

Clint Barnes Aircraft Inspections

Clint Barnes IA&AP [REDACTED]

This V35B Beechcraft S/N D-9194 N3958A Continental IO 550 was brought to me at 76F to my personal hangar for a Annual Inspection on 8/18/2020. The Aircraft was flown by its new owner Rick Hinton, the owner talked to me immediately after the flight and talked about how good the engine ran at all RPMS from idle to full throttle. His opinion was "it was a rocket ship". Exterior paint in very good condition, skin and structure in very good condition, no damage and no corrosion. Windows were clear and good condition, Prop was new 3 blade Hartzell. Fuel tanks were not leaking, Fuel was drained and each tank was filled and checked for leaks. Fuel gauges were tested at that time, and verified working full to empty. Fuel caps had small leak. Fuel lube was put on O-rings and O-rings were ordered. The engine had good compressions in upper 70's. Fine wire spark plugs were installed. Mag were older BENDIX with 2 impulse couplings mags were sent out for 500 hour inspection. Wire harnesses were replaced with Kelly Aerospace, harnesses, air filter were replaced. Oil and filter changed and new oil was Aeroshell W100 and filter was installed CH48109-1, cut open and old filter only carbon was found. Engine controls in good condition and functioning. Fuel selector was labeled properly only 3 positions, no leaks found instrument panel was complete and functional, Gauges were all working. Placards were installed. Dual yoke installed and in good condition. Pilot did not report any bad flight characteristics. Cables and rigging were in good condition wing seals were old and replaced w/new from Performance Aero. Seats, seat belts and shoulder harness in good condition. ELT battery was expiring, replaced battery pack and function tested as per far 91.207 Apen (D) good. Landing gear had good appearance and was not leaking fluid. Landing gear had good appearance and was not leaking fluid, RH tire was worn and was replaced with new, brakes were in good condition and functioning properly. Fluid Res. Was filled full of 5606 Hyd. Fluid. Hoses were new braided stainless steel, landing gear retraction mechanism, gear Box, Rods, Springs, Rollers were all in good condition and functioning properly. Engine Components were in good condition and no leaks. Hoses were newer with fire sleeve. Routing was proper with now issues, No Debris was found in fuel filters and system was sumped with some water was found. Fuel Injectors were inspected and clean. Engine was ground test run with no issues, fuel and oil press was good and engine ran smooth at all power settings, max power was good, and no issues. Prop and Gov, were function tested good, Note at previous annual "Tip Tanks were removed and all fuel lines were secured. Fuel selector was removed and resealed and installed and leak checked" Fuel placard only showed 3 positions, that means it still was a 5 position selector but placard for 3. There is a switch near the placard, this switch near the placard, this switch was probably used to transfer fuel on the old system with a transfer pump. I did not use the switch during the annual because the system did not exist and was deactivated at the previous annual inspection. At the time of crash This A/C was brought to me for a vac, pump, replace. My opinion this aircraft was safe aircraft at the time that it left my hangar on 9/13/2020 it was flown for hours with no issues and no complaints by the owner. I would have flown this aircraft with no hesitation with my family.

- AD 94-20-04 Visual Insp. Of V-tail and fuse, BLKHDS
- AD 76-07-12 C/W Ignition Switch Insp.
- AD 95-04-03 Wing Spar Carry Through
- AD 2007-08-08 Uplock Roller
- AD 2001-23-10 Flap flex Shaft Assys
- AD 2001-08-08 V-Band Exhaust Clamps
- AD 97-14-15 Cabin Side Door and Utility Door Handle

