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The image shows a dark, textured surface, likely the cover or endpaper of a book. A vertical crease or fold is visible on the left side, separating a darker, more uniform area from a lighter, more textured area on the right. The texture appears to be a fine, pebbled grain, characteristic of leather or a similar material. The lighting is somewhat uneven, with the right side being slightly brighter than the left. There are no visible titles, logos, or other markings on the surface.

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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DATE

From Previous Page

I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition.

David Townes Cox IA 2679578

David Za Ep

N18760 Tach 1096 Hrs Altitude 20,000

I certify that the altimeter, encoding and static system tests required by FAR 91.411 and FAR 91.413 have been successfully performed this date 1-18-2016

Technician *Don* WO 01205

McCain Aviation CRS4MVR101C Jackson, MS 769-232-4188

YEAR:

DATE

8/6/16

YEAR:

FEB 13, 2017 Aircraft Log Entry N18760

Tach Hours: 3464.23

Repair

YEAR:

DATE

Removed the following equipment: Bendix/King KX 155 Nav/Com, Bendix/King KT 76A Transponder, Garmin GTX 327 Transponder, ACK A-30 Altitude Encoder and a Beechcraft 35-5011-11 Navigation Antenna.

Installed a Garmin GTX 345 Mode S ADS-B Transponder with a Garmin Altitude Encoder. See FAA Form 337 for details and certification of the GTX 345 Transponder installation. Instructions for continued airworthiness and schematic drawings provided. The aircraft weight/balance and equipment list was revised. This complies with the requirements for ADS-B out capability I/A/W 14 CFR 91.227

Installed a Garmin SL 30 Nav/Com in place of the removed KX-155. Installed a Garmin 013-00112-00 Nav Signal combiner to provide a single RF input to the SL 30. Installed a Comant CI-157P Nav Antenna on the lower aft fuselage at F.S. 266.1. Evaluated these changes I/A/W FAR 43, Appendix A and determined these were a minor alterations to this aircraft. All work accomplished I/A/W AC43.13 - 1B and -2B in addition to applicable manufacturer's installation manuals.

This aircraft modification was inspected in accordance with current FAA Regulations and was found airworthy and is approved for return to service.

Dail Zep

AIP 2679578 IA

DATE

YEAR: _____
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 TIME
 DATE _____

N18760 AIRCRAFT LOGBOOK ENTRY 2-15-2017 TACH TIME 3464.23
 AIRCRAFT TOTAL TIME IN SERVICE 3464.12

Technician or Repair

Complied with AD note: 94-20-04R2 (d)(3)(I)(ii), due each 100hrs. 95-04-03 front spar inspection, per paragraph (b). See complete AD List in rear of this logbook. Cleaned fuel strainer. Serviced aircraft battery. Lubed mixture control cable. Replaced ELT battery. ELT inspected per FAR 91.207 (d). ELT battery expiration date is FEB 2019. Aircraft jacked, cleaned and repacked all wheel bearings. Replaced left and right brake cylinder o-rings. Replaced left and right brake linings. Landing gear retraction operational checked. Emergency landing gear extension operational checked. Engine washed and ground run, operational check OK, no leaks noted.

I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition.

David Townes Cox IA 2679578

David Townes Cox

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Repair

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1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 42829
4. Organization Name and Address: Berkshire Instrument 68611 LaSalle Road Montrose, CO 81401 United States FAA Repair Station VV5R289N			5. Work Order/Contract/Invoice Number: 42829		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	THC	1794TWS-27	1	9804-31	OK
12. Remarks: THE WORK ORDER REFERENCED DESCRIBES THE ACTUAL WORK PERFORMED. ALL WORK PERFORMED I.A.W. MANUAL 84-11-77 Rev. 01 6th main vol 3 The work specified in Block 11/12 was carried out in accordance with current regulations of the United States Federal Aviation Administration and is considered ready for return to service.					
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in condition for safe operation. ☐ Non-approved design data specified in Block 12.			14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:	13c. Approval/Authorization No.:		14b. Authorized Signature:	14c. Approval/Certificate No.: VV5R289N	
13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): John R. Ben		14e. Date (dd/mm/yyyy): 9 MAY 2017	

FAA Form 8130-3 (02-14)

*Installer must cross check eligibility with applicable Technical data.

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N18760 AIRCRAFT LOGBOOK ENTRY 5-26-2017 TACH TIME 3500.6

Removed pilots artificial horizon and directional gyros. Instruments overhauled by Berkshire Instrument, W/O's 42829 and 42836. Instruments reinstalled. See attached Form 8130-3's. Removed and replaced stand-by instrument air pump. Installed P/N 211CC, S/N 173169. Aircraft ground run, operational check OK.

