

**Aircraft Record** General Information

Manufacturer BEECH Model V-35B  
Serial D-9724 Registration Number N7286R  
Date of Manufacture \_\_\_\_\_

**Engine(s) currently installed:**

Manufacturer CONTINENTAL Model I0520 BA10 BR Serial 280980-R  
Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

**Propeller(s) currently installed:**

Manufacturer MCCAULEY Model \_\_\_\_\_  
HUB Model 2A36C23 Serial 748105 Serial \_\_\_\_\_  
Blade Model \$84B-0 Serial E393784\$ Serial K400084\$ Serial \_\_\_\_\_

## O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

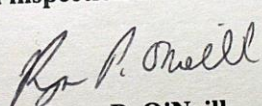
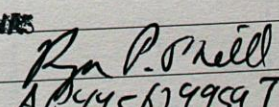
6/9/2004  
Tach: 4365.46

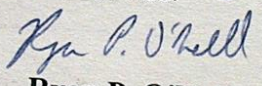
N7286R  
ACTT: 4365.46

V-35B

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced battery and brake fluid levels. Cleaned battery and battery cables. Ran operational light check. Checked control cable tensions and lubed controls. Lubed throttle. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. Resealed nose strut. Serviced all tires with nitrogen. Replaced left brake upper and lower line hose. Resealed shimmy dampner. Replaced fuel cap o-rings. Replaced (1) right aft overhead light bulb, p/n: 89. Replaced right and left flap nut plate screws and bumpers. Repaired battery vent duct and replaced clamp. Blew out overhead vents. R & R right flap for repair by Associated Aero Service, Inc., see form 8130-3. C/W FAR 91.207D, ELT functional test and inspection, battery replaced - next due August 2006.



DATE	TIME	
<b>O'NEILL AIRCRAFT SALES &amp; SERVICE</b> <b>Norman, Oklahoma</b> 6/9/2004      N7286R      V-35B Tach: 4365.46      ACTT: 4365.46 C/W AD 72-22-01, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. <b>I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.</b> <div style="text-align: right;">   <b>Ryan P. O'Neill</b>  <b>IA445629959A&amp;P</b> </div>		
6/9/04		TACH: 4365.46 TSPDH: 1293.16 <b>I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</b> <div style="text-align: right;">   <b>IA445629959A</b> </div>

DATE	TIME	
<b>O'NEILL AIRCRAFT SALES &amp; SERVICE</b> <b>Norman, Oklahoma</b> 12/21/2004      N7286R      Tach: 4485.36 Replaced voltage regulator, p/n: B00403-1 s/n: 80322109, see form 8130-3. Replaced vacuum regulator filter, p/n: B3-5-1. Lubed cowl latches. Ran and checked operation. Aircraft returned to service. <div style="text-align: right;">   <b>Ryan P. O'Neill</b>  <b>IA445629959A&amp;P</b> </div>		



# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

7/13/2005

N7286R

Tach: 4540.67 ACTT: 4540.67

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection, battery due August 2006. C/W AD 72-22-01, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**

*Ryan P. O'Neill*  
Ryan P. O'Neill  
IA445629959A&P

7/13/05 Tach: 4540.67  
TSPOH: 1468.37  
OK Thunderbird Prop.

I CERTIFY THAT THIS PROPELLER HAS BEEN  
INSPECTED IN ACCORDANCE WITH AN  
ANNUAL INSPECTION AND WAS DETERMINED  
TO BE IN AIRWORTHY CONDITION.

*Ryan P. O'Neill*  
IA445629959A&P

# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

9/07/2005

N7286R

Tach: 4581.0

Replaced both cowl latch assemblies, p/n: H910-3. Aircraft returned to service.

*James P. O'Neill*  
James P. O'Neill  
IA1942027A&P

1/25/06 Installed New Gill G35 battery SN 602242951. Cleared  
cables. James P. O'Neill ER1942027

## O'NEILL AIRCRAFT SALES & SERVICE

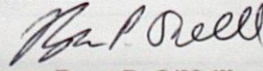
Norman, Oklahoma

9/15/2006

N7286R

Tach: 4716

Replaced vacuum pump, PN: AA242CW. Replaced suction filter, PN:  
D9-14-5. Replaced pressure regulator filter, PN: B3-5-1. Ran engine and  
checked operation. Aircraft returned to service.



Ryan P. O'Neill  
IA445629959A&P



INSTALLED ALTIMETER, MOD. 621BK-010  
S/NA 43-139433 CERTIFIED UNDER PART  
43, APPENDIX AND TESTED AS PER 91.411  
TO 20'000 FEET ON 10-25-06  
BY: E12R795K W.O. NO. 91431

I CERTIFY THE STATIC SYSTEM TESTS  
REQUIRED BY F.A.R. PART 91.411 HAVE  
BEEN PERFORMED

THIS DATE: 10/27/06 SIG. Carl V. Muhl

N7286R

CRSAT2R702K

THIS TRANSPONDER SERIAL NUMBER  
84100359/GTX330 HAS BEEN TESTED IN  
ACCORDANCE WITH F.A.R. PART 43,  
APPENDIX F, AND MEETS THE REQUIREMENTS  
OF F.A.R. 91.413.