Service Work Sheet
Work Order # N 3958A

Change Oil [REDACTED]
Type Oil [REDACTED] ARROSAHLL W100
Qts. Added [REDACTED] 12
Change Oil Filter [REDACTED] CH48109-1
Clean Oil Screen [REDACTED] N/A
Service Spark Plugs [REDACTED] CLEANED/INSP.
Test Ignition Harness [REDACTED] NEW
Check Induction Filter [REDACTED] REPLACED
Clean Air Box [REDACTED] CLEAN
Wash Engine [REDACTED] CLEAN
Dress Prop [REDACTED] NEW
Clean Fuel Screens [REDACTED] CLEANED/INSPECTED
Drain All Fuel Sumps [REDACTED] WATER FOUND

Lubed Flight Controls [REDACTED] LPS2
Lubed Trim Actuator [REDACTED] LPS2
Lubed Cabin Door Hinges [REDACTED] LPS2
Lubed Landing Gear [REDACTED] LPS2/GREASE
Lube Steering Tubes [REDACTED] LPS2/GREASE
Cleaned and Repack Wheel Bearings [REDACTED] GREASE
Lubed Brake Slide Pins [REDACTED]
Service Tires Main [REDACTED]
Service Tires ^{Nose} Main [REDACTED]
Clean & Lubed Steering Collar [REDACTED]
Check/Replace Vac & Inst Filters [REDACTED]
Service Battery [REDACTED] CHARGED
Service Hydraulic System [REDACTED] NA
Service Brake Reservoir [REDACTED] 5606
Test E.L.T (121.5) [REDACTED] R/R BATT, OPS CHECK GOOD

Wash Aircraft

Interior

Windows(clean)

MAINTENANCE DISCREPANCY WORKSHEET

A/C N NUMBER: _____

DATE: _____

INSPECTION: _____

ACTT: _____

ITEM	DISCREPANCY	CORRECTIVE ACTION
# 4	Date: 8/18/20 IGNITION HARNESS FRAYED	Date: 9/3/20 REMOVED OLD HARNESS. INSTALLED
RII REQ		NEW KELLY AEROSPACE IGNITION HARNESS
YES		AS REQUIRED, GROUND TEST RUN ENGINE
NO		OPS CHECK GOOD
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>	Sig: [Redacted]	Mec Sig: [Redacted] Lic#: _____
	P/N: [Redacted] S/N Off: _____	P/N On: [Redacted] S/N On: _____
	Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.	
	RII Description: _____	
		RII Sig: _____ Lic#: _____
# 5	Date: 8/18/20 LEFT STRUT LOW ON	Date: 8/29/20 R/R STRUT VALVE CORE
RII REQ	NITROGEN	WITH SERVICEABLE USED PART.
YES		SERVICED WITH NITROGEN TO PROPER LEVEL.
NO		
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>	Sig: [Redacted]	Mec [Redacted] Lic: _____
	P/N: [Redacted] S/N Off: _____	P/N On: [Redacted] S/N On: _____
	Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.	
	RII Description: _____	
		RII Sig: _____ Lic#: _____
# 6	Date: 8/18/20 NO ADSB	Date: 9/12/20 REMOVED TAIL NAV LIGHT
RII REQ		INSTALLED NEW UAVIONIX TAIL BRACON
YES		SRT UP AND ACTIVATED AS PER MFR,
NO		OPS CHECK GOOD
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>	Sig: [Redacted]	Mec S [Redacted] Lic: _____
	P/N On: [Redacted] S/N Off: _____	P/N On: [Redacted] S/N On: _____
	Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.	
	RII Description: _____	
		RII Insp: _____ Lic: _____

