



**Aircraft Sales • Maintenance  
Charters • Instruction • Storage**

**Frankfort Aviation Service, Inc.  
Box I  
Frankfort, Illinois 60423**

September 9, 1988

Steven Harrison  
1203 S. Huck Drive  
Rolla, MI 65401

Dear Steven:

Enclosed you will find copies of the work orders that you have requested. For the pages marked "work order entries" I have typed from the original write-ups as we no longer have copies of the work orders. The last annual was completed on 11-01-86. Please note that Rec. Hr. Meter means Tach time, T.T. means Total time and also T.T. on the engine write ups is engine total time. Also enclosed are copies of the 337 forms and AD listing. The AD listing is from April 1, 1980 but as read the work orders the AD's were kept up to date. Ken Neilsen purchased the aircraft from Russ Toby on October 1, 1977. Times of the airframe, engine, and propeller at time of sale was not available.

I hope all this information helps you out. If you have any questions or need further assistant please call anytime. If you have any questions about the aircraft directories, call here and ask for Bruce Rebechini.

Sincerely yours,

Kimberly Hoffman  
Service Department

**Telephone: 815-469-2311  
Telex: 723-440**

Work order entries...

TYPE: Beech 35 B33  
N# : 9742Y  
s/n: CD-611

AIRFRAME

DATE: 12-20-78  
W.O. # 2412  
T.T.: 1956.76  
TACH: 0

Installed a new Beech engine tach 00.0 hours. A Garwin directional gyro (s/n 5440). Also installed a new Airborne 114-4 vacuum filter and set the vacuum pressure. Installed Beech Aircraft Corp. control wheel kit 35-663-1A.

Joel M. Arnold

TYPE: Beechcraft 35-B33  
N# : 9742Y  
s/n: CD-611

AIRFRAME

DATE: 3-10-79  
W.O.#: 2469  
T.T.: 1969.21  
TACH: 12.45

At this time this aircraft was opened and cleaned for a 100 hour inspection. All systems and controls were checked for proper operation and condition. The aircraft was lubed as required. The landing gear was washed, greased, and complete retraction test performed.

Other work accomplished at this time was an Alcor model 35 EGT kit was installed, gauge (s/n 130518). The beacon and strobe switch were replaced. Elevator hinge attach screws and push pull rods tighten. Nose gear steering links (p/n 35-825173, 35-825035, and 50-820130-4) and attaching hardware were replaced. Repaired upper and pilot's airvent controller. Flaps were rigged. The brake linings were replaced. All filters were serviced. The ELT battery was replaced, replace by 1980.

Airworthiness directives 79-01-01 N/A by S/N, 78-09-07 impulse inspection due before 975 hours total mag time, 76-07-12 mag switch complied with due every 100 hours, 77-02-08 Narco ELT complied with due every 90 days and 78-05-06 N/A by manufacture of fuel tanks.--END-- I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

Bruce Rebechini  
A&P2224931

TYPE: Beechcraft 35-B33  
N#: 9742Y  
S/N: CD-611  
ENG: IO-470K-12  
S/N: 92760R

ENGINE

DATE: 3-10-79  
W.O.#: 2469  
T.T.: 94.09 (Tach 1969.21)  
TSMOH: ----  
REC. HR. METER: 94.09

At this time the engine was opened and cleaned for inspection and all components were inspected in accordance with Beech service manuals. All cylinders were removed and sent to G & N Aircraft for reconditioning as needed. Pistons were cleaned and new rings were fitted. Cylinders were reinstalled with new seals and gaskets where needed. Oil was drained and engine was serviced with 10 quarts of Aeroshell grade 80 non-detergent oil. Plugs were cleaned and gapped and leads were tested. Propeller was sanded and repainted. Magneto's were opened and points were checked and set. Magneto to engine timing was adjusted.---END--- I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

Nelson E. Cadwallader A&P327504630

Work Order write ups continued.

TYPE: Beechcraft 35-B33  
N#: 9742Y  
S/N: CD-611

AIRCRAFT

DATE: 4-01-80  
W.O.#: 2933  
T.T.: 2088.07  
TACH: 131.31

At this time the aircraft was opened, inspected and serviced as per service manual. All controls and systems were checked for proper operation and were lubed as required. A retraction test was performed. The landing gear was cleaned and lubed. The wheel bearings were repacked. Both wheel cylinders were rebuilt. New brake linings were installed on both wheels. The shimmy dampener was serviced. A new induction air filter and induction air hose assembly were installed. A new throttle valve air blast duct was replaced. The engine cowl door gaskets were replaced. The EGT system was recalibrated. The tach cable was lubed. The rubber boots on the master relay were all replaced. The battery was serviced and battery box cleaned and painted. The foul weather window seal was replaced. The altimeter was recertified by Joliet Avionics 3-19-80 (see service tag). The static system was tested on 3-24-80 in accordance with F.A.R. 91.170 and part 43, appendix E as required. Both of the top beacon bulbs and one bottom beacon bulb was replaced. Complied with AD 64-07-03 effective date 4-10-64, spinner bulkhead bolts were inspected and found to be the proper length. AD 76-07-12 effective 8-20-77 was complied with by a magneto switch off check during engine run up and is due again in 100 hours at a tach time of 231.31. AD 76-03-05 effective 2-17-76 was previously complied with by the installation of a stand-off from the battery box to the tach cable housing. AD 72-22-01 effective 8-25-72 part C was complied with by greasing the main gear up-lock rollers and is due again in 100 hours at a tach time of 231.31. All AD's were checked through bi-weekly 80-05 and all applicable AD's have been complied with.--END-- I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

