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 **WESTERN AIRCRAFT INC.**  
PHONE 208-338-1800

4444 W. AERONCA ST., BOISE, IDAHO 83705, U.S.A.

DATE

LICENSE  
NUMBER

### LEFT ENGINE LOGBOOK INSERT

ENGINE MAKE TELEDYNE CONTINENTAL MODEL TSIO-520-WB3F S/N 274317-R

ENG TTSTRMAN 1299.4 CYCLES: N/A Installed on: Beech Baron S/N TJ-284 HOBBS: 520.9

Replaced all flammable hoses from the firewall forward with new manufactured hose assemblies and the leak checks revealed no discrepancies.

MAINTENANCE RELEASE: The Engine and/or component identified above was repaired and/or inspected, per current Regulations of the Federal Aviation Administration, and found to be airworthy with respect to the work performed, subsequently approved for return to service this date 28 Dec 2001.

Pertinent details are on file at this agency under Shop Work Order No. G4483

Signature of authorized Person

  
For FAA CERTIFIED REPAIR STATION NO. FE6R532N

Chris Binford

BROUGHT FORWARD

TOTALS

Iterations  
te Number of  
pecific entries.

DATE	RECORDING TACH TIME	TODAYS 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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**WESTERN AIRCRAFT INC.**  
PHONE 208-338-1800

4444 W. AERONCA ST., BOISE, IDAHO 83705, U.S.A.

Date **28 Dec 2001**

## AIRCRAFT LOGBOOK INSERT

AIRCRAFT MAKE BEECHCRAFT MODEL 58P N NUMBER N132Z S/N TJ-284  
HOBBS 520.9 TTSN 6094.4

Complied with a 1000 Hr. Structural Inspection in accordance with USDA Forest Service Approved Inspection Program,  
Schedule A, CLIN A & B, including the following items:

- 1). Dye-penetrant inspected the lower forward spar cap and fittings W.S. 23 to W.S. 38.
- 2). Visually inspected, with 10X magnification, the aft skin side piano hinge half that connects to the lower forward spar cap, by the landing gear opening.
- 3). Dye-penetrant inspected the upper aft center section "PI-FITTING" of the rear spar carry-thru.
- 4). Visually inspected, with 10X magnification, the forward carry-thru shear webs of the front spar carry-thru.
- 5). Visually inspected, with 10X magnification, the aft carry-thru shear webs of the rear spar carry-thru.
- 6). Dye-penetrant inspected the forgings for the main landing gear attach points and actuator attachments.
- 7). Dye-penetrant inspected the lower forward and aft spar caps in the vicinity of the main landing gear attach points.
- 8). Visually inspected, with 10X magnification, the fuselage skin and frames at the stringer cut-outs.
- 9). Visually inspected, with 10X magnification, the lower aft corner of the R/H door, the door post cut-outs and slotted holes.
- 10). Visually inspected, with 10X magnification, the L/H armrest structure at the forward and aft main spar frames to the longeron intersection.
- 11). Visually inspected, with 10X magnification, the frames at bottom of fuselage around the cut-outs and lighting holes.
- 12). Visually inspected, with 10X magnification, the R/H door aft post at the upper corner.
- 13). Dye-penetrant inspected the wing attachment fittings as per Beechcraft MM chapter 57-00-00 and replaced all wing attach bolts and nuts with new units with the following PN's; Bolts- 131790-3, NAS152-37, NAS 150-35 and MS21250-12024 Nuts- LH6422T126, LH6422T108 and EB-144.
- 14). Visually inspected the nose gear retraction mechanism bolts with no defects noted.
- 15). Visually inspected, with 10X magnification, all window attach holes, especially second L/H side window.
- 16). Visually inspected, with 10X magnification, the entire forward and aft pressure bulkheads.
- 17). Visually inspected, with 10X magnification, the vertical stabilizer to fuselage attach bolt holes.
- 18). Visually inspected, with 10X magnification, the horizontal stabilizer to fuselage attach bolt holes.

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Complied with the lubrication requirements of Beechcraft MM chapter 12, chart 204 on the following items;

1) Flap flex drives 2) Elevator trim tab actuator 3) Aileron trim tab actuator 4) Rudder trim tab actuator 5) Landing gear components (including the actuators), Internally pressure lubricated the throttle, propeller and mixture control cables.

Inspected and lubricated the trim and control pressure seals as per Beechcraft MM chapter 12.

Performed a cabin pressurization check as per the current Maintenance Manual, Chapter 21-30-00. Various leaks were found with the following areas being repaired with PRC; front bulkhead, various belly areas, front windshield, side window and the main gear pushrod o-rings were replaced as needed.

Complied with a 2000 hour Special Inspection, Schedule A as per USFS Progressive Inspection Procedures Manual Rev. 1 dated 01 Oct 2000, including the following items;

1) Overhauled the main and nose landing gear by disassembling the components, inspecting for wear, replacing the seals, and bushings, as required. The drag braces, actuating rods, bearings, and hardware are inspected and replaced, as required. Reinstalled on the aircraft, performed gear retractions tests, cable tension adjustments, and rigging checks. Repacked wheel bearings. Maintenance performed as per the current Beechcraft MM chapters 32-10-00 & 32-20-00.

2) Overhaul of the landing gear motor and actuator was found to be complied with at 4271.1 hours dated 23 Dec 1994. Actuator installed is PN 95-810017-13, which is due overhaul every 4000 hours. Next due at TTAF 8271.1.

3) Removed the flap drive gearbox (PN C160-40-1 & SN 8531) and reinstalled after overhaul by Commercial Aircraft Products Inc CRS CGRR546K. The flap system was rigged as per Beechcraft MM chapter 27-50-00 and SB 27-3478.

