

From 11/1/2012 To



**AIRFRAME
MAINTENANCE
RECORDS**

Registration No. N450YR

Serial No. CE978



AIRFRAME MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N450YR

Model F33A

Serial No. CE-978

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

Texarkana Aircraft Maintenance LLC
48 Globe Ave., Texarkana, AR 71854

1-Novemer-2012 A/C T T 1810.64
Beech F33A Bonanza, N450YR, S/N CE-978

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Complied with the following Airworthiness Directives:

- AD 2007-08-08 C/W By Lubrication of Uplock Rollers, Next Due @1910 Tach (100 Hours).
- AD 93-24-03, C/W By Inspection, no defects noted. Next due @ 2310.64 Tach (500 Hrs)

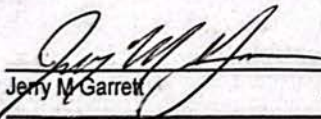
Other Maintenance:

- Removed and replaced Instrument Air Filter w/new filter.
- Removed and replaced RH Main Gear to Airframe Brake Hose Assembly w/new hose assembly.
- Removed and replaced Nose Gear Retract Rod Boot w/New Boot Assembly.
- Removed and replaced Lower Anti Collision Beacon Lamp w/new Lamp/
- ELT checked as per FAR 91.207 (d) and was found to operate properly.
- Cleaned, inspected and lubricates all wheel bearings.
- Performed gear retraction, warning horn, up-lock, down-lock cable tensions, safety switch and manual extension operational test to the landing gear system in accordance with the Hawker Beechcraft Service Manual and the gear system was found to operate properly.
- Lubricated airframe as needed.
- Removed, serviced and reinstalled battery.
- Inspected and checked all control cable tensions, all found within limits.
- Inspected and lubricated hinges, landing gear, rod ends, pulleys, serviced brake reservoir with 5606 fluid.
- Washed exterior of aircraft and cleaned and vacuumed interior.

Compression leak down checked as follows # 1 76/80, # 2 76/80, # 3 75/80, # 4 72/80, #5 68/80, #6 74/80 all compressions found within the acceptable cylinder pressure leakage limit of 48/80 for atmospheric conditions at the time the leak down test was performed.

All work described herein has been accomplished in accordance with the Continental and the Hawker Beechcraft Maintenance Manuals. I certify that this Aircraft has been inspected in accordance with a 100 Hour Inspection.

END



Jerry M. Garrett

A&P 2688220

Date 11-01-2012

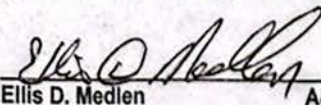
Texarkana Aircraft Maintenance LLC
48 Globe Ave., Texarkana, AR 71854

1-Novemer-2012 A/C T T 1810.64
Beech F33A Bonanza, N450YR, S/N CE-978

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I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was found to be in airworthy condition.

END



Ellis D. Medlen

A&P 3467450 IA

Date 11-01-2012

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
				N450YR 02-6-13 Tach Time 1847.5 Oil and filter changed using 10qt Phillips X/C & CH 48108-1 filter, replaced gaskets on oil pump housing & filter adapter, replaced right hand Exhaust collector assembly with new. Approval for return to service for work performed Ellis D Medlen A&P3467450

02/21/14 N450YR Tach and AFTT 1882.0 Aircraft opened for inspection and serviceing as per Beech service manuel. Changed oil and filter using 10 qts. Phillips X/C 20W50 oil and CH 48108-1 filter, old filter checked for metal, none noted, cleaned gapped and rotated spark plugs, cleaned fuel screens, jacked aircraft serviced wheel bearings, preformed gear swing and emergency extension, rebuilt both brake calipers using new MS-28875-222 O'rings, rebuilt pilot side brake master cylinders with new o'rings part # M83461/1-011 (2 ea.), M83461/1-113 (2 ea.), M83461/111 (2 ea.), checked ELT as per FAR 91.207 (d), AD 2007-08-08 C/W by lubrication of up lock rollers, next due @ 1982.0 (100 hr.), AD 93-24-03 PCW next due at 2310.64 AFTT, AD 95-04-03 PCW, next due at 1986.9 AFTT (500 hr.) Compression checked (#1) 72, (#2) 73, (#3) 73, (#4) 74, (#5) 76, (#6) 74/80. I certify that this Aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition.

THE END _____

Ellis D. Medlen A&P3467450IA



03/21/15 N450YR Tach and AFTT 1914.6 Aircraft opened for inspection and serviceing as per Beech service manuel. Changed oil and filter using 10 qts. Phillips X/C 20W50 oil and CH 48108-1 filter, old filter checked for metal, none noted, cleaned gapped and rotated spark plugs, cleaned fuel screens, jacked aircraft serviced wheel bearings, preformed gear swing and emergency extension, replaced gear warn switch with new V3-1, checked ELT as per FAR 91.207 (d), replaced main and remote battery's with new expire dates of 12/24, replaced all brake lineings (66-105), AD 2007-08-08 C/W by lubrication of up lock rollers, next due @ 2014.6 (100 hr.), AD 93-24-03 PCW next due at 2310.64 AFTT, AD 95-04-03 PCW, next due at 1986.9 AFTT (500 hr.) Compression checked (#1) 69, (#2) 70, (#3) 71, (#4) 69, (#5) 70, (#6) 74/80. I certify that this Aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition. THE END _____

