 of the NSD360 HSI. Found CD132 broken and replaced it. Connected two wires to each terminal of the CD132 connector pins with nav information and connected to a 12 pin Molex connector. That Molex is mated with a Molex and wiring that runs to the Pitch and Roll computers of the autopilot. HSI and autopilot now operate normally with the GNS480. Added a 4 pin Molex connector for NSD 360 power, grounds and lighting input. Also added a 1 pin Molex for precision app from the GNS 480 to the RASC. These Molex connectors are all located forward of the HSI.</p> <p>This aircraft has been repaired in accordance with rules of the Federal Aviation Regulations and is approved for return to service.</p> <p>Signature <u><i>D. Braunberger</i></u> Date <u>9-26-16</u> A & P No. <u>3663116</u></p> |
| | | | <ol style="list-style-type: none"> The HSI Slaved - Unslaved is mounted upside down. Add a PTT button on the copilots side. Add a cell phone jack. Altimeter and Manifold pressure instruments not lighted. <p>4. Rotated Compass Slaved - Unslaved switch 180 degrees. Operation now normal. 5. Added wiring from the PMA8000B Audio Panel Mic Key and Mic Return lined to a Push Button SPST switch labeled "PTT" and mounted in the right side of the copilots panel. The PTT switch now keys the selected radio. 6. Found a cell phone jack tied up behind the pilots panel. Moved jack and mounted in the right side of the copilots jack. Labeled "TEL". Ground test good. 7. Found wiring to the post lights for the altimeter cut. Spliced the wiring and the altimeter light now tests good. Found no lighting installed for the Manifold Pressure Gage. Added two Post lights and connected to the lighting bus. Manifold Pressure Gage now lights.</p> <p>This aircraft has been repaired in accordance with rules of the Federal Aviation Regulations and is approved for return to service.</p> <p>Signature <u><i>D. Braunberger</i></u> Date <u>9-26-16</u> A & P No. <u>3663116</u></p> |


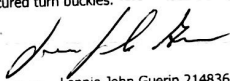


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| | | <p>EGA Aviation Inc. 2642 Airport Drive N. Las Vegas, NV. 89032 (702) 683-7507 Airframe Logbook WO# 2279</p> <p>30 Nov 2016 Total TI</p> <p>N63TC Tach: 0784.1</p> <p>Adjusted cargo door unsafe light switch IAW standard maint. practices. OP,s check with good. Installed loose De-frost hose to upper glare shield. Reinstalled and secured upper glare shield IAW standard maint. practices. Insp. and checked landing gear tension due to inner L/H gear door hanging down about 1". Found L/H gear tension out of rig. Adjusted L/H gear and gear door tension IAW MM. Cycled landing gear with no defects noted final gear tension check indicates all within limits IAW MM.</p> <p>Aircraft returned to service</p> <p><i>Lennie John Guerin</i> Lennie John Guerin 21483690 A/P IA</p> |
| | | <p>1. Autopilot roll does not engage. 2. Slaved compass system inoperative.</p> <p>1. Removed S-TEC turn Coordinator P/N 6405-14L S/N 11639E and sent out for repair on Repair Order R00061. Reinstalled overhauled unit, system now ground test good. However the "RDY" light is out. 2. Removed Century Gyro Slaving Amp P/N 1C714 S/N K2825A and sent out for repair on Repair Order R00061. Reinstalled repaired unit, system ground test good. However the slaving meter is inop.</p> <p>This aircraft has been repaired in accordance with rules of the Federal Aviation Regulations and is approved for return to service.</p> <p>Signature: <i>Braunberger</i> Date: <u>11-11-16</u> A & P No. <u>3663116</u></p> |
| | | <p>Removed Autopilot Control P/N 0103-1 S/N 340 and sent out for repair on Repair Order R00063.</p> <p>Reinstalled unit, ground test good.</p> <p>This aircraft has been repaired in accordance with rules of the Federal Aviation Regulations and is approved for return to service.</p> <p>Signature: <i>Braunberger</i> Date: <u>12-17-16</u> A & P No. <u>3663116</u></p> |

