DATE 19____	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.)
01 JUL 2017	**TACH 333.8 HRSA/C TOTAL TIME 2375.8 HRS**			
				All work and inspection done in accordance with Beechcraft Bonanza Series Maintenance Manual, dated May 9, 1980 for model V35B and the inspection checklist found in CH 5. Inspected ducting, wiring bundles for chafing and security—checked as good. Flight controls and engine control movements are full, smooth, and without binding. Brake pads, tires and gear swing are all—good. ELT batter due 05-2020. I certify that this aircraft has been inspected in accordance with an annual inspection and determined to be in an airworthy condition.
				Sherman Wallis IA [redacted]

DATE 19_____	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.)
01 NOV 2018	**TACH 341.0 HRS**			**A/C TOTAL TIME 2375.8 HRS**
All work and inspection done in accordance with Beechcraft Bonanza Series Maintenance Manual. dated May 9, 1980 for model V35B and the inspection checklist found in CH 5. Inspected ducting, wiring bundles for chafing and security—checked as good. Flight controls and engine control movements are full, smooth, and without binding. Brake pads, tires and gear swing are all—good. ELT battery due 05-2020. I certify that this aircraft has been inspected in accordance with an annual inspection and determined to be in an airworthy condition.				
Sherman Wallis [redacted]				

DATE 19_____	RECORD TACH TIME
07 NOV 20	
All work a Maintenan checklist fo security—c smooth, an Nitrogen w correct). E accordance condition.	
Sherman	

DATE 19____	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.)
07 NOV 2019	**TACH 355.6 HRS**		**A/C TOTAL TIME 2397.6 HRS**	All work and inspection done in accordance with Beechcraft Bonanza Series Maintenance Manual, dated May 9, 1980 for model V35B and the inspection checklist found in CH 5. Inspected ducting, wiring bundles for chafing and security—checked as good. Flight controls and engine control movements are full, smooth, and without binding. Brake pads, tires and gear swing are all—good. Nitrogen was added to right landing gear—IAW instructions as placarded (is correct). ELT battery due 05-2020. I certify that this aircraft has been inspected in accordance with an annual inspection and determined to be in an airworthy condition.
Sherman Wallis	[redacted]			

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FliteWing Inc.
3280 25th St. SE
Salem, OR. 97302

Date: 5/3/2020
PO Box 13047
Salem, OR. 97309

Tach: 390.4 N444PM TTAF: 2432.4

Performed an Annual inspection using the Beech V35B service manual and FAR 43 appendix (d) as a guide. Complied with FAR 91.207 paragraph (d) ELT inspection and found it to operate normally. Battery expires DEC 2024. Complied with AD 2007-08-08 (effective date 5/25/07) by lube and inspection of up-lock rollers, due again in 100 hours. Complied with AD 94-20-04 (effective date 6/27/03) by inspection of the v-tail and fuselage structure, due again in 100 hours. Complied with AD 95-04-03 (effective date 4/7/95) by inspection of the spar carry through with no cracks found, due again in 500 hours. Packed all wheel bearings. Checked gear rigging, swung gear several times and performed an emergency extend. Replaced seals in both brake actuators and pilots master cylinders then bled hydraulic system. Topped reservoir. Purchased the STC and inspected previously installed Concorde RG-35-AXC battery to confirm compliance with STC SA00638WI. See FAA form 337 this date. Replaced all fluid carrying hoses firewall forward. Repaired overhead dome light switch. Replaced instrument air filters. Installed a Tailbeacon ADS-B transmitter in accordance with the STC, document number UAV-1002514-001. For reference, the password is Chockpilot and the SSID is Beacon 3FFA. Troubleshoot and replaced right fuel gauge circuit board P/N 58-364041-9. Calibrated both fuel gauges. This aircraft has been inspected in accordance with an Annual inspection and was determined to be airworthy.

This aircraft and/or component identified above was repaired or inspected in accordance with current FAA regulations and is approved for return to service only for the work accomplished.

M Ward [redacted]

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FliteWing Inc.
3280 25th St. SE
Salem, OR. 97302

Date: 6/17/2021
PO Box 13047
Salem, OR. 97309

Tach: 442.2 N444PM TTAF: 2484.2

Performed an Annual inspection using the Beech V35B service manual and FAR 43 appendix (d) as a guide. Complied with FAR 91.207 paragraph (d) ELT inspection and found it to operate normally. Battery expires DEC 2024. Complied with AD 2007-08-08 (effective date 5/25/07) by lube and inspection of up-lock rollers, due again in 100 hours. Complied with AD 94-20-04 (effective date 6/27/03) by inspection of the v-tail and fuselage structure, due again in 100 hours. AD 95-04-03 (effective date 4/7/95) inspection of the spar carry through due again at 857.7 Tach. Complied with SI 0488-281r2 inspection of vent lines and filler caps. Complied with SI 0166-258R1 inspection of flexible air ducts. Packed all wheel bearings. Checked gear rigging, swung gear several times and performed an emergency extend. Replaced seals in the pilots right brake master cylinder then bled hydraulic system. Topped reservoir. Cleaned TKS system filter and ops checked this system. Adjusted the throttle warning horn switch. Replaced one beacon light bulb. This aircraft has been inspected in accordance with an Annual inspection and was determined to be airworthy.

This aircraft and/or component identified above was repaired or inspected in accordance with current FAA regulations and is approved for return to service only for the work accomplished.

M Ward [redacted]