DATE 10-27-06 SIG. Carl V. Muhl

CRSAT2R702K

AVIONICS SERVICES INC.  
NORMAN, OKLAHOMA

N7286R



# O'NEILL AIRCRAFT

# SALES & SERVICE

10/30/2006

**Norman, Oklahoma**

N7286R

Tach: 4744

ACTT: 4744

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection. Replaced battery. Due October, 2008. C/W AD 72-22-01, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. C/W AD 95-04-03 Spar Inspection. Replaced left inboard bearing and race. Replaced nose tire. Relined right brake. Repaired Copilot seat. Replaced rod ends on prop and mixture controls (2), PN: 131765-1F. R & R Prop governor, PN: 0210680, SN: 1432022. See 8130-3 from Aircraft Accessories. (continued)

# O'NEILL AIRCRAFT

# SALES & SERVICE

10/30/2006

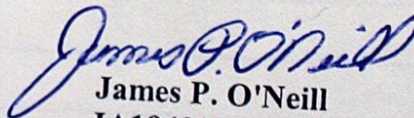
**Norman, Oklahoma**

N7286R

Tach: 4744

ACTT: 4744

C/W AD 01-08-08 Tornado Alley Turbo Tail Pipe Clamp Replacement. Installed Clamp, PN: 4404C375M per SB TAT 98-1. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.

  
James P. O'Neill  
IA1942027A&P



# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

9/14/2007

N7286R

Tach: 4866.3

ACTT: 4866.3

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection, Replaced battery. Due October, 2008. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. C/W AD 95-04-03 Spar Inspection. AD 01-08-08 V-Band Clamp Replacement due TT: 5144. R & R Step for weld Repair. Replaced tube in nose tire. Relined L/H brake. Replaced Lt. flap actuator access cover. (Continued)

# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

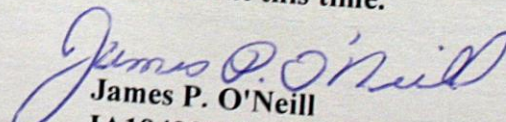
9/14/2007

N7286R

Tach: 4866.3

ACTT: 4866.3

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

  
James P. O'Neill  
IA1942027A&P



# MAINTENANCE RELEASE

Component Ident. Recover seats, recover side panels Recover  
headliner, Replace carpets, Reweb seat belts

Model Bonanza V35B N7286R

S/N D-9724 W.O.# NA

The component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and/or customer specifications and is approved for return to service. Pertinent details of the repair are on file at this station on the above listed work order number. MEET FAR 25.853 Vert. Burn

James P. O'Neill IA1942027  
(Signature of Authorized Personnel)

Don Ogle Aircraft Interiors, Inc.  
Rt. 2, Box 849  
Checotah, OK 74426

Date 9-21-2007

DATE			
11/6/07	Tech	4886.05	Installed New G35 Battery SN 602353041
			<u>James P. O'Neill</u>
			<u>IA1942027</u>



**DBM**

Description of Inspections, Tests, Repairs 800-835-4392  
Entries must be endorsed with Name Mail to: 15339 Batesville Ct.  
Technician or Repair Facility. (See) Chesterfield, MO. 63017-5400

**N7286R****D-9724****01/17/2008**

Performed the following modifications and or replacements as per the  
STC numbers listed below.

Thermal Pane windows as per STC SA3759NM

See 337 form and new empty weight for this date.

**C.R.S. SH2R161L**

James Klug

The Aircraft identified above was repaired and/or modified in accordance with the current regulations  
of the Federal Aviation Administration and is approved for return to service. Pertinent details of the work  
performed are on file at this repair station under work order No. AAAAjj0

**DBM 3127 Creve Couer Rd. Hangar N5 Creve Couer, MO. 63146**

2-2-2008 Beech V35B; SN D9724; N7268R Tach; 4905.50  
Removed Installed MD41-1484W SN M07-10713 in reference to  
Install Manual number 9016478 Rev C. dated April 27, 2007. No  
periodic maintenance or calibration is required for continued  
airworthiness of the MD41-1484W.  
Upgraded GNS 530 to WAAS with software level 3.0. See 337 this  
date for details.  
Mounting and Wiring as per FAA AC 43.13-1B Chapters Ten, Eleven  
and Twelve. AC 43.13-2A Chapters Two and Three. Aircraft Weight  
and Balance was computed and placed in Aircraft Flight Manual.  
New AC Empty Wgt. 2364.07 AC Gross Wgt. 3400.00  
New AC Useful Ld. 1035.93 New AC Moment 189103.43

Calvin Christopher Taff

CC IX2R914K



2008  
DATE

TIME

SERVICE

TECHNICIAN

THIS TRANSPONDER SERIAL # 84100359/6TX  
HAS BEEN TESTED IN ACCORDANCE WITH  
F.A.R. PART 43, APPENDIX F, AND MEETS THE  
REQUIREMENTS OF F.A.R. 91.413.

N 7286R

DATE 10-3-08 SIG. Carl V. Muehl

CRS AT2R702K

AVIONICS SERVICES, INC.

NORMAN, OKLAHOMA 73069

INSTALLED ALTIMETER, MOD. 67/BK-010  
S/N AF43-139483 CERTIFIED UNDER PART  
43, APPENDIX AND TESTED AS PER 91.411

TO 20'000 FEET ON 10-02-08

BY: E12R795R W.O. NO. 94528

I CERTIFY THE STATIC SYSTEM TESTS REQUIRED  
BY F.A.R. PART 91.411 HAVE BEEN PERFORMED

THIS DATE 10-3-08 SIG. Carl V. Muehl

CRSAT2R702K

N 7286R



# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

10/14/2008

N7286R

Tach: 4995.0

ACTT: 4995.0

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection, Replaced battery. Due Dec. 2010. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. C/W AD 95-

# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

04-03 Spar Inspection. AD 01-08-08 V-Band Clamp Replacement due TT: 5144. Replaced inbd. aft drain line grommet. Replaced fuel cap O-Rings. Replaced all (4) upper and lower brake hoses. Bled brakes. Adjusted rudder and elevator control cable tensions per Beech MM. Remarkd steering stops. Replaced cracked skin forward at left aileron. (35-115137-18). Replaced fuel inlet line clamp. Replaced grommets on battery box. Replaced popped steering stop rivet. Replaced rusted engine mount nut. C/W AD 08-13-17 Circuit Breaker Switches. Switches on order. Replaced placards as needed. Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**

*Ryan P. O'Neill*

Ryan P. O'Neill

IA445629959A&P



# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

3/23/2010

N7286R

Tach: 5095.42 ACTT: 5095.42

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Replaced both main tires. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection. Replaced battery. Due Dec. 2010. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail

## O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

inspection. AD 01-08-08 V-Band Clamp Replacement, replaced clamp. Next due TT 5495.42. C/W AD 08-13-17 Circuit breaker switched by replacing switches. AD 09-25-01 Shoulder Harness N/A. Removed engine S/N 280980R for overhaul. See engine log. Replaced seals in cabin heat box (4) PN 35-550115-39. Installed overhauled fuel boost pump PN 4140-00-39 SN 2121 From Aircraft Accessories. See 8130-3 WO 40944. Installed new engine controls throttle PN 004004-1 Mixture PN 004004-2 from CenTex Controls. Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**

*James P. O'Neill*  
James P. O'Neill  
IA1942027A&P

umber of  
fic entries.)

7/29/2010	Tach: 5020.1	Changed door lock and actuator assembly (H605-163-092-00)
		Checked operation. Ops checked good. Aircraft returned to
		Service.

*James P. O'Neill*  
AP3511407



# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

4/18/2011

N7286R

Tach: 5227.6

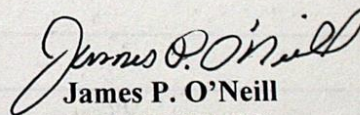
ACTT: 5227.6

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Replaced forward and AFT hinges on left nose gear door. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Adjusted elevator tension. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection, Replaced battery. Due May 2013. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller

# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

inspection. C/W AD 94-20-04 R2, v-tail inspection. Repaired crack in flap close out rear in L/H wheel well. Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**

  
James P. O'Neill  
IA1942027A&P



DATE	HOURS	REMARKS
4/6/11	296.3	REMOVED ATTITUDE INDICATOR, P/N 2179ACFL, S/N 2432, OVERHAULED BY CASTLE BERRY INSTRUMENT CO., REF. R.O. # 021925. REPLACED AND TESTED, RETURN TO SERVICE REF. R.O. # 15046, AVIONICS SERVICES INC., CRS AT2R702K, NORMAN, OK. Philip Stule.

INSTALLED ALTIMETER, MOD. 671BK-010 S/N AF43-149433 CERTIFIED UNDER PART 43 APPENDIX E AND TESTED AS PER 91.411 TO 20,000 FEET ON 3/25/2011 BY: AT2R702K W.O. NO. 15046 I CERTIFY THE STATIC SYSTEM TESTS REQUIRED BY F.A.R. PART 91.411 HAVE BEEN PERFORMED THIS DATE: 4/6/2011 SIG. Philip Stule CRS AT2R702K	THIS TRANSPONDER SERIAL NUMBER 84600359 HAS BEEN TESTED IN ACCORDANCE WITH F.A.R. PART 43, APPENDIX F, AND MEETS THE REQUIREMENT OF F.A.R. 91.413  DATE: 4/6/2011 SIG. Philip Stule CRS AT2R702K AVIONICS SERVICES INC. NORMAN, OKLAHOMA
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# O'NEILL AIRCRAFT      SALES & SERVICE

Norman, Oklahoma

5/4/2012

N7286R

Tach: 5295.0

ACTT: 5295.0

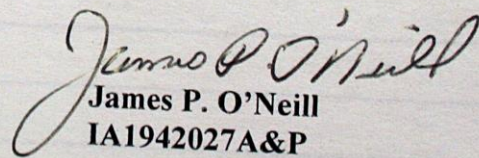
Jacked aircraft. Cleaned, inspected, and packed wheel bearings.  
 Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency.  
 Checked sector clearances, downlock tensions, uplock roller clearances, knee  
 clearances, and uplock nose tension. All checks made in accordance with  
 Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned,  
 serviced, and charged battery. Ran operational light check. Checked control cable  
 tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator  
 filter, p/n: B3-5-1. C/W FAR 91.207D. ELT functional test and inspection.  
 Replaced battery. Due May 2013. Checked bolt torque on stabilizer attach points.  
 Replaced valve caps on both main tires. Adjusted flap bumpers for better fit.  
 Adjusted Rt. and Lt. gear uplock rollers per Beech V35MM. Replaced fuel bowl



# O'NEILL AIRCRAFT SALES & SERVICE

**Norman, Oklahoma**

gasket. Adjusted throttle warning switch. Replaced fuel cap o-rings. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**

  
James P. O'Neill  
IA1942027A&P



AR:

ATE

THIS TRANSPONDER SERIAL NUMBER  
84100359 644330 HAS BEEN TESTED IN  
ACCORDANCE WITH F.A.R. PART 43,  
APPENDIX F, AND MEETS THE REQUIREMENTS  
OF F.A.R. 91.413

DATE: 5/15/13 SIG. [Signature]

CRS AT2R702K  
AVIONICS SERVICES INC.  
NORMAN, OKLAHOMA

INSTALLED ALTIMETER, MOD. 671BK-010  
S/N AF43-139437 CERTIFIED UNDER PART  
43, APPENDIX AND TESTED AS PER 91.411  
TO 20K FEET ON 5/15/13  
BY: AT2R702K W.O. NO. 15574

