



A/c Copy

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Beechcraft	MODEL G-33
	SERIAL NO. CD 1293	NATIONALITY AND REGISTRATION MARK USA N-166B
2. OWNER	NAME (As shown on registration certificate) Cardinal Aviation	ADDRESS (As shown on registration certificate) Bowman Field Louisville, Kentucky 40205

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	..... (As described in item 1 above) .....			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Cardinal Aviation Bowman Field Louisville, Kentucky 40205	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 4271
---	--	----------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations, and that the information furnished herein is true and correct to the best of my knowledge.

DATE 1 April 1977	SIGNATURE OF AUTHORIZED INDIVIDUAL Michael W. Irwin
----------------------	--

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 1 April 1977	CERTIFICATE OR DESIGNATION NO. 4271	SIGNATURE OF AUTHORIZED INDIVIDUAL Michael W. Irwin		

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Fuselage: Repaired by installing the following parts supplied by Beechcraft.

1 ea.	L/H Keel Assy	P/N 35-415343-2
1 ea.	R/H Keel Assy	P/N 35-415343-5
1 ea.	R/H Angle	P/N 35-410444-24
1 ea.	L/H Angle	P/N 35-410444-23
1 ea.	R/H Stiffener	P/N 35-400473-16
1 ea.	P/N Stiffener	P/N 35-400473-18
1 ea.	P/N Stringer	P/N 35-410000-47
1 ea.	R/H Doubler Assy	P/N 35-410460-10
1 ea.	L/H Engine Compartment Skin	P/N 35-410452-142
1 ea.	R/H Engine Compartment Skin	P/N 35-410452-143
1 ea.	Piston and Fork Assy	P/N 35-825195-603
1 ea.	Knee, Upper Torque	P/N 35-820107-5
1 ea.	L/H Door Assy Nose	P/N 35-410077-30
1 ea.	R/H Door Assy Nose	P/N 35-410077-31
1 ea.	Braze Assy	P/N 35-825087-14
1 ea.	Bracket Assy. Landing Light	P/N 35-364259-1

Left Wing: Repaired by installing the following parts supplied by Beechcraft.

1 ea.	Rib Assy L/H	P/N 35-115031
1 ea.	Rib Assy L/H	P/N 35-115034
1 ea.	Skin Aileron L/H	P/N 33-130000-3
1 ea.	Rib Assy Aileron L/H	P/N 35-135025-10
1 ea.	Tip Assy wing L/H	P/N 35-175001-1

Right Wing: Repaired by installing the following parts supplied by Beechcraft.

1 ea.	Rear Spar Assy	P/N 35-115050-605
1 ea.	Rib Assy Sta 34	P/N 35-115110-2
1 ea.	Rib Assy Sta 45	P/N 35-115304-602
1 ea.	Rib Assy Sta 191	P/N 35-115031-1
1 ea.	Rib Assy Sta 191	P/N 35-115034-1
1 ea.	Skin	P/N 35-115431-100
1 ea.	Skin	P/N 35-115265-1
1 ea.	Door Inbd.	P/N 35-815055-611
1 ea.	Door Inbd.	P/N 35-815055-57
1 ea.	Tip Assy	P/N 35-175001-1
1 ea.	Leg Assy Maingear Retarct	P/N 35-815155-611
1 ea.	Cylinder R/H	P/N 35-815246-3
1 ea.	Shock Assy Lower	P/N 35-815260-4

All work accomplished in accordance with A.C. 43.13-1 and Beechcraft service manual.