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| | | | 1/11/2017 Replaced landing light with Whelen P36P1L LED lamp IAW STC Manual and Part 43 Appendix A item 17. Stephen Ruks 3208479 ATP  RTS |
| | | | EGA Aviation Inc. 2642 Airport Drive N. Las Vegas, NV. 89032 (702) 683-7507 Airframe Logbook WO# 2413 |
| | | | 27 Mar 2017 Total TI |
| | | | N63TC Tach: 0802.02 |
| | | | Jacked airframe and removed both L/H and R/H main wheels. Changed both tires with new GOODYEAR FLT. CUST. III tires P/N 301-036-006 L/H S/N 63022036 and R/H S/N 63022038. Cleaned, insp. and repacked wheel bearings. Serviced tires IAW MM. Installed wheels with new locking hardware. Installed and secured brake callipers. Cycled landing gear per owner for insp of gear doors with no defects or adjustments needed at this time. Checked elevator cable tensions and adjusted IAW MM and secured turn buckles. |
| | | | Aircraft returned to service  Lennie John Guerin 21483690 A/P IA |
| | | | 7/18/2017 Replaced taxi light with Whelen P36P1T LED lamp IAW STC manual and Part 43, Appendix A item 17. A/C RTS.  Stephen Ruks 3208479 ATP |
| | | | Make: <i>Beech</i> Date: <i>12-7-17</i> Model: <i>A36</i> Hobbs: <i>766.5</i> Reg No: <i>N63TC</i> Tach: <i>0EN</i> Ser No: <i>E384</i> Tot Time: <i>0EN</i> |
| | | | I certify the ATC Transponder tests required By FAR 91.413 Have been performed in accordance with FAR 43 Appendix F. |
| | | | Details of these tests are on file at 702 Helicopter Inc. RS# 7HER154C under work order number <u>2017-37</u> <i>GARMIN GTX 330</i> The aircraft identified above was inspected in accordance with current regulations of the FAA and is approved for return to service. |
| | | | Signed  |
| | | | 2634 Airport Drive Suite 101 North Las Vegas NV 89032 (702) 338-9393 |
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| | | | <p>EGA Aviation, Inc. 2642 Airport Drive. N. Las Vegas, NV 89032 (702) 683-750</p> <p>N63TC Tach:0874.0</p> <p>Airframe Logbook WO#3808</p> <p>15 Jan. 2019 TTAF:9930.29</p> <p>C/W Annual Inspection IAW Beechcraft A36 MM and checklist. Opened airframe For inspection. C/W FAR 91.207 (d) ELT function check with no defects noted. ELT battery due date May 2021. FAR 91.411 and 91.413 cert due 1 Feb 2021. Checked & charged main battery, checked all interior and exterior lights. Checked all flight control cables and tensions, all found to be within limits. IAW MM. Lubed all flight control hinges, bearings, pulleys and bell cranks. Replaced R/H aileron HM-4M rod end on aileron aileron side of pushrod Using new hardware. Jacked airframe and removed, cleaned, packed bearings, And reinstalled. Checked brake pads and serviced reservoir. Serviced tires IAW MM. Lubed and checked landing gear system, and uplock rollers IAW MM. Inspected nose gear shimmy damper with no defects noted. Cycled landing gear (4) normal and (2) emergency extensions with no defects noted. Checked all Landing gear tensions and found within MM limits. C/W AD 76-07-12R1 Ignition switch insp. by operational check with no defects noted next due 100 hrs. C/W AD2007-08-08 uplock roller insp. All applicable AD's C/W to date. Post maint. run up indicates all op's normal with no leaks noted.</p> <p>I certify this Airframe has been inspected IAW an Annual insp. and has been determined to be in an airworthy condition.</p> <p><i>Larry E. Moore</i> A+P1807305IA</p> |
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| | | | <p>EGA Aviation, Inc. 2642 Airport Drive. N. Las Vegas, NV 89032 (702) 683-750</p> <p>N63TC Tach:0874.0</p> <p>Airframe Logbook WO#3808</p> <p>23 Jan. 2019 TTAF:9930.29</p> <p>Removed and weight checked the following instruments prior to installation of GARMIN G5 Electronic Flight system. Removed Sigma Tec attitude indicator. Century HIS. Century slaving amplifier. Century magnetic flux detector. Rapco vacuum system to include filters, regulator, pressure gage. And all associated misc. wiring and hardware. Installed GARMIN G5 Electronic Flight Instrument system under STC# 01818WI IAW the supplied installation instructions and drawings. The following instruments were installed: G5 Attitude Indicator P/N K10-00280-00 S/N 4JQ 020965. G5 HIS Indicator P/N K10-00280-00. GAD 29B P/N 010-01172-11 S/N 5DL 001892. GMU 11 P/N 010-01788-00. New weight and balance computed and installed into the aircraft flight manual. Form 337 made. Post maint. op,s checked good with no other defects noted at this time.</p> <p>Aircraft returned to service</p> <p>Lennie John Guerin 21483690 A/P IA</p> <p><i>Lennie John Guerin</i></p> |
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| | | | <p style="text-align: center;">EGA Aviation, Inc. 2642 Airport Drive. N. Las Vegas, NV 89032 (702) 683-7507 Engine Logbook</p> <p style="text-align: right;">15 Oct 2019</p> <p>N63TC Tach: 902.0 WO# 4224 Drained engine oil and serviced with 10 QT of Aeroshell 100 plus. Removed, cut and inspected filter, no metal or contaminants found. Replaced, torqued and safety wired new oil filter (PN: CH48109-1) IAW Beechcraft A36 MM. Ran engine for leak check. No leaks found. Removed and sent engine driven fuel pump to Mikes Fuel Metering for inspection. Reinstalled pump to engine (P/N: R646212-54A2; S/n: B15BA225R). Replaced fuel hose (P/N: 156001-4S0110) and checked for leaks. I approve this aircraft for return to service.</p> <p style="text-align: right;">Jose Valverde A/P 4154181</p>  |
| | | | <p style="text-align: center;">EGA Aviation, Inc. 2642 Airport Drive. N. Las Vegas, NV 89032 (702) 683-7507 Airframe Logbook</p> <p style="text-align: right;">15 Oct 2019</p> <p>N63TC Tach: 902.0 WO# 4224 Removed left and right MLG from aircraft. Disassembled, cleaned, inspected and reassembled using new parts (P/N: 504271 x 2, 35-815-247-9 x 2, MGK-10 x 2, M528774-328 x 2), IAW Beechcraft A36 MM. Reinstalled to aircraft with new hardware (P/N: NAS148A67 x 2, NAS148A69 x 2, AN310-8 x 4, 35-815250 x 4, 10DU12 x 8) and serviced with 5606 and nitro IAW MM. replaced all safety hardware and swung gears multiple times with no defects noted. Replaced battery with new part (P/N: RG-35AXC; S/N: 41044568) I approve this aircraft for return to service.</p> <p style="text-align: right;">Jose Valverde A/P 4154181</p>  |