I CERTIFY THE STATIC SYSTEM TESTS REQUIRED  
BY F.A.R. PART 91.411 HAVE BEEN PERFORMED  
THIS DATE 5/15/13 SIG. [Signature]

CRSAT2R702K



# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

5/15/2013

N7286R

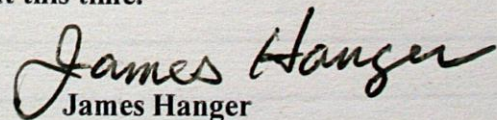
Tach: 5336.03 ACTT: 5336.03

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Battery box cleaned and painted. Replaced (1) rivet RH elev. Cuff. Repaired baffling under Alt. Repaired broken ground on alternator. OH dome light switch replaced. Radar Alt. post light bulb replaced. LH cowl flap assy. Hardware tightened. Exhaust heat duct replaced. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. Replaced

# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

instrument air filters PN: D9-14-5. C/W FAR 91.207D, ELT functional test and inspection, Replaced battery. Due June 2015. Checked bolt torque on stabilizer attach points. Adjusted Rt. and Lt. gear uplock roller per Beech V35MM. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. AD 94-04-03 wing spar inspection not due until 5495.0 tach time. Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**



James Hanger  
IA3322759A&P



# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

6/01/2014

N7286R

Tach: 5383.0

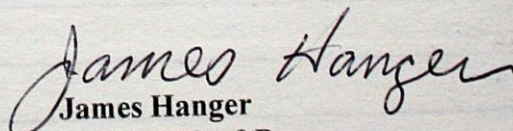
ACTT: 5383.0

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. Replaced LH uplock canvas boot. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Replaced LH tip tank transfer pump PN: 477-060E and replaced fuel cap o-rings PN: MS28775-339 left and right side. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection, Replaced battery. Due June 2015. Checked bolt torque on stabilizer attach points.

# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. AD 94-04-03 wing spar inspection not due until 5495.0 tach time. AD researched through issue 2014-10. Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**

  
James Hanger  
IA3322759A&P



RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Entries must be en Technician or Repa
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INSTALLED ALTIMETER, MOD. 671BK-010  
 S/N AF43-139433 CERTIFIED UNDER PART 43,  
 APPENDIX E AND TESTED AS PER 91.411  
 TO 20,000 FEET ON 6/3/15  
 BY: AT2R702K W.O. NO. 16084  
 CERTIFY THE STATIC SYSTEM TESTS REQUIRED  
 BY F.A.R. PART 91.411 HAVE BEEN PERFORMED  
 THIS DATE: 6/3/15 SIG. [Signature]  
 CRS AT2R702K

THIS TRANSPONDER SERIAL NUMBER  
84100359 <sup>975</sup>/<sub>330</sub> HAS BEEN TESTED IN  
 ACCORDANCE WITH F.A.R. PART 43,  
 APPENDIX F, AND MEETS THE REQUIREMENTS  
 OF F.A.R. 91.413

DATE: 6/3/15 SIG. [Signature]  
 CRS AT2R702K  
 AVIONICS SERVICES INC.  
 NORMAN, OKLAHOMA

ALTIMETER INDICATOR CALIBRATION			
SERIAL NO. <u>AF43-139433</u>			
Test Setting	Inst. Reading	Test Setting	Inst. Reading
-1000	-1005	14000	13990
0	-5	16000	15950
500	495	18000	17940
1000	1000	20000	19900
1500	1510	22000	
2000	2010	25000	
3000	3000	30000	
4000	4010	35000	
6000	6020		
8000	8020		
10000	10020		
12000	12010		
MECHANIC <u>[Signature]</u>		INSPECTOR <u>[Signature]</u>	
AVIONICS SERVICES INC. CRS AT2R702K			

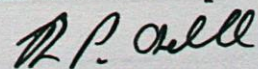


# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

7/23/2015 N7286R Tach: 5473.56 ACTT: 5473.56

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection, Replaced battery. Due July 2017. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. C/W AD 95-04-03 wing spar inspection not due until 5973.56 tach time. Replaced Lt. main tube (092-318-0). Replaced oil temp. cannon plug. C/W AD 01-08-08 V-band exhaust clamp. Next due 5873.56. Clamp replaced at this time. Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**



Ryan P. O'Neill  
IA3511407A&P

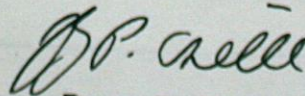


# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

8/24/2016 N7286R Tach: 5563.47 ACTT: 5563.47

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection. Due July 2017. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. Replaced o-rings in Lt. brake caliper. Aircraft test flown satisfactorily with no discrepancies noted. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.



Ryan P. O'Neill  
IA3511407A&P



**Autopilots Central, Inc.**

3112 North 74th East Avenue  
Hangar 23, Tulsa International Airport - Tulsa, OK 74115  
(918)836-6418 - Fax (918)832-0136  
FAA CRS CM2R747K  
Logbook Entry

Sold To: Red Carpet Charters  
11504 Core Ave  
Oklahoma City, OK 73170

Work Order: **AV17-04820**  
Acct Number: (405)613-6942

Opened: 3/30/2017  
Closed: 5/16/2017

Aircraft Number:	N7286R	Type:	V35	S/N:	D-9724		
Eng#	Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time

**Discrepancy: 1**Problem:

Bendix FCS810 autopilot system porpoising, customer thinks it might be the attitude indicator. Just had pitch servo rebuilt 2 months ago. Electric trim works when the autopilot is not engaged but the autopilot won't trim the airplane.