David Townes Cox A&P 2679578

Daniel Zan Zan

N 1876

I certify that
FAR 91.411 a
successfully
Technician

McCain Aviat

N18760 Tach 3517 Altitude.
I certify that the altimeter, encoding and static system test required by
FAR 91.411 and the transponder test required by 91.412 have been
successfully performed this date. 6-21-17 hrs
Technician [Signature] Work Order 01372

McCain Aviation CRS4MVR101C

Tests, Repairs and Alterations:
(Time, Rating and Certificate Number of Technician or Repair
personnel for specific entries.)

N18760 AIRCRAFT LOGBOOK ENTRY 2-16-2018 TACH TIME 3594.39
AIRCRAFT TOTAL TIME IN SERVICE 3594.394

Complied with AD note: 94-20-04R2 (d)(3)(I)(i), due each 100hrs. See complete AD
List in rear of this logbook. Cleaned fuel strainer. Charged aircraft battery. ELT
inspected per FAR 91.207 (d). ELT battery expiration date is FEB 2019. Aircraft
jacked, cleaned and repacked all wheel bearings. Landing gear retraction operational
checked. Emergency landing gear extension operational checked. Engine washed and
ground run, operational check OK, no leaks noted.

I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL
INSPECTION and was determined to be in airworthy condition.

David Townes Cox IA 2679578

[Signature]

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Location or Repair

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David Z. Zep

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Station VV5R289N

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Quilts Top

Daniel Z. Zep

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Installed CO Guardian carbon monoxide detector in accordance with Drawing 01-552-01, Sheets 1,2,&3 dated 8-25-04 Revision 1R. List of ICA Requirements listed on Form 337 in aircraft records. Change to aircraft weight and balance was negligible.

David Townes Cox

Dail Z

Installed SureFly Tach 2 signal converter for SureFly electronic magneto, installed for right mag position. Install was done IAW SureFly Tach 2 Installation Instructions SF2002, Revision 1R. Change to aircraft weight and balance was negligible.

David Townes Cox

David Zan Zaf

07/23/2022 Hobbs1363.7 Tach 3983.0 ACTT 3983.0
N18760 s/n D-10070

an or Repair

Annual Inspection Completed: All flight controls checked and lubed. Ops check lights ok. Remove battery, charge and re-install. Replace battery box vent duct with new. Clean fuel strainer and clear vents. Service nose strut with MIL 5606, reseal shimmy dampener, reseal L&R brake master cylinders and brake calipers and service with MIL 5606. Replace all brake lining. Replace throttle, mixture and propeller engine control cables with new. Replace all FWF fuel and oil hose assemblies by PHT. Install D'Shannon Engine Baffle kit as per STC SA368CH and D'Shannon Installation instructions. See enclosed 337 this date. Paint inside engine cowl doors and replace L&R cowl edge chafe seal. Replace all EGT probe with new. Replace L&R muffler and tail pipe assemblies. Replace engine Lord mounts with new. Perform 5 fault free landing gear cycles including 1 emergency extension. Inspect and lube all landing gear linkages with Aeroshell #5. Replace all wheel bearings and races and service with A/S #5. Inspect ELT battery, and ops check ELT system as per FAR 91.207 (d) OK, ELT Battery expires 04-2023. C/W Ad 94-20-04 R2 as per par (d)(3)(I)(i), due each 100 hrs, next due @ ACTT 4083.0, C/W AD 95-04-03 as per par (b) visual ok no defects noted. Install RAM Aircraft O/H engine IO520BA, s/n 814440-R, Install McCauley O/H propeller 3A32C76/S82NB-2 s/n 881373. Replace propeller governor with new PCU5000, P/N 539224. Replace alternator with QAA O/H ALX 9524 s/n H-U101929. Aircraft ground run, all ok. All work performed IAW Beechcraft V35B maintenance schedule and service manual.

I Certify that this aircraft has been inspected in accordance with an
Annual Inspection and was determined to be in **Airworthy** condition.