Ellis D. Medlen A&P3467450IA



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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
4-8-16	Tach & Total	1949.5		TOTALS brought forward from previous page
				<p>Opened Aircraft for inspection & servicing as per Breakdown F33A Shop Manual. C/W AD 07-08-08 by lubrication (rept due @ 2049.5 100h) serviced battery, fluid reservoirs, lubricated aircraft as per manual, jacked aircraft, performed retraction & emergency extension, checked cable tensions, changed oil & filter using 10qt Phillips 20w50 x/c and CH48108-1 Filter, cleaned, oiled & re-tight plugs, compressions checked (#1) 71, (#2) 75, (#3) 70, (#4) 72, (#5) 72, (#6) 73/80. Checked EIT as per Far 91.207(d). I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an Air-worthy condition. Ellis D Medlen AOP3467450 IA</p>
5-17-17	Tach	2028.1		<p>Aircraft opened for inspection and servicing as per Breakdown F33A Manual for 100h/Annual. Replaced battery with new 62429 serial # 602967061, changed oil & filter using 10qt Phillips 20w50 & CH48108-1 Filter, Compressions 73/80 or better on all, replaced CAT gauge with serviceable unit, repaired rear seat belt control, C/W AD 07-08-08 by lubrication, rpt due @ 2128.1 (Tach) 100h, C/W AD 95-04-03 on wing spar, no cracks noted, rpt due @ 2528.1 Tach (500h) AD 93-24-03 on rudder spar due @ 2310.64, check EIT as per FAR 91.207(d) Closed aircraft and test run checking for leaks and ops, check normal, no leaks noted, Aircraft approved for return to service. I certify that this Aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an Air-worthy condition. Ellis D Medlen AOP3467450 IA</p>
				<p>03-01-2018 Tach & ACFT Total Time 2067.5 Replaced LH Flap actuator part # 45-521212-6604 with overhauled assembly, replaced flap actuator motor with new C145-450-3 (see 8130-3's) in logs, rigged flap system and approved for return to service for work preformed. Ellis D. Medlen A&P3467450 Ellis D Medlen</p>

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Wings Avionics, Inc. 421 Ernest Lancaster Dr. Fayetteville, AR 72701 W1NR1050
LOG ID# 4084 29-May-2018 WO# 6834 REF# 6834
N450YR S/N CE-978 BEECH F33A TACH 2075.9

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**** ITEM # 6834-1 REMOVE NSD360A FOR REPAIR-G/S FLAG ****

DISCREPANCY: REMOVE NSD360A HORIZONTAL SITUATION INDICATOR (HSI) FOR INSTRUMENT SHOP REPAIR - GLIDE SLOPE (G/S) FLAG IS INOP.

Model: NSD-360 Part#: 52D137-1333 Serial#: 1-12379A

ACTION: RAMP TESTED AND DUPLICATED THE CUSTOMER COMPLAINT OF INOPERATIVE NSD-360A HSI G/S FLAG. CHECKED G/S FLAG RESISTANCE WITH OHM METER AND FOUND RESISTANCE TO EXCEED 1 MEGAOHMS. REMOVED THE CENTURY FLIGHT SYSTEMS NSD-360A HSI, P/N 52D137-1333, S/N 1-12379A, FROM THE PILOT INSTRUMENT PANEL LOCATION, PACKAGED UNIT, AND SHIPPED FOR INSTRUMENT SHOP REPAIR. RETURNED REPAIRED NSD-360A HSI TO A/C, RECONNECTED MATING CONNECTORS / VACUUM HOSES, RAMP TESTED, AND FOUND UNIT OPERATIONAL. PERFORMED VISUAL INSPECTION OF CENTRAL VACUUM FILTER, AND FOUND VACUUM PUMP INLET AND GYRO INLINE VACUUM FILTERS HAD NOT BEEN REPLACED SINCE MAY, 2011. SEE TASK ITEM 14 FOR MORE DETAILS REGARDING VACUUM FILTER REPLACEMENT. PERFORMED ENGINE RUN AFTER VACUUM FILTER REPLACEMENT AND FOUND HSI FUNCTIONS OPERATIONAL.

**** ITEM # 6834-2 CHECK WET COMPASS-BACKLIGHT INOP ****

DISCREPANCY: CHECK WET COMPASS-BACKLIGHTING INOP.

Model: N/A Part#: N/A Serial#: N/A

ACTION: RAMP TESTED AND DUPLICATED CUSTOMER COMPLAINT. REMOVED GLARE SHIELD ASSEMBLY, PERFORMED VISUAL INSPECTION OF WHISKEY COMPASS WIRING, FOUND THE BACKLIGHTING POSITIVE AND NEGATIVE DIMMER INPUT WIRES HAD BEEN PARALLELED, AND BOTH COMPASS LIGHT WIRES WERE INTERFACED TO THE DIMMER POSITIVE INPUT SOURCE. RESEARCHED WIRING DIAGRAMS, LOCATED THE WET COMPASS DIMMER INPUT GROUND WIRE AT THE MOLEX MATING CONNECTOR, AND INTERFACED TO THE WET COMPASS BACKLIGHTING GROUND WIRE. FURTHER INSPECTION SHOWED THE EXISTING GLARE SHIELD FLOOD LIGHT WIRING WAS INCORRECT AT THE MOLEX MATING PLUG, AND CORRECTED INTERFACE WIRING. RECONNECTED GLARE SHIELD MATING PLUG, RAMP TESTED, AND

Wings Avionics, Inc. 421 Ernest Lancaster Dr. Fayetteville, AR 72701 W1NR1050
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VERIFIED GLARE SHIELD FLOOD LIGHTING AND WET COMPASS BACKLIGHTING WERE OPERATIONAL.