Action Taken:

Ground checked autopilot system, Sandal HSI roll followed HDG, CRS, and L/R signals but NAV and APPR intercepts seemed shallow. Pitch command worked ok up but when commanding down at about half down command pitch stopped running, the same with glideslope command input. Altitude hold seems to be sticking. Manual electric trim and auto trim worked ok, but aircraft trim system seems very stiff. Trim capstan seems to be ok, pitch capstan looks to be tight and roll capstan slips and ratchets.

**Discrepancy: 2**Problem:

Remove autopilot components for bench check.

Action Taken:

Remove autopilot components attitude gyro, flight controller, power supply, computer amplifier, altitude controller, pitch capstan, roll capstan, pitch servo and roll servo for bench check.

**Discrepancy: 3**Problem:

2179CFL Attitude Gyro S/N: 2432 (504-0016-901)

Action Taken:

PRELIMINARY INSPECTION: Bench tested unit and found mechanical roll null off 2 degrees left; roll output ok; pitch output looks ok; erected ok. Sublet for additional testing and repairs.  
WORK PERFORMED: Cleaned and adjusted brushes; cleaned slip rings. Unit tested ok.

**Discrepancy: 4**Problem:

FC-813A Flight Controller S/N: 1189 (4000256-8501)

Action Taken:

PRELIMINARY INSPECTION: Pitch command pot is loose on bracket.  
WORK PERFORMED: Troubleshoot controller, repaired and aligned pitch command pot. Bench checked and certified in reference to Bendix manual IB2810A-1, Revision 5 dated 1977.

**Discrepancy: 5**Problem:

PS-815A Power Supply S/N: 1702 (4000289-8503)

Action Taken:

PRELIMINARY INSPECTION: No problem seen, could use some mods for greater reliability and stability of outputs.  
WORK PERFORMED: Bench checked and certified in reference to Bendix manual IB2810A-1, Revision 5 dated 1977.

**Discrepancy: 6**Problem:

CA-814A Computer Amplifier S/N: 4224 (4000288-8504)

Action Taken:

WORK PERFORMED: Exchanged for S/N 3673



**Autopilots Central, Inc.**  
3112 North 74th East Avenue

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
4000288-8504	CA814A Computer S/N: 3673		1.00	Each		\$
4000288-8504	CA814A Computer S/N: 4224	✓	1.00	Each		\$

**Discrepancy: 7**

**Problem:**

AC 844B Altitude Controller S/N:2116 (4000186-8502)

**Action Taken:**

PRELIMINARY INSPECTION: Bench tested unit and found sticky output, but ok with minor vibration. No other problems seen @ this time. Sent out for further testing and repairs.

WORK PERFORMED: Disassembled unit; found all jewels and pivots very dirty and sticky. Cleaned pivots and jewels. Reassembled unit; tested and calibrated to specifications. Unit functional tested ok; calibration ok; outputs ok; case leak ok.

LIMITED REPAIR - 30 DAY WARRANTY

**Discrepancy: 8**

**Problem:**

4006670-0501 Pitch Capstan

**Action Taken:**

PRELIMINARY INSPECTION: Visual inspection shows the unit is very dirty and oily. Clean and set torque. Manufacturer's specifications are (22+/-2) in/lbs.  
WORK PERFORMED: Cleaned and inspected all parts. Lubed as necessary. Set torque to manufacturer's specifications (22+/-2) in/lbs. All maintenance, calibration, and bench checks were performed using Bendix maintenance manual 810-001 Revision no. 8 dated Feb 1978, as a reference.

**Discrepancy: 9**

**Problem:**

4006670-0501 Roll Capstan

**Action Taken:**

PRELIMINARY INSPECTION: Visual inspection shows the unit is very dirty and oily. Check torque and clean. Manufacturer's specifications are (50+/-5) in/lbs.  
WORK PERFORMED: Cleaned and inspected all parts. Lubed as necessary. Set torque to manufacturer's specifications (50+/-5) in/lbs. All maintenance, calibration, and bench checks were performed using Bendix maintenance manual 810-001 Revision no. 8 dated Feb 1978, as a reference.

**Discrepancy: 10**

**Problem:**

SE816A Pitch Servo S/N 3277 (4000291-8503)

**Action Taken:**

PRELIMINARY INSPECTION: Bench tested unit and found motor has high starting voltage; noisy and trim springs out of alignment.

Found unit was under warranty to Mid-Continent, shipped to Mid-Continent for repairs.

WORK PERFORMED: Complaint verified; repaired as necessary. Functionally tested to manufacturer's specifications. Set motor start up at 1 volt per customer. Set trim switches at 8in/lbs +/-1in/lbs. per customer. Motor a little sluggish, but within specifications and ok per customer. Cleaned and lubricated unit.

Sublet Service Completed: 5/15/2017

Performed By: Mid-Continent Instrument Co., Inc. PO #: PO17-17996

**Discrepancy: 11**

**Problem:**

Printed: 5/16/2017

Work Order: AV17-04820

Page: 2 of 4



**Autopilots Central, Inc.**  
3112 North 74th East Avenue

SA-816B Roll Servo S/N 2494 (4000290-8506)

**Action Taken:**

PRELIMINARY INSPECTION: Motor is bad and solenoid is sticky.

WORK PERFORMED: Cleaned motor and replaced bearings. Cleaned and lubricated motor geartrain. Cleaned and adjusted solenoid assembly. Performed MOD1 (grip rings). Solenoid pulls in at 9.8v. Overhauled and tested using Bendix manual IB2710, dated September 1975 as a reference.

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
36007-024C	Retaining Ring		2.00	Each		\$
SSR-2ZZHA7P58LG20P	Bearing, Servo		2.00	Each		\$

**Discrepancy: 12**

**Problem:**

Reinstall autopilot components for ground check and autopilot setup flight.