Kenneth D. Sandine  
A&P310569101

TYPE: Beechcraft 35-B33  
N#: 9742Y  
S/N: CD-611  
ENG.: Cont. IO-470K-12B  
S/N: 92760-R

ENGINE

DATE: 4-01-80  
W.O.#: 2933  
T.T.: 212.95  
TSMOH: ----  
TACH: 131.31

At this time the engine was inspected and serviced as per service manual. A compression check was performed with the following results: #1-73/80, #2-72/80, #3-76/80, #4-75/80, #5-72/80, #6-71/80. The oil was drained and the screen inspected. The engine was serviced with 10 quarts of Phillips x/c 20w50 oil. The spark plugs were cleaned, gapped and checked. The fuel injectors were cleaned. The magneto's were opened and timing was checked. The air/oil separator was removed and cleaned. The oil cooler was removed and a new gasket was installed. A new induction air filter and induction air hose assembly were installed. Complied with AD 64-07-03 effective 4-10-64, the spinner bulkhead bolts were inspected and determined to be of proper length. AD's were checked through bi-weekly 80-05 and all applicable AD's have been complied with.--END-- I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

Kenneth D. Sandine  
A&P310569101

Work order entry cont...

TYPE: Beechcraft 35-B33  
N#: 9742H  
S/N: CD-611

AIRFRAME

DATE: 12-15-80  
W.O.#: 3304  
T.T.: 2156.27  
TACH: 199.51

At this time installed a new Beryl's engine breather air/oil separator, in accordance with drawing number B1014 and STC SA2653WE. Part number B-1114-M s/n B-100278-28. Removed two existing engine separators at STA 33.3. Beryl's separator installed at same STA no weight change.---END---

James K. Turcich  
A&P31848299

TYPE: Beechcraft 35-B33  
N#: 9742Y  
S/N: CD-611

AIRFRAME

DATE: 5-06-81  
W.O.#: 3574  
T.T.: 2166.13  
TACH: 209.37

At this time the airframe was opened and cleaned for a 100 hour inspection. Airframe was serviced and inspected as per Beechcraft service manual. Both mains and nose wheel bearings were cleaned and greased. Left main tire was rotated. New brake linings (p/n 066-0200) were installed on both main wheels. A gear retraction test was performed and gear was cleaned and lubed. Fuselage top air vent scoop was re-rigged for proper operation. Door stop was repaired. Flap tracks were cleaned and lubed. Replaced o-rings and seals (p/n A57G-363) in both brake master cylinders. A new ELT battery was installed expiration date for this battery is July 28, 1982. AD 72-22-01 effective date 10-25-72, part C landing gear uplock was complied with by lubing gear uplock rollers. Next inspection is due again in 100 hours at a tach time of 309.37. AD 76-07-12 effective date 8-30-77, Bendix magneto switch was complied with by a magneto switch off check, next inspection is due again in 100 hours at a tach time of 309.37. All AD's were checked through bi-weekly 81-08.--END-- I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

John A. O'Neill  
A&P358526248

TYPE: Beechcrat 35-B33  
N#: 9742Y  
S/N: CD-611  
ENG: Cont. IO-470K-12B  
S/N: 92760-R

ENGINE

DATE: 5-06-81  
W.O.#: 3574  
T.T.: 290.94  
TSMOH: -----  
TACH: 209.3

At this time the engine was opened, cleaned and inspected in accordance with a 100 hour inspection as per service manual. Compression was checked with the following results: #1-74/80, #2-76/80, #3-76/80, #4-73/80, #5-76/80, #6-76/80. Magneto timing to engine was checked, ignition leads were tested. Spark plugs were cleaned, inspected, gapped and tested. All fuel injectors were removed, inspected and cleaned. Engine oil was drained and refilled with 10 quarts of Phillips 20w50 detergent oil. Engine oil screen was inspected and cleaned. All engine controls were checked and lubriacted as needed. Engine was washed. Propeller was dressed and repainted. AD 78-09-07R2 impulse coupling inspection effective 11-03-80 is due every 500 hours, first inspection due 500 hours engine T.T.. All AD's were checked through bi-weekly 81-08.--END-- I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kevin Clark A&P318603162