**** ITEM # 6834-3 CHECK BOTTOM ROTATING BEACON-INOP ****

DISCREPANCY: CHECK BOTTOM ROTATING BEACON-INOP.

Model: 90081 Part#: 01-0790081-01 Serial#: 1845602

ACTION: REMOVED A WHELEN ENGINEERING COMPANY 90081 SERIES BEACON FLASHER LIGHT ASSEMBLY, PART NUMBER (P/N) 01-0790081-01, SERIAL NUMBER (S/N) 1845602, FROM THE BOTTOM FUSELAGE MOUNTING LOCATION. INSTALLED A FACTORY NEW WHELEN ENGINEERING COMPANY INC. MODEL 7108015 LED FLASHING BEACON LIGHT ASSEMBLY, P/N 01-0771080-15, S/N 00300, IN THE LOCATION VACATED BY THE PREVIOUSLY REMOVED BEACON LIGHT. INSTALLATION COMPLETED IN ACCORDANCE WITH SUPPLEMENTAL TYPE CERTIFICATE (STC) NUMBER SA615EA, WITH A REISSUED DATE OF JULY 06, 2010; USING APPROVED MODEL LIST (AML) FOR STC SA615EA, WITH A REISSUED DATE OF JULY 06, 2010. POST-INSTALLATION GROUND CHECKS WERE PERFORMED IN ACCORDANCE WITH THE MANUFACTURER INSTALLATION MANUAL AND FOUND TO OPERATE PROPERLY. WEIGHT AND BALANCE RECORDS AND EQUIPMENT LIST REVISED. THE MAXIMUM CONTINUOUS ELECTRICAL LOAD DOES NOT EXCEED 80% OF TOTAL RATED CAPACITY PER AC 43.13-1B CHANGE 1, PARAGRAPH 11-35. THE MODEL 71080() SERIES LED BEACON FLASHING ANTI-COLLISION LIGHT ASSEMBLY DOCUMENT NUMBER 05131, REVISION D; CONTAINING OPERATION, CONTINUED AIRWORTHINESS, AND INSTALLATION PROCEDURES; ARE ATTACHED AS ADDITIONAL SHEETS FOLLOWING BLOCK 8 OF THE FAA FORM 337 DATED 05-29-2018, AND ARE NOW PART OF THE AIRCRAFT'S INSPECTION AND MAINTENANCE REQUIREMENTS.

**** ITEM # 6834-4 CHECK A/P ANNUNCIATOR BACKLIGHTING ****

DISCREPANCY: CHECK CENTURY 2000 AUTOPILOT (A/P) ANNUNCIATOR BACKLIGHTING-CUSTOMER REPORTS LIMITED OPERATION.

Model: CENTURY 2000 Part#: 1D937-CE2130H14391A Serial#: 115

ACTION: RAMP TESTED A/P BACKLIGHTING AND DUPLICATED CUSTOMER COMPLAINT. FOUND THE TEST, APPROACH, AND ALTITUDE HOLD SWITCHES WERE THE ONLY BUTTONS THAT HAD OPERATIONAL BACKLIGHTING. REMOVED CENTURY 2000 FLIGHT COMPUTER, P/N 1D937-CE2130H14391A, S/N 115, AND DISASSEMBLED FRONT BEZEL ASSEMBLY. REMOVED ALL TEN BACKLIGHTING INCANDESCENT BULBS AND INSTALLED TEN EACH REPLACEMENT 28 VOLT WHEAT BULB ASSEMBLIES. REASSEMBLED COMPUTER, RETURNED UNIT TO A/C, RAMP TESTED, AND VERIFIED BACKLIGHTING WAS OPERATIONAL. PERFORMED ENGINE RUN, RAMP TESTED A/P, AND FOUND ALL FUNCTIONS OPERATIONAL.

**** ITEM # 6834-5 CHECK PROP HEAT-INOP ****

DISCREPANCY: CHECK PROPELLER HEAT-CUSTOMER REPORTS INOP.

Model: N/A Part#: 3E1964-3 Serial#: G3969

ACTION: RAMP TESTED THE AIRCRAFT PROPELLER DE-ICER SYSTEM AND DUPLICATED CUSTOMER COMPLAINT. ISOLATED PROBLEM TO IMPROPERLY WIRED BRUSH MODULE LOCATED ON THE PROPELLER HUB. REMOVED BRUSH GROUND MODULE PIN "C" WIRE FROM EXISTING BATTERY ALTERNATOR LUG AND RELOCATED TO THE ALTERNATOR GROUND LUG PER THE BEECHCRAFT BONANZA WIRING DIAGRAM MANUAL, P/N 35-590102-9E1. RAMP TESTED PROPELLER DE-ICER SYSTEM AND FOUND OPERATIONAL. PERFORMED ENGINE RUN AND VERIFIED SYSTEM AND TIMER WERE OPERATIONAL.