MAINTENANCE DISCREPANCY WORKSHEET

A/C N NUMBER: _____

DATE: _____

INSPECTION: _____

ACTT: _____

ITEM	DISCREPANCY	CORRECTIVE ACTION
# 7	Date: 8/18/20 ELT BATT, EXPIRING	Date: 9/2/20 R/R ELT BATT WITH NEW
RII REQ YES _____ NO _____		P/N BP-1026 NEW EXP DATE NOV 2022 FUNCTION TESTED GOOD AS PER FAR 91.207 APRN (D) INSTALLED IN A/C.
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>		
Sig: [Redacted]		Mec Sig: [Redacted] Lic#: _____
P/N Off: _____ S/N Off: _____		P/N On: _____ S/N On: _____
Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.		
RII Description: _____		
RII Sig: _____ Lic#: _____		
# 8	Date: 8/18/20 INDUCTION AIR FILTER DUE FOR REPLACEMENT	Date: 8/19/20 R/R INDUCTION AIR FILTER WITH NEW BA-7/12
RII REQ YES _____		
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>		
Sig: [Redacted]		Mec Sig: [Redacted] Lic: _____
P/N Off: _____ S/N Off: _____		P/N On: _____ S/N On: _____
Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.		
RII Description: _____		
RII Sig: _____ Lic#: _____		
9	Date: 8/18/20 VAC FILTERS DIRTY	Date: 8/19/20 R/R VAC FILTERS WITH NEW B3-5-1
RII REQ YES _____ NO _____		
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>		
Sig: [Redacted]		Mec Sig: [Redacted] Lic: _____
P/N Off: _____ S/N Off: _____		P/N On: _____ S/N On: _____
Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.		
RII Description: _____		
RII Insp: _____ Lic: _____		

MAINTENANCE DISCREPANCY WORKSHEET

A/C N NUMBER: _____

DATE: _____

INSPECTION: _____

ACTT: _____

ITEM	DISCREPANCY	CORRECTIVE ACTION
# 10	Date: 8/18/20 WING SEALS TORN AND DETERIORATED.	Date: 9/5/20 R/R WING SEALS WITH NEW FROM PERFORMANCE Aero, GLUED DOWN WITH 3M 1300L CONTACT GLUE.
RII REQ YES _____ NO _____		
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>	Sig: [Redacted]	Mec: [Redacted] Lic#: _____
	P/N Off: _____ S/N Off: _____	P/N On: _____ S/N On: _____
	Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.	
	RII Description: _____	
	RII Sig: _____	Lic#: _____
# 11	Date: 8/18/20 CHECK FUEL TANKS FOR LEAKS	Date: 8/20/20 DRAINED LH AND RH TANKS AND FILLED INDIVIDUALLY TO CHECK FOR LEAKS. NO LEAKS FOUND. VERIFIED FUEL GAUGES FUNCTIONING CORRECTLY.
RII REQ YES _____ NO _____		
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>	Sig: [Redacted]	Mec: [Redacted] Lic: _____
	P/N Off: _____ S/N Off: _____	P/N On: _____ S/N On: _____
	Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.	
	RII Description: _____	
	RII Sig: _____	Lic#: _____
# 12	Date: 8/18/20 FUEL CAP ORINGS LEAKING	Date: 9/12/20 PARTS ON ORDER
RII REQ YES _____ NO _____		
<small>RII Requirements: Assure all work associated with RII item has been correctly performed in accordance with the aircraft, engine, propeller, and/or component manufacturers instructions.</small>	Sig: [Redacted]	Mec: [Redacted] Lic: _____
	P/N Off: _____ S/N Off: _____	P/N On: _____ S/N On: _____
	Ini. _____ Assure all hand and shop tools have been accounted for and returned to their proper storage.	
	RII Description: _____	
	RII Insp: _____	Lic: _____



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<u>2009-25-01</u>	1/8/2010	Shoulder harnessess
<u>2008-13-17</u>	8/6/2008	Circuit breaker toggle switches
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<u>2006-03-08</u>	3/10/2006	Vacuum pumps
<u>2005-01-19</u>	2/23/2005	Mode S transponders
<u>94-20-04 R2</u>	6/27/2003	Empennage aft fuselage
<u>2001-23-17</u>	12/28/2001	GNS 430 units
<u>2001-23-10</u>	12/13/2001	Flap Flex Shaft Assemblies
<u>2001-08-08</u>	6/7/2001	V-band Exhaust Clamp
<u>98-21-21 R1</u>	5/1/2000	Electric Inflatable Door Seals
<u>98-14-03</u>	8/16/1998	Transponders
<u>97-16-10</u>	9/18/1997	Filters
<u>97-14-15</u>	9/2/1997	Cabin Side Door And Utility Door Handle