**Action Taken:**

Reinstall roll capstan, pitch capstan, pitch servo, attitude gyro, roll servo, altitude controller, console, computer amplifier and power supply.

Troubleshoot aircraft; pin drag female connectors and all tested good. Ground checked basic function of roll servo; rolls left and right.

**Discrepancy: 13**

**Problem:**

Elevator trim stiff, T/S

**Action Taken:**

Inspected and lubricated all pulleys and hinges. Checked cable tensions 1/16 - 15 lbs, 3/32 - 25 lbs. Up travel 3.5 degrees, down 26.2.

**Discrepancy: 14**

**Problem:**

Autopilot set up flight is due.

**Action Taken:**

Flew a/c on May 15th. Set HDG centering. Set HDG banks. Set NAV intercept angles. Set pitch centering, pitch up and down settings. NAV worked fine on VOR, LOC, and GPS. On the ILS approach to RW18R at KTUL the 3 amp trim circuit breaker blew. Reset breaker and shot a second ILS approach to RW18R with normal operation.

**Discrepancy: 15**

**Problem:**

Removed trim servo for bench test.

**Action Taken:**

Removed trim servo for bench test; after tripping circuit breaker in flight.

**Discrepancy: 16**

**Problem:**

ST-816A TRIM SERVO S/N: 3020 (4000292-8507)

**Action Taken:**

PRELIMINARY INSPECTION: Bench tested unit; no problems seen.

WORK PERFORMED: Bench tested servo; returned as received.

Reinstalled servo after bench test.

**Discrepancy: 17**

**Problem:**

Troubleshoot circuit breaker tripping issue

**Action Taken:**

Found Bendix install drawings call for 5 amp trim breaker in 14 volt aircraft. Removed 3 amp circuit breaker and replaced

Page: 3 of 4

Work Order: AV17-04820

Printed: 5/16/2017



**Autopilots Central, Inc.**  
3112 North 74th East Avenue

with 5 amp circuit breaker. Ground tested ok.

Part Number	Description	Credit	Quantity	Units	Unit Price	Exten
7277-2-5	Circuit Breaker, Klixon 5 Amp		1.00	Each		\$

**Discrepancy: 18**

**Problem:**

Close up aircraft; ready for delivery.

**Miscellaneous Charges:**

**Totals:**

Misc Supplies: \$

**SubTotal:**

**Charges:**

\$

\$

The articles and/or work hereon described is/are certified  
airworthy, (unless otherwise specified).

Autopilots Central, Inc.  
FAA CRS CM2R747K

Authorized Signature



INSTALLED ALTIMETER, MODEL 67/BK-010  
S/N AF43-139433, CERTIFIED UNDER PART 43,  
APPENDIX E, AND TESTED AS PER FAR 91.411 TO  
20,000 FEET ON 9/22/2017 BY  
AT2R702K W.O.# 16536

I CERTIFY THE STATIC SYSTEM TEST REQUIRED BY  
F.A.R. PART 91.411, HAVE BEEN PERFORMED, THIS  
DATE 9/22/2017 SIG. Phily Stark  
AVIONICS SERVICES INC.  
NORMAN, OKLAHOMA  
CRSAT2R702K

N7286R

THIS TRANSPONDER SERIAL NUMBER 47X-330  
84100359 HAS BEEN TESTED IN  
ACCORDANCE WITH F.A.R. PART 43,  
APPENDIX F, AND MEETS THE REQUIREMENTS  
OF F.A.R.91.413

DATE: 9/22/2017 SIG. Phily Stark  
CRS AT2R702K  
AVIONICS SERVICES INC.  
NORMAN, OKLAHOMA  
N7286R



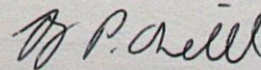
# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

9/25/2017 N7286R Tach: 5657.56 ACTT: 5657.56

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection. Due Sept. 2019. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. Replaced cabin floor duct (111716AX4XX15). Replaced heater duct with new SCAT12 ducting. Replaced #6 cylinder CHT probe (5050T). Replaced EGT probe (86255). Replaced Rt. main tire (072-300-0). Replaced nose tire (072-312-0). Aircraft test flown satisfactorily with no discrepancies noted. **I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.**

AD17-04-06 NA by part #.



Ryan P. O'Neill  
IA3511407A&P



# O'NEILL AIRCRAFT SALES & SERVICE

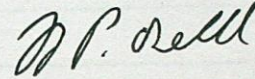
Norman, Oklahoma

3/15/2018

N7286R

Tach: 5718.68

Ran gear retraction through 5 cycles and checked emergency extension. No discrepancies noted. Replaced main aircraft battery (RG35AXC). Replaced cabin door lock assembly (36-38Q100-9). Aircraft returned to service for work performed.



Ryan P. O'Neill  
IA3511407A&P

# O'NEILL AIRCRAFT SALES & SERVICE

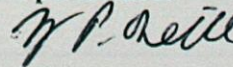
Norman, Oklahoma

4/27/2018

N7286R

Tach: 5729.1

Replaced alternator (ALX-9524R). Clutch tested and installed by D and B Aircraft Engines. Replaced voltage regulator (B-00403-1). Ops checked system with no discrepancies noted. Aircraft returned to service for work performed.