**** ITEM # 6834-6 ADJUST RIGHT FUEL QUANTITY INDICATOR ****

DISCREPANCY: ADJUST RIGHT FUEL QUANTITY INDICATOR-CUSTOMER REPORTS GAUGE INDICATES LOW QUANTITY. RIGHT FUEL TANK IS FULL AND NO FUEL WAS USED ON TRIP TO KFVY. ADJUST FUEL CONDITIONER FOR FULL QUANTITY GAUGE INDICATION.

Model: N/A Part#: A11158-11 Serial#: 4526

ACTION: RAMP TESTED AND DUPLICATED CUSTOMER COMPLAINT OF RIGHT FUEL QUANTITY GAUGE INDICATING 3/4 VALUE WHEN RIGHT FUEL TANK WAS FULL. GAINED ACCESS TO THE ADJUSTMENT POTENTIOMETER LOCATED ON THE

RIGHT FUEL QUANTITY PRINTED CIRCUIT BOARD ASSEMBLY, AND ADJUSTED POTENTIOMETER TO MAXIMUM ADJUSTMENT FOR A FUEL GAUGE INDICATION OF 7/8. SWAPPED FUEL QUANTITY GAUGES FOR TROUBLESHOOTING PURPOSES, AND FOUND LOW FUEL GAUGE VALUE FOLLOWED THE FUEL CONDITIONER AND/OR FUEL SENDERS. FOUND DURING TESTING PROCEDURE THAT THE PIN TENSIONS ON THE FUEL CONDITIONER MATING PLUG WAS INTERMITTENT, AND MOVEMENT OF THE MATING PLUG CAUSED ERRATIC FUEL GAUGE INDICATION. REPLACED MATING PINS AT MOLEX CONNECTOR, RETESTED, AND COULD NOT REDUPLICATE INTERMITTENT OPERATION. INFORMED CUSTOMER OF FINDINGS AND NO FURTHER ACTION TAKEN.

**** ITEM # 6834-7 REMOVE GARMIN GTX327 XPDR ****

DISCREPANCY: DISASSEMBLE THE PRIMARY RADIO STACK AND REMOVE THE GARMIN GTX327 XPDR, RACK, AND MATING CONNECTOR. RETAIN THE EXISTING XPDR POWER, GROUND, AND GRAY CODE ALTITUDE REPORTING LINES FOR INTERFACE WITH THE GTX345 XPDR UPGRADE.

Model: GTX327 Part#: 011-00490-00 Serial#: 83727099

ACTION: RAMP CHECKED L-BAND ANTENNA SYSTEMS, DETERMINED THE EXISTING L-BAND XPDR BLADE ANTENNA WAS LOCATED BELOW THE COPILOT SEATING, AND THE EXISTING XPDR COAXIAL CABLE ASSEMBLY IS RG58 STYLE COAX AND REQUIRED REPLACEMENT. DISCONNECTED AIRCRAFT BATTERY POWER, REMOVED ALL PANEL MOUNTED AVIONICS, AND DISASSEMBLED THE PRIMARY RADIO RACK ASSEMBLY. DISASSEMBLED THE GTX327 XPDR MATING CONNECTOR AND RETAINED POWER, GROUND, AND GRAY CODE ALTITUDE REPORTING INTERFACE WIRING. FOUND DURING REMOVAL OF THE XPDR CIRCUIT BREAKER THAT A FACTORY INSTALLED COLLINS 28 VOLT TO 14 VOLT POWER CONVERTER, P/N 628-7990-001, S/N 9116, HAD NOT BEEN REMOVED DURING THE PREVIOUS GTX327 XPDR INSTALLATION. REMOVED THE COLLINS VOLTAGE CONVERTER LOCATED ON THE REAR AVIONICS SHELF, CAPPED WIRES, AND REMOVED THE REMAINING XPDR CIRCUIT BREAKER. DISASSEMBLED REQUIRED ACCESS PANELS AND REMOVED THE REMAINING RG58 XPDR COAXIAL CABLE ASSEMBLY. UPDATED WEIGHT AND BALANCE RECORDS AND REVISED EQUIPMENT LIST.

**** ITEM # 6834-8 INSTALL GARMIN GTX345 MODE S ADSB XPDR ****

DISCREPANCY: INSTALL A GARMIN GTX345 MODE S ADSB XPDR - INTERFACE TO THE GARMIN GNS530W AND GNS430W GLOBAL NAV SYSTEMS FOR TRAFFIC AND FIS-B WEATHER DISPLAY. A VISUAL INSPECTION OF THE EXISTING XPDR ANTENNA SYSTEM WAS PERFORMED AND WAS FOUND TO HAVE RG58 COAXIAL CABLE AND WILL REQUIRE REMOVAL AND REPLACEMENT WITH RG400 STYLE COAXIAL CABLE. THE XPDR BLADE ANTENNA IS LOCATED BELOW THE COPILOT SEATING.