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| | | | <p>EGA Aviation, Inc. 2642 Airport Drive. N. Las Vegas, NV 89032 (702) 683-750</p> <p style="text-align: right;"><i>HOBBS 795.9 10115.0</i></p> <p>N63TC Hobbs: 0795.9 S/N# E-384 Airframe Logbook WO#4384 22 May 2020 TTAF:10115.0</p> <p>C/W ANNUAL inspection IAW Beechcraft A36 Checklist and MM. Opened airframe for inspection. C/Wed FAR 91.207 (d) ELT function check with no defects noted. Next ELT battery due date May 202 FAR 91.411 and 91.413 cert. due Jan.2021. Remove, serviced, and charged main battery. Checked all int./ext. lights with no defects noted. Check pitot heat with no defect noted. Check stall warning system with no defects noted. Installed overhauled flap motor from GEORGE,s ELECTRICAL SERVICE WO# 14165 IAW A36 MM P/N 35-364151-55 S/N G1175. Op,s check prior flap installation and flap ranges with no defects noted. Lubed flap system. Lube all flight control hinges, rod ends, bell crank, and pulley,s. C/Wed AD 2019-23-10 by visual, inspection IAW section (g) Item 1 and 2 with no defects noted at this time. Checked and set alleron cable tension and checked remaining flight control cable tensions and all found within limits IAW A36 MM. Removed and inspected main fuel filter with no defects noted. Reinstalled filter and secured for leak check with no leaks noted. Change fuel tank cap "O" rings. Jacked airframe and removed landing gear wheels. Cleaned , inspected and repacked wheel bearings. Reinstalled wheels with new locking hardware. Checked and serviced tires IAW MM. Lubed landing gear system IAW MM. Checked landing gear tensions, adjusted nose gear up tension and set IAW MM. All other gear tensions checked within limits IAW MM. Inspected brake calipers and linings with no defects or leaks noted at this time. Checked and serviced brake res. as needed with MIL-H-5606. Checked and serviced landing gear struts as needed with nitrogen IAW MM. Checked serving of landing gear box with no service needed at this time. Cycled landing gear (6) times normal and (2) times emergency with no defects noted at this time. C/Wed AD 2007-08 -08 Lube of landing gear up lock roller. Next due 100 Hrs. C/Wed AD 2019-23-10 Inspection of alleron control cable by visual IAW section (g) Item #1 and #2 with no defects noted. AD 95-04-03 Wing carry through spar inspection due at tach: 1258.6. C/Wed AD 76-07-12 R1 dated 30 Aug. 1977 Ignition switch check by operation with no defects noted. Next due 100 Hrs. All AD,s checked and C/Wed to date. Post maintenance run up indicates all op,s normal and no leaks noted at this time. I certify this AIRFRAME has been inspected IAW a ANNUAL inspection and has been determined to be in an airworthy condition.</p> <p style="text-align: center;">Lennie John Guerin 21483690 A/P IA</p> <p style="text-align: center;"><i>Lennie John Guerin</i></p> |