James M. Chrestensen III
AP 3507385 IA

James M. Chrestensen III

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair
DATE				
				09/10/2023 Hobbs 1395.5 Tach 4079.93 ACTT 4079.93 N18760 s/n D-10070
				Annual Inspection Completed: All flight controls checked and lubed. Ops check lights ok. Remove battery, charge and re-install. Clean fuel strainer and clear vents. Perform 5 fault free landing gear cycles including 1 emergency extension. Inspect and lube all landing gear linkages with Aeroshell #5. Service all wheel bearings with A/S #5. Replace ELT battery, and ops check ELT system as per FAR 91.207 (d) OK, ELT Battery expires 12/2025. C/W AD 94-20-04 R2 as per par (d)(3)(I)(i), due each 100 hrs, next due @ ACTT 4179.93, C/W AD 95-04-03 as per par (b) visual ok no defects noted. C/W AD 23-05-16 N/A by crankshaft p/n 649896 s/n A061M1 installed, C/W AD 23-02-12 N/A by SAP cylinders installed, C/W AD 23-09-09 N/A by non-turbo engine installed. Aircraft ground run, ok. All work performed IAW Beechcraft V35B maintenance schedule and service manual.
				I Certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy condition.
				James M. Chrestensen III AP 3507385 IA
				<i>James M. Chrestensen III</i>

870-534-0588

TOMLINSON AVIONICS INC.

CERTIFIED REPAIR
STATION

619 C HANGAR ROW
PINE BLUFF AR 71601

#YN1R644K

I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST
REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED THIS DATE. THE ALTIMETER

S/N J71722 WAS TESTED TO 20K FT. ON 2-6-24

SIGNATURE [Signature]

DATE 2-6-24

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN
PERFORMED THIS DATE AND FOUND TO COMPLY. TRANSPONDER ATX345

S/N 3eg003147 DATE 2-6-24

MAKE & MODEL

SIGNATURE [Signature]

ACFT 4135.35

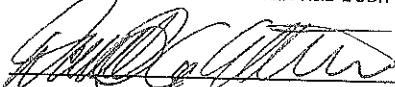
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DAT

Installed a new tempest AA3216CW dry air pump. Installed new inlet and inline filters for primary and standby pumps. Installed new MC002-381003-5 and -7 aileron rod ends. Adjusted aileron and throw-over cable tensions and rigging. Adjusted roll control servo bridle cable tension. Installed a new A35-950005-39M right exhaust stack. Installed a new RG35XC storage battery and replaced the positive cable insulation nipples. Installed an overhauled landing gear motor 35-380094-3 SN 893. OH performed by Consolidated FAA CRS G11R167K on WO 4796 dated 19JUL2024. Installed new 45-815091-3 main and 35-825188 nose gear down lock tension springs. Installed new 131553-6M main gear rod ends and ADNE5-323 forward nose gear rod ends. Installed a new left side uplock cable 35-815109. Installed new 100942C0020-31 alignment springs on both uplock cable clevis and new 35-815115 uplock springs. Secured tygon tubes to cable housings. Adjusted landing gear actuator switches for 1/4 turn stop space and adjusted main gear for .060 skin clearance in up position and 35 pounds up force on nose gear. Shimmed down force springs for 58 pounds left, 60 right and 65 nose gear. Adjusted both up lock cables to 52 pounds and set both up lock rollers to .015". Tested landing gear warning horn and both WOW retract inhibit switches. Adjusted nose and main gear doors for flush fit. Lubricated landing gear and wheel bearings. Rigged rudder elevator system with 35-590087 differential jig, tensioned and set cables to required lengths and adjusted neutrals with travel board. Replaced all seat roller cones. Replaced the 35-550567-29 heat distribution duct and the aft two flex ducts with silicone scat type ducting. Installed a new 2017-10 ELT indicator rheostat and treated the left wing wiring connector pins and sockets with Deoxit contact conditioner. Replaced loose rivets in base of forward nose bowl. Replaced carbon steel rivets in the pilot side right rudder pedal push rod to bell crank. Fabricated and installed a reinforcement on the left cowl flap trailing edge and milled out flap hinges for 1/4" bolts to eliminate looseness. Fabricated and installed a stainless firewall patch where the left exhaust tail pipe had contacted and eroded the base of the firewall. Tightened oil pressure indicating line adapter at aft firewall elbow. Complied with AD 94-20-04 R2 bulkhead inspection IAW para. (d)(3), no defects noted. Next due 4235.35. Complied with AD 76-07-12 Bendix Ignition Switch test, engine quits when extreme off position selected. Next due 4235.35. Serviced brake reservoir with Mil-H-5606. Work performed by D Entrekin and G Garland. This aircraft has been inspected IAW an annual inspection and is approved for return to service.

Signed:

Name:


David C Entrekin

Cert:

AP/IA 3398557

Date:

12/13/2024