Model: GTX345 Part#: 011-03302-00 Serial#: 3EG021763

ACTION: INSTALLED A GARMIN GTX345 PANEL MOUNTED MODE S XPDR WITH AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADSB) IN / OUT FUNCTIONALITY. THE GTX345 XPDR, PART NUMBER (P/N) 011-03302-00, SERIAL NUMBER (S/N) 3EG021763, WAS INSTALLED IN THE RADIO STACK LOCATION VACATED BY THE PREVIOUSLY REMOVED GTX327 XPDR USING THE FACTORY PROVIDED MOUNTING TRAY, AND WAS INTERFACED TO THE EXISTING XPDR BLADE ANT SYSTEM WITH A FABRICATED RG400 COAXIAL CABLE ASSEMBLY. THE GTX345 XPDR WAS INTERFACED TO THE EXISTING UNITED INSTRUMENTS 5035P-P46 ENCODING ALTIMETER FOR GRAY CODE ALTITUDE INPUT; AND WAS INTERFACED TO BOTH GNS530W AND GNS430W GLOBAL NAVIGATION SYSTEMS FOR DISPLAY OF TRAFFIC AND FIS-B WEATHER INFORMATION. INSTALLATION COMPLETED IN ACCORDANCE WITH SUPPLEMENTAL TYPE CERTIFICATE (STC) NUMBER SA01714WI, WITH AN AMENDED DATE OF MARCH 8, 2016; USING APPROVED MODEL LIST (AML) FOR STC SA01714WI, WITH A REVISED DATE OF DECEMBER 21, 2017. POST-INSTALLATION GROUND CHECKS WERE PERFORMED IN ACCORDANCE WITH THE MANUFACTURER INSTALLATION MANUALS AND FOUND TO OPERATE PROPERLY. WEIGHT AND BALANCE RECORDS AND EQUIPMENT LIST REVISED. THE MAXIMUM CONTINUOUS ELECTRICAL LOAD DOES NOT EXCEED 80% OF TOTAL RATED CAPACITY PER AC 43.13-1B CHANGE 1, PARAGRAPH 11-35. A GTX 335/345 SERIES ALL-IN-ONE ADS-B TRANSPONDER PILOT'S GUIDE, P/N 190-01499-00, REVISION C, DATED SEPTEMBER 9, 2016; AND A FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT (AFMS) FOR THE GARMIN GTX 33X AND GTX 3X5 TRANSPONDERS WITH ADS-B, GARMIN P/N 190-00734-15, REVISION 3, DATED DECEMBER 21, 2017, WERE PLACED IN THE AIRCRAFT RECORDS. FACTORY SUPPLIED GARMIN GTX 33X AND GTX 3X5 ADS-B MAINTENANCE MANUAL, P/N

Aircraft #

Engine Position

Engine Serial No.

WORK COMPLETED
DATE AND TIME PERSON PERFORMING WORK

WNR1000

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CONTAINS INSTRUCTIONS FOR CONTAINER
REPAIRS AND REPAIRS FOR 2017 DATED
11/15/2017

PERFORMED WORK ON 15N 280224 FROM
COMPLETION OF GARNER ST. SERVICE
11/15/2017. GARNER ST. SERVICE
11/15/2017. PERFORMED BY: WNR1000

PERFORMED WORK ON 15N 284754 FROM
COMPLETION OF GARNER ST. SERVICE
11/15/2017. GARNER ST. SERVICE
11/15/2017. PERFORMED BY: WNR1000

WNR1000

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REPAIRS FOR PROPER OPERATION AND
CHECK LEAKS AND WAS ADJUSTED. PERFORMED
REPAIRS AND SHIPPED UNIT FOR INSTRUMENT
CALIBRATION AND RETURNED UNIT TO A/C. PERFORMED
STATIC LEAK CHECKS OF 2,000 FEET FOR
BY PREVIOUSLY INSTALLED ENC ALTH FROM A/C.
REPAIRS RECEIVED AND RETURNED REPAIRED
124. TO A/C. UNIT TESTED, AND FOUND
OPERATIONAL.

REPAIRS FOR PROPER OPERATION AND
CHECK LEAKS AND WAS ADJUSTED. PERFORMED
REPAIRS AND SHIPPED UNIT FOR INSTRUMENT
CALIBRATION AND RETURNED UNIT TO A/C. PERFORMED
STATIC LEAK CHECKS OF 2,000 FEET FOR
BY PREVIOUSLY INSTALLED ENC ALTH FROM A/C.
REPAIRS RECEIVED AND RETURNED REPAIRED
124. TO A/C. UNIT TESTED, AND FOUND
OPERATIONAL.

Wings Avionics, Inc. 421 Ernest Lancaster Dr. Fayetteville, AR 72701 W1NR1050
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 N450YR S/N CE-978 BEECH F33A TACH 2075.9 Pg 8 / 9

DISCREPANCY: REPLACE LANDING GEAR SWITCH-FOUND INTERNAL SWITCH MECHANISM WOULD ROTATE IN PANEL MOUNTING LOCATION, AND SWITCH LOCKING COLLAR COULD NOT BE TIGHTENED PROPERLY DUE TO STRIPPED THREADS.
 Model: MS25125-E3 Part#: MS25125-E3 Serial#: N/A
 ACTION: FOUND DURING DISASSEMBLY OF THE CIRCUIT BREAKER PANEL FOR THE GTX345 XPDR INSTALLATION THAT THE LANDING GEAR SWITCH MECHANISM WOULD ROTATE IN THE SUB-PANEL MOUNTING LOCATION, AND THE GEAR SWITCH LOCKING COLLAR COULD NOT BE TIGHTENED PROPERLY DUE TO STRIPPED THREADS. FURTHER INSPECTION SHOWED THE INTERNAL SWITCH ASSEMBLY COULD BE ROTATED INDEPENDENTLY FROM THE SWITCH SHAFT INSIDE THE LOCKING COLLAR, AND SWITCH REQUIRED REPLACEMENT. ATTEMPTED TO REMOVE THE LANDING GEAR OUTER LOCKING NUT FROM THE LANDING GEAR SHAFT ASSEMBLY, FOUND THE OUTER LOCKING NUT HAD BEEN CROSS THREADED, AND THE EXISTING GEAR SWITCH ASSEMBLY HAD TO BE REMOVED IN SECTIONS. DISASSEMBLED THE REMAINING EL PANEL TO GAIN FULL ACCESS TO LANDING GEAR SWITCH ASSEMBLY AND REMOVED. INSTALLED A FACTORY NEW BEECH MS25125-E3 LANDING GEAR SWITCH, INTERFACED TO EXISTING WIRING, AND REINSTALLED THE PREVIOUSLY REMOVED EL PANEL ASSEMBLY. THE AIRCRAFT WAS RELOCATED TO SOUTH DELTA AVIATION, THE AIRCRAFT WAS PLACED ON JACKS, AIRCRAFT BATTERY WAS RECONNECTED, AND A GEAR SWING WAS PERFORMED TO ENSURE PROPER OPERATION.