Ryan O'Neill  
IA3511407AP

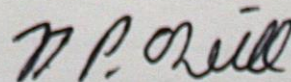


# O'NEILL AIRCRAFT SALES & SERVICE

Norman, Oklahoma

9/24/2018 N7286R Tach: 5775.5 ACTT: 5775.5

Jacked aircraft. Cleaned, inspected, and packed wheel bearings. Inspected brakes. Lubed gear. Ran gear retraction, both normal and emergency. Checked sector clearances, downlock tensions, uplock roller clearances, knee clearances, and uplock nose tension. All checks made in accordance with Beechcraft Bonanza maintenance manual. Serviced brake fluid. Cleaned, serviced, and charged battery. Ran operational light check. Checked control cable tensions and lubed controls. Cleaned fuel screen. Replaced vacuum regulator filter, p/n: B3-5-1. C/W FAR 91.207D, ELT functional test and inspection. Due Sept. 2019. C/W AD 07-08-08, uplock roller lube and inspection. C/W AD 76-07-12, bendix mag switch inspection. C/W AD 98-25-13, propeller inspection. C/W AD 94-20-04 R2, v-tail inspection. Replaced Rt. uplock cable spring (100942C0020-31). Replaced Rt. brake linings (066-10500). Replaced tail nav. bulb (GE89). Replaced Lt. main tire (072-313-0). Aircraft test flown satisfactorily with no discrepancies noted. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.



Ryan P. O'Neill  
IA3511407A&P



LOG ENTRY; N7286R, BEECH V35B, S/N D-9724, TACH: 5789.

INSTALLED NEW GARMIN MODEL, GTX-345 ADSB IN/OUT TRANSPONDER, AS PER FAA STC # SA01714WI, DATED MARCH 8, 2016.

INSTALLED DUAL G-5 ELECTRONIC FLIGHT DISPLAYS, AS PER FAA STC# SA01818WI, OCT 18, 2017, SEE FAA FORM 337, THIS DATE FOR DETAILS. EQUIP. LIST & WEIGHT/BALANCE REVISED. REPAIR AND INSPECTION PERFORMED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. DETAILS OF THIS REPAIR ARE ON FILE AT THE AGENCY UNDER W.O. # 16772. AVIONICS SERVICES INC. CRSAT2R702K, NORMAN, OKLAHOMA.

PHILIP STEELE

*Philip Steele*

DATE

*2/6/2019*

THIS TRANSPONDER MODEL GTX - 345  
SERIAL NUMBER 3EG024870  
HAS BEEN TESTED IN ACCORDANCE WITH  
F.A.R. PART 43, APPENDIX F, AND MEETS  
THE REQUIREMENTS OF F.A.R. 91.413.

DATE: 2/6/2019 SIG.

*Philip Steele*

AVIONICS SERVICES INC.

CRS AT2R702K

NORMAN, OKLAHOMA

A/C N# 7286R



INSTALLED ALTIMETER, MODEL 671BK-010  
S/N AF43-139433, CERTIFIED UNDER PART  
43, APPENDIX E, AND TESTED AS PER 91.411 TO  
20,000 FEET ON 10/31/2019  
BY AT2R702K W.O. 16926

I CERTIFY THE STATIC SYSTEM TEST REQUIRED BY  
F.A.R. PART 91.411, HAVE BEEN PERFORMED  
THIS DATE 10/31/2019 SIG Philly Stahl  
AVIONICS SERVICES INC.  
CRS AT2R702K

INSTALLED ALTIMETER, MODEL G-5  
S/N 4JQ 024733, CERTIFIED UNDER PART  
43, APPENDIX E, AND TESTED AS PER 91.411 TO  
20,000 FEET ON 10/31/2019  
BY AT2R702K W.O. 16926

I CERTIFY THE STATIC SYSTEM TEST REQUIRED BY  
F.A.R. PART 91.411, HAVE BEEN PERFORMED  
THIS DATE 10/31/2019 SIG Philly Stahl  
AVIONICS SERVICES INC.  
CRS AT2R702K

THIS TRANSPONDER MODEL GTX-345  
SERIAL NUMBER 3EG024870  
HAS BEEN TESTED IN ACCORDANCE WITH  
F.A.R. PART 43, APPENDIX F, AND MEETS  
THE REQUIREMENTS OF F.A.R. 91.413.

DATE: 10/31/2019 SIG Philly Stahl  
AVIONICS SERVICES INC.  
CRS AT2R702K  
NORMAN, OKLAHOMA  
A/C N# 7286R

DATE



**Date:** 03/08/2020    **Hours:** ACTT: 5810.80, Tach: 5810.80, Engine SMOH: 669.4,  
Tail#: N7286R                      Prop SMOH: 1061.8  
Make: Beechcraft                      Model: V35B                      S/N: D-9724

Performed Annual inspection in reference to 14CFR 43 appendix D checklist & Bonanza 35 series inspection checklist.

\*C/W AD 19-23-10 Aileron turnbuckle inspection & adjusted cable tension.

\*C/W AD 94-20-04 R1,R2 V-tail insp.by visual insp. Due again @ 5910.80

\*C/W AD 07-08-08 Up Lock roller lube. Due again @ 5910.80

\*C/W AD 76-07-12 Ignition Switches. Due again @ 5910.80

\*NOTE - AD 95-04-03 Wing front spar insp. Due @ 5973.56 Actt

\*C/W FAR 91.207(d) ELT Test and inspect. Installed new battery. Due FEB '22.

Replaced intake air filter. Repaired pilots seat retract mech. P/N: 60-530136-72.

Replaced fuel cap o'rings. Replaced instrument air filter P/N :RA-D-9-14-5. Installed

MTN Door steward P/N: B40C10-1 in accordance with installation instructions MVA-B40C10 M&O using permission of STC SA01120SE. 337 form filed with FAA.