4) Overhauled the LH and RH flap actuators as per Beechcraft Component MM chapter 27-50-00, reinstalled and rigged as per MM chapter 27-50-00 page 201 and 202. The ops check of the flap system revealed no discrepancies.

1000 Hr. Avionics Inspection was complied with as per USDA F.S. Approved Inspection Program, IFB 49-99-10 Section C, Par. C.9. Additional work accomplished at this time;

Accomplished a repair to the T-Plate on the lower RH wing as per Raytheon Repair Procedures Drawing # FR-PI-00021.

Replaced the external "T"-Plate Doubler, located on the LH wing lower forward spar, just forward of the left main gear wheel well. Reference FAA form 337 dated 18 Dec 2001 for details of repair.

Repaired a small crack in the lower skin at the fuel tank drain hole on both the LH and RH wings with an outside doubler fabricated from .050 2024 T3 aluminum and riveted on as per AC 43.13-1B Chapter 4, Par. 4-58 and figure 4-16. See form 337 dated 19 Dec 2001 for details.

Replaced the LH and RH leading edge, inboard fuel cells with new units (PN LH 60-921057-3 & SN 01-33457, PN RH 60-921057-4 & SN CR607) and the leak checks revealed no discrepancies.

Replaced the LH outboard fuel cell with a new unit (PN 60-921046-1) and leak checked ok. SN removed is 94-05645 & SN installed is 01-33688.

Replaced the LH fuel boost pump with a new unit (PN 1D1-6) and leak checked ok. SN of the removed pump is 1A3 and the SN of the installed pump is 4AK-22.

Replaced the noise filters (PN 5JX2698) on the RH and LH fuel boost pump and repaired the wiring at the LH boost pump noise filter with the ops check of both pumps found to be normal.

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DATE	RECORDING	TODAYS	TOTAL	Description of Inspections, Tests, Repairs and Alterations
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Replaced the LH and RH flap flex drives shafts and casings with new units (PN's 12163Y-1 & 12163Y-63.31).

Replaced the pressurization test switch with a new unit (PN 94E42-2) and the ops check was ok.

Function tested the outflow and safety valves as per Beechcraft MM chapter 21-30-00. Replaced the outflow valve with an overhauled unit (PN 103648-6). SN of the removed unit is 89-935 and the SN of the installed unit is 63-1835. The ops check after replacement was good.

Replaced the evaporator blower filter with a new unit (PN 101-555171-1).

Installed a new combustion heater system airflow pressure switch (PN 94E42-2).

Repaired the heater transfer duct as needed by resin coating the worn or broken areas.

Replaced the heater duct (PN 35-550567-71) under the floorboards at the spar carry through with new.

Replaced various worn pulleys in the elevator and rudder cable systems as needed (PN MS 24566-3B).

Replaced the LH aft window with a new unit (PN 102-430166-7) as per chapter 56-20-00 page 201.

Replaced the windshield hot plate wiring cover with a new unit (PN 102-364044-59).

Cleaned corrosion off the battery box, repaired and repainted as needed and reinstalled.

Replaced the LH MLG uplock cable with a new unit (PN 106-810011-1) and rigged as per MM chapter 32-30-00 page 205-206 with the ops check good.

Replaced the overcenter springs on the LH and RH MLG with new units (PN 45-815091-3).

Replaced the nose landing gear retract rod with a new unit (PN 35-825191-13) as per MM chapter 32-30-00.

Repaired various broken wires on the propeller synch system and the ops check revealed no discrepancies.

Replaced the propeller deice brushes (PN RA1543-5) on both the RH and LH systems with the ops check revealing no discrepancies.

Replaced the RH wingtip static wick with a new unit (PN D/G 16165) and the bonding check was good.

Replaced various interior light bulbs (PN GE 303) and ops checked with no discrepancies noted.

Replaced a damaged section of pneumatic line inside the fuselage at the rear spar carry through area and accomplished a static leak check as per FAR 91.411 Part 43 App E with no defects noted.

Replaced the instrument air intake and inline filters with new units (PN's IJ4-7 & D9-14-5).

Replaced the copilot turn and bank indicator with a customer supplied unit which was overhauled by Pacific Southwest Instruments CRS # 408-91. The ops check was good. SN of the installed unit is C901 and the SN of the removed unit is 6216.

Replaced the lighting contactor and reset the power connector on the pilot side turn and bank with the ops check normal.

Repaired a damaged power wire to the avionics cooling fan and the ops check was good.

Bench check of the KI-525 HSI (PN 066-3046-01 & SN 35090) is accomplished this date, cleaned, lubricated, checked alignment, reinstalled and ground ops checked with no defects noted.

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AD 2001-17-13 Amnd. 39-12404 dated 11 Sep 2001 which pertains to the combustion heater regulator was found to be NA due to the affected regulator is not installed at this time.

AD 96-20-87 Amnd. 39-9773 dated 14 Nov 1996 which pertains to B-Series combustion heaters is accomplished at this time by a pressure decay test with no defects noted. This is due each 100 hours.

Mandatory SB 27-3478 dated Sep 2001 which pertains to the flap flex drive shaft assembly inspection is accomplished at this time by the replacement of the flap flex drive shafts.

SB 53-3159 dated 01 Aug 1999 is accomplished at this time by installing the 5<sup>th</sup> and 6<sup>th</sup> seat attachment kit as per Drawing # 102-4009.

Minor interior and exterior discrepancies were complied with and various loose rivets were replaced as needed at this time. - - END - -

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Pertinent details are on file at this agency under Shop Work Order No. G4483.

Signature of authorized Person

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