**** ITEM # 6834-14 REPLACE CENTRAL VACUUM FILTERS ****
 DISCREPANCY: REPLACE CENTRAL VACUUM PRESSURE FILTERS.
 Model: AA2J4-7 Part#: AA2J4-7 Serial#: N/A
 ACTION: VISUAL INSPECTION OF THE CENTRAL VACUUM FILTER DATES INDICATED FILTERS HAD NOT BEEN REPLACED SINCE 2011. REMOVED THE EXISTING INTAKE AIR FILTER ELEMENT LOCATED ON THE REAR ENGINE MOUNTING LOCATION AND REPLACED WITH A FACTORY NEW TEMPEST FILTER ELEMENT, P/N AAD9-14-5. REMOVED THE EXISTING INLINE INSTRUMENT FILTER ASSEMBLY AND REPLACED WITH A FACTORY NEW TEMPEST FILTER ASSEMBLY, P/N

Wings Avionics, Inc. 421 Ernest Lancaster Dr. Fayetteville, AR 72701 W1NR1050
 LOG ID# 4084 29-May-2018 WO# 6834 REF# 6834
 N450YR S/N CE-978 BEECH F33A TACH 2075.9 Pg 9 / 9

AA2J4-7. PERFORMED ENGINE RUN AND FOUND AIRCRAFT VACUUM PRESSURE SYSTEM OPERATIONAL.
 MAINTENANCE RELEASE / RETURN TO SERVICE
 THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE.

Brad N Terry
 WINR1050 BRADY N TERRY Date 5-29-2018



I CERTIFY THAT THE TRANSPONDER INSPECTION REQUIRED BY FAR 91.413 HAS BEEN PERFORMED I/A/W PART 43, APPENDIX F.
 TYPE GTX345 S/N 3EG021763
 WINGS AVIONICS INC.
 421 ERNEST LANCASTER DR.
 FAYETTEVILLE, AR 72701
 W/O 6834
 SIGNED *Brad N Terry* DATE 5-29-2018



I CERTIFY THAT THE ALTIMETER SYSTEM AND ALTITUDE REPORTING SYSTEM TEST AND INSPECTION REQUIRED BY FAR 91.411 HAS BEEN PERFORMED I/A/W PART 43, APPENDIX E. THE ALTIMETER WAS TESTED TO 20,000 FEET BY:
 WINGS AVIONICS INC.
 421 ERNEST LANCASTER DR.
 FAYETTEVILLE, AR 72701
 W/O 6834
 SIGNED *Brad N Terry* DATE 5-29-2018



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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				<p>06/15/2018 Tach & ACFT Total Time 2077.4 Aircraft opened for inspection and servicing as per Beech manuel for 100 hr./ annual inspection. Changed oil and filter using 10 qts. Phillips X/C and CH 48108-1 filter, cleaned gapped and rotated plugs, lubrecated as per manuel, serviced brake fluid resivoir and bleed brakes, checked current and reacureing AD notes (see list in aircraft log for compliance), checked ELT as per FAR 91.207 (d), compression checked (#1) 70, (#2) 71, (#3) 70, (#4) 72, (#5) 73, (#6) 70/80. I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition. Ellis D. Medlen A&P 3467450 IA</p> 
				<p style="text-align: center;">N450YR</p>
				<p>07/01/2019 Tach & ACFT Total Time 2139.14 Aircraft opened for inspection and servicing as per Beech manuel for 100 hr./ annual inspection. Cleaned gapped and rotated plugs, lubrecated as per manuel, serviced brake fluid resivoir and bleed brakes, checked current and reacureing AD notes, C/W AD 17-16-01 by inspection as per AD, next due 07/2020 (12 mounths), C/W AD 07-08-08 landing gear up lock roller lubrication (next due @2239.14 100 hr.), C/W AD 76-07-12 by opps check of ignition switch (next due @2239.14 100 hr.) compression checked (#1) 68, (#2) 72, (#3) 72, (#4) 74, (#5) 72, (#6) 69/80, replaced EGT probe with new part # P-110, replaced gyro filter's part #'s D9-14-5 and AA2J4-7 in back up vacume system. I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition. Ellis D. Medlen A&P 3467450 IA</p> 
				<p>SUB-TOTALS this page</p> <p>TOTALS—Carry forward to next page</p>

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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N450YR

08/18/2020 Tach & total time 2181.2 Aircraft opened for inspection and servicing as per Beech F33 service manual and AC 43.13, the following maintenance was performed.