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| Reg No: N63TC | 702 Helicopter Inc: | Date: 02/18/2021 |
| Ser No: E-384 | 2634 Airport Drive Suite 101 | Hobbs: 834.9 |
| Make: Beech | Las Vegas NV 89032 | Tach: |
| Model: A36 | (702) 338-9393 | Total Time: |

I certify the ATC **Transponder** tests required By **14 CFR 91.413** have been performed in accordance with 14 CFR 43 Appendix F.

Details of these tests are on file at **702 Helicopter Inc. CRS # 7HER154C** under work order number: **2021-09**

The aircraft identified above was inspected in accordance with current regulations of the FAA and is approved for return to service.

Signed: *John Benedict*
 Xponder Make: **Garmin** Xponder Model: **GTX 330ES**

2634 Airport Drive Suite 101 North Las Vegas NV 89032 (702)338-9393

AIRFRAME LOG

An error was found in the transfer of TTAF on 08/28/2016.
The error was caused by a cut & paste wherein the TTAF was not properly carried forward. This caused a reduction of 211.1 TTAF hours in the logbook.
Additional error was added in the log due to using TACH vs HOBBS
Actual current times as of 05/22/2020 is TTAF 10115.0, HOBBS 795.9.

ENGINE LOG

Engine times were improperly entered by switching from HOBBS to TACH on 11/01/2017.
Actual current times as of 05/22/2020 is TTSO 392.2 HOBBS 795.9 TTAF 10115.0

PROPELLER LOG

Starting time for Prop Log as of 05/22/2020 is TTSN 0.0, HOBBS 795.9, TTAF 10115.0

PROPELLER GOVERNOR

PROP governor as of 05/22/2020 TTSO 0.0, HOBBS 795.9

MAGNETOS

Rebuilt magnetos P/N 10-500556-1, S/Ns D191A079R and D191A367R.
TTSO 0.0 , HOBBS 795.9 TTAF 10115.0

STARTER ADAPTER

TTSO 0.0 , HOBBS 795.9 TTAF 10115.0

HOBBS

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ACR ELECTRONICS, Inc.
Artex Products - CAGE Code 18560
Fort Lauderdale, FL 33312
 LOG BOOK ENTRY
 E.L.T. BATTERY
 REPLACEMENT DATE July/2028

Airframe
 Logbook Entry Date:
 08/01/2021

Aircraft Reg: N63TC Aircraft Type: BEECH A36 Aircraft SN: E-384
 Tech: 971 Hobbs: 539.8 AFTT: 10158.7

Description of work completed:

1. Complied with annual inspection requirements per FAR 43, Appendix D and Beechcraft A36 service manual checklist.
2. Opened all access panels, lubed pulleys, check turnbuckles and cables tension.
3. Swung landing gear complied with emergency extension procedures.
4. Lubricated flight controls and landing gear systems.
5. Cleaned and repacked wheel bearings.
6. Fuel gaucolator filler was inspected and cleaned.
7. Serviced brake fluid reservoir.
8. replaced missing cotter pin in landing gear gearbox.
9. Stopped landing gear door bolt to the proper orientation.
10. Removed and Replaced ELT battery with new P/N 452-6499 & S/N: 300849-012. Complied with ELT inspection and ops check IAW FAR 91.207(d) test satisfactory. ELT battery Exp date: JUL 2028
11. All other AD's are up to date at the time.

I certify that the maintenance and inspection performed on this aircraft were accomplished in accordance with the BEECH A36 Maintenance Manual and acceptable maintenance practices. This aircraft is airworthy and approved for return to service with respect to the work and inspections accomplished.

Lou Maxson

[Signature]
 Certification Number: A&P/AI 2697540



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