



George Baker Aviation, Inc · 333 South Street · New Smyrna Beach, FL 32168 · 3868374073

N5861S

Beechcraft, 35-C33, S/N: CD-824

August 08, 2025

HOBBS: 3246.4

TTSN: 11119.3

1. Performed Annual Inspection in accordance with 14 CFR 43 appendix D, the Bonanza 33, 35, & 36 Annual Long Form Inspection Guide, reissued March, 1985, and the Textron Beechcraft Model Specific Shop or Maintenance Manual as a reference.
2. Lubed landing gear system and wheel bearings.
3. Inspected brakes, pads, rotors, and calipers for condition.
4. Performed landing gear retraction check and set all clearances to factory specs.
5. Lubed flight control bearings.
6. Removed airframe fuel screen, cleaned & re-installed.
7. ELT tested & inspected in accordance with FAR 91.207. Replaced battery with new. Battery due June 17, 2030.
8. All AD's researched through this date.
9. Adjusted inner gear door tension to proper specifications.
10. Drill out and replace upper cowling right-hand rivet with new.
11. Replaced fuel strainer screen with new, p/n 50-920040-10.
12. Replaced fuel strainer spring with new, p/n 11504ZT0324-3.
13. Cleaned cowling rails and applied chafe tape to cowling rails.



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14. Replaced the pilot shoulder harness cover plate with new, p/n 58-530081-9. Painted to match.
15. Repaired the tail cone phenolic and replaced nutplates & hardware with new.
16. Charged battery and performed capacity test. Battery failed @ 70.1% Recharged as per manufacturer's specifications and repeated capacity test. After the second failure, replaced battery with new, p/n RG-35AXC, s/n 70047534.
17. Removed and replaced left elevator KS4 thrust bearing with new.
18. Adjusted aileron control stops.
19. Adjusted left fuel cap tension.
20. Replaced interior door handle, p/n 35-5050-1P with new as per AD 97-14-15.
21. Serviced struts with Nitrogen to proper levels.
22. Removed nose wheel assembly, replaced tire and tube, balanced assembly, and reinstalled.
23. Removed, disassembled, cleaned, replaced o-rings, springs, and pistons (as required), and serviced the shimmy damper with fluid. Checked for leaks and reinstalled. Installed (x1) p/n 102809-093-026 - Shimmy Damper Cross Pin and (x2) p/n 100943-ZE316G - Shimmy Damper Spring.
24. Replaced front floor board with new.
25. Replaced main and nose retract rod shear pins with new. Installed P/N MS20392-2C25 - Nose Landing Gear Shear Pin, Installed (2) P/N MS20392-3C33 - Main Landing Gear Shear Pin.
26. Adjusted stop bolt to touch strut in uplock position.



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27. Adjusted right up-lock finger to roller clearance to within specifications, 0.10 - 0.20 inches.
28. Adjusted inner gear door tension to proper specifications.
29. Replaced pilot seat recline pin and replaced hardware with new.
30. Complied with AD 2007-08-08 by lubrication of the up-lock rollers. Next Due HOBBS: 3346.6.
31. Complied with AD 76-07-12 by moving the ignition switch to the off position during engine operation and verifying engine dies. The switch operates normally, and no defects are noted. Next Due HOBBS: 3346.4.
32. AD 95-04-03 Inspection of forward carry-through spar frames using visible dye penetrant methods, not due at this time. Next Due HOBS: 3344.2.
33. Replaced induction air filter with new, p/n BA-7112.
34. All inspections and work were performed with reference to the Textron Beechcraft Model 33, 35, or 36 specific Shop, Maintenance, and Parts Catalogs. With respect to the work performed, this aircraft is approved for return to service.

Curtis Boulware A&P IA 3232817

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N5861S

HOBBS: 3246.4

Continental, IO-470-N, S/N: 95225-1-N

TTSN: 1838.2

SMOH: 1838.2

August 08, 2025

1. Performed Annual Inspection in accordance with FAR 14 CFR 43 appendix D, the Bonanza 33, 35, & 36 Annual Long Form Inspection Guide, reissued March 1985, and the Continental M-0 Maintenance and Overhaul manual as a reference.
2. Performed Compression check. Compression taken with TCM master orifice tool. A compression resulting in a value of 44/80 indicates failure.
3. Compression Results: (1) 60/80 (2) 58/80 (3) 62/80 (4) 60/80 (5) 64/80 (6) 60/80.
4. Cleaned, tested, and re-installed all spark plugs.
5. Cleaned, inspected, and re-installed fuel injector nozzles.
6. Inspected the fuel screen for contaminants, none noted.
7. Inspected exhaust system, manifolds, tailpipes, and mufflers for leaks and damage, none noted.
8. Lubed all engine controls.
9. Run-up, mag check, prop check, fuel pressure & flow check, idle & mixture check satisfactory.
10. All AD's researched through this date.
11. All inspections and work were performed with reference to the Continental Aerospace Engine Model-specific M-0 Engine Maintenance, Overhaul, and Parts Catalogs. With respect to the work performed, this engine is approved for return to service.

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5861S
OBBS: 3246.4

Hartzell, PHC-L3YF-1RF, S/N: PQ79B
PTSN: 1838.2 PTSO: 1838.2

August 08, 2025

1. Performed Annual Inspection in accordance with 14 CFR 43 appendix D, the Bonanza 33, 35, 36 Annual Long Form Inspection Guide, reissued March 1985, and the Propeller Manufacturer's Owner's Manual as a reference.
2. Inspected condition of blades, hub, spinner, and backing plate. No defects noted.
3. All AD's researched through this date.
4. Dressed, cleaned, treated, repainted prop blades.
5. All inspections and work were performed with reference to the Propeller Model-specific Owner's Manual. With respect to the work performed, this propeller is approved for return to service.

tis Boulware A&P IA 3232817

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N5861S BEECH 35-C33 s/n CD-824 Hobbs: 3246.A WO# 52400 02/12/2025

See 91.411 and 91.413 this date.

The Altimeter/Altitude Reporting/Static system test required by FAR 91.411 was performed and complies with FAR 43 Appendix E.

The ATC Transponder test required by FAR 91.413 was performed and complies with FAR 43 Appendix F.



Doug Scibilla

FAACRS# G43R643N

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