(1) Removed both brake disc and replaced with new part # RA164-02504, replaced all brake linings part # RA66-105 (8 each).

(2) resealed left brake caliper using new MS28775-222 o'ring's (2 each).

(3) replaced wheel bearing and race in right half of nose wheel with new 214-03200 cup and 214-03300 cone.

(4) cleaned and packed wheel bearing's (all)

(5) removed broken heat shield from right side muffler, repaired and reinstalled.

(6) drained oil, replaced oil drain valve with new S6250 quick drain valve, replaced oil.

(7) cleaned, gapped and rotated spark plug's.

(8) compression checked #1 71, #2 65, #3 70, #4 63, #5 66, #6 64/80.

(9) removed AK 450 ELT due to failed operational check.

(10) Installed ARTEX ELT 345 Emergency Locator Transmitter Part # A3-06-2880 Rev. F, software: K3-01-0106 Rev: F2, C/S TAC # 317, Serial # 317-05149, MFG. Date (ww/yy): 27/20, IC: 1322A-ELT345AF, CAGE Code 18560, 15-DIGIT HEX ID: 2DC89 EA83A FFBFF, Installed as per Artex Manual Y1-03-0282 Rev. H, Antenna Part # A3-06-2892-1, Serial # 387104-060 Rev. F dated 25/20, BATTERY EXPIRE DATE JULY 2027. See 337 dated this date for details.

(11) CW AD 07-08-08 BY LUBRICATION OF UPLOCK ROLLERS, next due 2281.2 (100 hr.)

AD 93-24-03 due at 2310.64 AFTT and AD 95-04-03 due at 2528.1

I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition. Ellis D. Medlen A&P 3467450 IA

Ellis D. Medlen

2-04-22	Tach	2230.7	Replaced ship battery with new 6V/242D
serial #		603117616	<i>Ellis D. Medlen</i>
			A&P 3467450

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N450YR

08/15/2022 Tach & ACFT Total Time 2261.1 Aircraft opened for inspection and servicing as per Beech manual for 100 hr./ annual inspection. Cleaned gapped and rotated plugs, lubricated as per manual, serviced brake fluid reservoir and bleed brakes, checked current and recureing AD notes, C/W AD 07-08-08 landing gear up lock roller lubrication (next due @2361.1 100 hr.), C/W AD 76-07-12 by opps check of ignition switch (next due @2361.1 100 hr.) C/W AD 84/26/02 by replacing induction filter with new 35-380035-7 next due at 2761.1 (500 hr. replacement), replaced approach flap switch and actuator with new units. Compression checked (#1) 70, (#2) 74, (#3) 69, (#4) 70, (#5) 70, (#6) 72/80. I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition.

Ellis D. Medlen A&P 3467450 IA



07/20/23 N450YR Tach Reads 2283.1 Replaced flap actuator moter part # C145-450-3 with new unit control # 5313470-1 from Air Power Inc. Arlington, Tx. Operated flaps numerous times and operate normal. Approved for return to service for work preformed Ellis D. Medlen A&P 3467450



N450YR 08/17/2023 Tach reads 2283.2 Installed Enhanced Flight Model BM-AIK2A Battery MINder Airframe Interface Kit as a minor alteration as per 14 CFR 1.1 and 21.93 (a) as it has no appreciable effect on the weight, balavce, structural strength, reliability, operational characteristics or other characteristics affecting the airworthiness of the aircraft, installed on aft side of right rear engine baffel using fabricated "L" brackett, positive wire conected to battery contacter thru a fuse holder and ground wire conected to stud on back of engine. Attached BatterMINder 24V-4A CEC2 chager/maintainer for Gill Batteries and preformed normal. Aircraft approved for return to service for work preformed.

Ellis D. Medlen A&P 3467450



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DATE
HOUR
MINUTE
OR
RECORDING
METER
TIME

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

TOTALS brought forward from previous page

N450YR

02/06/2024 Tach & ACFT Total Time 2293.4 Aircraft opened for inspection and servicing as per Beech manual for 100 hr./ annual inspection. Cleaned gapped and rotated plugs, lubricated as per manual, serviced brake fluid reservoir and bled brakes, checked current and reacqureing AD notes, C/W AD 07-08-08 landing gear up lock roller lubrication (next due @2393.4 100 hr.), C/W AD 76-07-12 by opps check of ignition switch (next due @2393.4 100 hr.) C/W AD 84/26/02 by replacing induction filter with new 35-380035-7 next due at 2761.1 (500 hr. replacement), AD 93-24-03 due @2310.64, AD 95-04-03 due @ 2528.1, top beacon in-op (replaced bulb with new), stall warning in-op (cleaned switch on wing and reinstalled on aircraft). Compression checked (#1) 70, (#2) 74, (#3) 69, (#4) 70, (#5) 70, (#6) 72/80. I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition.

Ellis D. Medlen A&P 3467450 IA



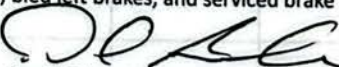
8-5-24

N450YR

Tach: 2298.53

SOUTH DELTA AVIATION
4248 S. School Ave. Fayetteville, AR. 72701
479-935-4891

- Troubleshoot and repair inoperative left brake. "Pedal goes to the floor".
1. Removed left brake caliper and replaced both piston O-rings. (MS28775-222)
 2. Left brake pads found to have very little wear.
 3. installed left brake caliper, bled left brakes, and serviced brake reservoir with Mil-H-5606 fluid.