-----continued----->>>>



**Date:** 03/08/2020    **Hours:** ACTT: 5810.80, Tach: 5810.80, Engine SMOH: 669.4,  
**Tail#:** N7286R                      Prop SMOH: 1061.8

**Make:** Beechcraft

**Model:** V35B

**S/N:** D-9724

-----Continued ----->>>>

Installed B&C 14VDC Stand-by Alternator System P/N: BC410-1, BC217-1A & Kit #  
410-500-3-2 in accordance with installation instructions and STC SA00724WI. 337  
form filed with the FAA.

I certify this Aircraft has been inspected in accordance with an Annual inspection and  
was determined to be in airworthy condition.

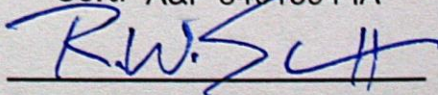
-----END-----

**Name:** Russell Scott

**Co:** Scotty A.I.R.

**Cert:** A&P 3401594 IA

**Sign:**





**Date:** 07/26/2021 **Hours:** ACTT: 5838.93, Tach: 5838.93, Engine SMOH: 697.53,  
**Tail#:** N7286R Prop SMOH: 1089.93

**Make:** Beechcraft **Model:** V35B **S/N:** D-9724

Performed Annual inspection in reference to 14CFR 43 appendix D checklist & Bonanza 35 series inspection checklist.

\*C/W AD 94-20-04 R1,R2 V-tail insp.by visual insp. Due again @ 5938.

\*C/W AD 07-08-08 Up Lock roller lube. Due again @ 5938.

\*C/W AD 76-07-12 Ignition Switches. Due again @ 5938.

\*NOTE - AD 95-04-03 Wing front spar insp. Due @ 5973.56 Actt

\*C/W FAR 91.207(d) ELT Test and inspect. Batt Due FEB '22.

\*C/W S.B. 4500-30-001 TKS pump test. Pump passed flow test.

\*C/W SEL-71-10 Flanged nut inspection. N/A not installed.

\*C/W SEL-79-03 Inspection of oil filter for debris, none found.

Replaced intake air filter. I certify this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

**Name:** Russell Scott

**Co:** Scotty A.I.R.

**Cert:** A&P 3401594 IA

**Sign:**

*Russell Scott*



AeroVets Aviation, LLC, 6600 S Mustang Field Road Hangar 4, El Reno OK 73036

**Date:** 08-15-2022 **Logbook:** Airframe **W/O:** 2166 **Tail Number:** N7286R

**Tach:** 5857.58 **Model:** V35B **Serial:** D-9724

Altimeter systems tests and inspections required by 14 CFR 91.411 have been accomplished with reference to CFR part 43 Appendix E, paragraph A,B,& C. Kollsman P/N 671BK-33186, S/N AF43-139433, and two Garmin G5 Electronic Flight Instrument P/N 011-03809-00 S/N's 4JQ024824 and 4JQ024733. Above systems and components were tested to 20,000' using ATEQ ADSE 650, S/N 5014. ATC transponder tests and inspections required by 14 CFR 91.413 were performed and found to comply with CFR Part 43 Appendix F. Garmin GTX 345 Transponder P/N 011-03302-00 S/N 3EG4024870. Tested using VIAVI AVX-10K S/N 1000000297.

The work described on the above work order was performed in accordance with current regulations of the FEDERAL AVIATION AGENCY. It is airworthy and is APPROVED FOR RETURN to service.

**Certificate:** AVAR827D | **Authorized RTS Technician:** Jeremy Michaels

**Sign:**

*Jeremy Michaels*

| **Date:** 08-15-2022





AeroVets Aviation, LLC., 6600 S Mustang Field Rd Hangar 4, El Reno OK (405) 276-2011

Date: 08-16-2022 Logbook: Airframe Tail Number: N7286R

Tach: 5857.58 Model: V35B Serial: D-9724

Performed static calibration on both G5 Flight Instruments with reference to Garmin G5 Electronic Flight Instrument Part 23 AML STC Installation Manual 190-01112-10, Rev. 29, dated 17/DEC/2021. Performed Garmin STC Service Bulletin 22011 Rev A, dated 11/JAN/2022, "G5 Electronic Flight Instrument Software Version 8.00". Updated both units.

The above work was performed with reference to AC 43.13-1B and AC 43.13-2B as applicable.

The aircraft and/or component listed on this work order 2039 were repaired and inspected I/A/W current FAA Regulations and are approved for return to service.

  
Jeremy Michaels - Airframe - 4187098

**Date:** 01/01/2023 **Hours:** ACTT: 5858.04, Tach: 5858.04, Engine SMOH: 716.64,  
**Tail#:** N7286R **Prop SMOH:** 1109.04

**Make:** Beechcraft **Model:** V35B **S/N:** D-9724

Performed Annual inspection in reference to 14CFR 43 appendix D checklist & Bonanza 35 series inspection checklist.

\*C/W AD 94-20-04 R1,R2 V-tail insp.by visual insp. Due again @ 5958.

\*C/W AD 07-08-08 Up Lock roller lube. Due again @ 5958.

\*C/W AD 76-07-12 Ignition Switches. Due again @ 5958.

\*NOTE - AD 95-04-03 Wing front spar insp. Due @ 5973.56 Actt

\*C/W FAR 91.207(d) ELT Test and inspect. Batt Due FEB '22.

\*C/W S.B. 4500-30-001 TKS pump test. Pump passed flow test.

Cleaned and lubed control surface cables under floor in cabin. Serviced brake reservoir. Serviced pilot side main gear strut with nitrogen.

Replaced intake air filter P/N: BA 8103-1. I certify this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

**Name:** Russell Scott

**Co:** Scotty A.I.R.

**Cert:** A&P 3401594 IA

**Sign:**