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<u>97-06-11</u>	5/16/1997	Ruddervator Differential Tail Control Rod Assy
<u>96-12-22</u>	7/31/1996	Full Flow Engine Oil Adapter
<u>95-04-03</u>	4/7/1995	Wing Spar
<u>92-17-01</u>	9/11/1992	Fuel Metering Unit
<u>91-20-08</u>	10/31/1991	Fresh Air Blower Housing
<u>88-21-02</u>	10/31/1988	Seat Tracks
<u>87-18-06 R1</u>	2/5/1988	Seat Recline Actuator Handle
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14 CFR Appendix D to Part 43 - Scope and Detail of Items (as Applicable to the Particular Aircraft) To Be Included in Annual and 100-Hour Inspections

CFR

Appendix D to Part 43 - Scope and Detail of Items (as Applicable to the Particular Aircraft) To Be Included in Annual and 100-Hour Inspections

- (a) Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine.
- (b) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the fuselage and hull group:
 - (1) Fabric and skin - for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.
 - (2) Systems and components - for improper installation, apparent defects, and unsatisfactory operation.
 - (3) Envelope, gas bags, ballast tanks, and related parts - for poor condition.
- (c) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:
 - (1) Generally - for uncleanness and loose equipment that might foul the controls.
 - (2) Seats and safety belts - for poor condition and apparent defects.
 - (3) Windows and windshields - for deterioration and breakage.
 - (4) Instruments - for poor condition, mounting, marking, and (where practicable) improper operation.
 - (5) Flight and engine controls - for improper installation and improper operation.

(6) Batteries - for improper installation and improper charge.

(7) All systems - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(d) Each person performing an annual or 100-hour inspection shall inspect (where applicable) components of the engine and nacelle group as follows:

(1) Engine section - for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.

(2) Studs and nuts - for improper torquing and obvious defects.

(3) Internal engine - for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.

(4) Engine mount - for cracks, looseness of mounting, and looseness of engine to mount.

(5) Flexible vibration dampeners - for poor condition and deterioration.

(6) Engine controls - for defects, improper travel, and improper safetying.

(7) Lines, hoses, and clamps - for leaks, improper condition and looseness.

(8) Exhaust stacks - for cracks, defects, and improper attachment.

(9) Accessories - for apparent defects in security of mounting.

(10) All systems - for improper installation, poor general condition, defects, and insecure attachment.

(11) Cowling - for cracks, and defects.

(e) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:

(1) All units - for poor condition and insecurity of attachment.

(2) Shock absorbing devices - for improper oleo fluid level.

(3) Linkages, trusses, and members - for undue or excessive wear fatigue, and distortion.

(4) Retracting and locking mechanism - for improper operation.

(5) Hydraulic lines - for leakage.

(6) Electrical system - for chafing and improper operation of switches.

(7) Wheels - for cracks, defects, and condition of bearings.

(8) Tires - for wear and cuts.

(9) Brakes - for improper adjustment.

(10) Floats and skis - for insecure attachment and obvious or apparent defects.

(f) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.

(g) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.

(h) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:

(1) Propeller assembly - for cracks, nicks, binds, and oil leakage.

(2) Bolts - for improper torquing and lack of safetying.

(3) Anti-icing devices - for improper operations and obvious defects.

(4) Control mechanisms - for improper operation, insecure mounting, and restricted travel.

(i) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the radio group:

(1) Radio and electronic equipment - for improper installation and insecure mounting.

(2) Wiring and conduits - for improper routing, insecure mounting, and obvious defects.

(3) Bonding and shielding - for improper installation and poor condition.

(4) Antenna including trailing antenna - for poor condition, insecure mounting, and improper operation.

(j) Each person performing an annual or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.