David Baker A&P3135015

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Anchor Aviation LLC
153 Airport Road
ATTN: Dottie Clark
Hope, AR 71801

Make: Textron (Beech)
Model: F33A
Tail: N450YR
S/N: CE-978

Hours: TTAF: 2300.71, Tach: 2300.71, TSMOH: 567.21

Performed an Annual inspection on this airframe IAW FAR 43 Appendix D, using the Beechcraft Maintenance Manual inspection checklist as a guide.

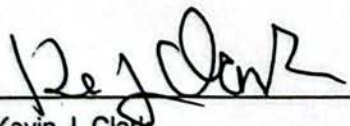
All airworthiness directives issued to date are complied with. See AD log for complete list. Applicable recurring AD's are:

1. AD 93-24-03, C/W By Inspection, no defects noted. Next due @ 2800.71 ACTT (500 Hrs)
2. AD 95-04-03 Wing Carry Through Spar Inspection. P/C/W, Next due @ 2528.1 ACTT (500 Hrs)
3. AD 84-26-02 All Paper Induction Air Filters, P/C/W, Next due @ 2761.1 ACTT (500 Hrs)

Other Maintenance performed:

1. R&R R/H wingtip light lens with P/N 000-170001-14.
2. R&R RH MLG tire and tube with 706C66-3 S/N 16093150670263 and Leak Guard P/N GL-7020B. Inflated to 36 PSI.
3. R&R L/H MLG tire and tube with 706C66-3 S/N 16093150690381 and Leak Guard P/N GL-7020B. Inflated to 36 PSI.
4. R&R Nose Gear Retract Rod Boot w/New Boot Assemblies.
5. R&R L/H MLG boot assembly, landing gear uplock with P/N 35-815156-4.
6. R&R R/H MLG boot assembly, landing gear uplock with P/N 35-815156-5.
7. R&R main vacuum system filters with P/N RA-B3-5-1, AAD9-14-5, and AA2J4-7.
8. R&R standby vacuum system filters with P/N RA-B3-5-1, AAD9-14-5, and AA2J4-7.
9. R&R both flap actuator access covers.
10. Repaired broken wire on taxi light.
11. R&R Right Exhaust Collector with all new attaching hardware and P/N A35-950005-37M.
12. R&R right exhaust clamp with P/N A35-950004-17KIT.
13. R&R L/H outer gear door with serviceable one P/N 35-815055-64.
14. R&R Rudder with all new attaching hardware to comply with AD 93-24-03.
15. R&R Both MLG uplock springs P/N 35-81511 and tension springs 1P/N 00942C0020-31
16. R&R all engine exhaust bracket grommets.
17. R&R L/H upper wheel well brake line P/N 350-4-0125.
18. Cleaned, inspected and lubricated wheel bearings.
19. Performed gear retraction, warning horn, up-lock, down-lock cable tensions, safety switch and manual extension operational test to the landing gear system in accordance with the Hawker Beechcraft Service Manual and the gear system was found to operate properly.
20. Bled and flushed brake system.
21. Removed, serviced and reinstalled battery.
22. Treated corrosion on battery box and repainted with acid resistant paint.
22. Inspected and lubricated hinges, landing gear, rod ends and pulleys.
23. ELT checked as per FAR 91.207 (d) and Install/Operation and Artex ELT 345 was found to operate properly. Main battery EXP Date 31 Jul 2027.
24. R&R Elevator cable turnbuckle and set cable tension temp chart in service manual.
25. Washed exterior of aircraft and cleaned and vacuumed interior.

I certify this aircraft has been inspected IAW an annual inspection and found to be in a airworthy condition.

Signed: 
Name: Kevin J. Clark

Cert: 2763051 A&P/IA
Date: 09/05/2025

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Date: 03/03/2026 Hours: TT: 2300.71 Tach: 2300.71 TSMOH: 567.21

Tail#: N450YR

Make: Textron (Beech) Model: F33A S/N: CE-978

1. R&R main aircraft battery with Concorde RG24-16 S/N 41500906.
2. Replaced fuse holder on batteryminder wiring.
3. Serviced tires with nitrogen. Main 40 PSI, Nose 40 PSI.

All work described herein has been accomplished in accordance with the Beechcraft Maintenance Manual, TCM Overhaul manual and/or Applicable Component Maintenance Manuals and has been determined to be in airworthy condition and is returned to service with respect to the work accomplished.

Name: Kevin J. Clark

Co: Anchor Aviation LLC

Cert: 2763051 A&P/IA

Sign: 

Date: 04/12/2026 Hours: TT: 2301.86 Tach: 2301.86 TSMOH: 567.21

Tail#: N450YR

Make: Textron (Beech) Model: F33A S/N: CE-978

Completed the following maintenance actions.

1. Ran engine and found alternator would overvolt as soon as it was turned on. Inspected wiring with no problems found. Determined voltage regulator was bad.
2. R&R voltage regulator with new P/N B-00387-1.

Engine ground run-checked with normal engine operation confirmed and no leaks noted. I certify that this aircraft /engine has been inspected and was determined to be in airworthy condition with respect to work performed.

Name: Kevin J. Clark

Co: Anchor Aviation LLC

Cert: 2763051 A&P/IA

Sign: 