Nothing Below this line

ADDITIONAL SHEETS ARE ATTACHED

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		TIME IN AIR		Miles Flown	REPAIRS — ADJUSTMENTS — REMARKS	SIGNATURE	LICENSE NUMBER	DATE
			Up	Down	Hours	Min					
12-14-89	Tach 3376 ACTT 3376 E.L.T. Due Feb 90, pack wheel bearings, Service Battery, Clean Battery Box, Check vacuum Filter, ran gear check and Emergency Extension, grease gear, lubed Trim, Check lights, Ailerons were Checked For balance and installed after painting, Installed left Fuel Cell repaired by Floort's & Fuel Cells in accordance with Manufacturers Service Manuals, replaced nose gear inner Tube, repaired Left and right wings See Form 337 Dated 12-14-89										9/15/89 6/5/90
<p>REF: FAR 91.171</p> <p>I certify the static system has been tested &amp; inspected IAW FAR 43 Appendix I, Part A</p> <p>Date: 12-14-89</p> <p>sig: <i>Alan J. Trudgen</i> NP375489347</p>			<p>I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>100 hr</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION AS OF THIS DATE. ALL A.D.S. CHECK FOR COMPLIANCE. SEE BACK OF LOG BOOK.</p> <p>TACH. TIME <u>3376</u> HRS.</p> <p><i>Alan J. Trudgen</i> NP375489347</p>								
<p>TOTALS FORWARD</p>											
<p>TOTALS TO DATE</p>											

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

FOR FAA USE ONLY

OFFICE IDENTIFICATION  
TUL GADO  
3-0-13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 for instructions and disposition of this form. (Or subsequent revision thereof)

1. AIRCRAFT	MAKE Beech	MODEL G33
	SERIAL NO. CD 1293	NATIONALITY AND REGISTRATION MARK N166B
2. OWNER	NAME (As shown on registration certificate) Jet Center Tulsa	ADDRESS (As shown on registration certificate) 7107 E Apache Tulsa Ok 74115

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Alan Trudgen 7108 E Tecumseh Tulsa Ok 74115	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	C. CERTIFICATE NO. A & P375489347
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 12/14/89	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Alan J. Trudgen</i>
------------------	--

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12/14/89	CERTIFICATE OR DESIGNATION NO. 918 562765	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>E. N. Barry</i>			



ONS  
MBER OF  
ENTRIES.)

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  
MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

G33 N166b CD1293 Tach time 599.0 hrs. T.A.T. 4133.8 hrs  
Completed major airframe repairs after gear-up landing.  
Ref. FAA Form 337 dtd 9/30/97 for a complete list of  
replacement parts.

Removed TCM engine model IO-470-N and installed TCM  
engine model IO-520-BA s/n 200216-8-BA ref. FAA Form 337  
'one-time approval' dtd 10/24/97. Aircraft reassembled  
systems rigged and checked. Aircraft weighed, new  
Weight and Balance computed 10/27/97. Ref. back of this  
book for AD compliance.

I certify that this aircraft has been inspected inaccord-  
ance with an ANNUAL INSPECTION and was foud to be in  
an airworthy condition. Don Gerbrandt AI 1564797

1 NOV 1997

*Don Gerbrandt*



US Department of Transportation  
Federal Aviation Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>Beech</b>	Model <b>G33</b>
	Serial No. <b>CD 1293</b>	Nationally and Registration Mark <b>U.S. N166B</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>LeGrand, Dale</b>	Address (As shown on registration certificate) <b>P.O. Box 2103 University Sta. Enid, OK. 73702</b>

### 3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			XX	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>Don Gerbrandt 3201 N Lincoln Enid, OK 73703</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>1564797</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>9/30/97</b>	Signature of Authorized Individual 
------------------------	--

### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

<b>BY</b>	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>9/30/97</b>		Certificate or Designation No. <b>1564797</b>	Signature of Authorized Individual 		

### NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

#### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Replaced the following parts after a gear-up landing:

Description	Part No.
Nose Gear Doors	35-410077-30 & -31
Keel Angles	35-415343-6 & -7
Belly Skins	35-410031-27
" "	35-410452-79, -17 & -109
Gear Box Assy	35-810075-13
Rod End	HMXL6G
Retract Rods	35-815125-602 & -604
Inboard Gear Doors	35-815055-164 & -165
Wing Butt-Rib Stiffener	35-115142-124 & -130
Left Wing Box Skins	35-115142-52
" " " "	35-115137-22
" " " "	35-115200-118

All work was accomplished in accordance with the manufacturers Service Manual and AC 43.13-1 & -2.

-----END-----

Additional Sheets Are Attached

INS  
NUMBER OF  
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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
------	---------------------------	------------------	-----------------------------	---

08-19-02

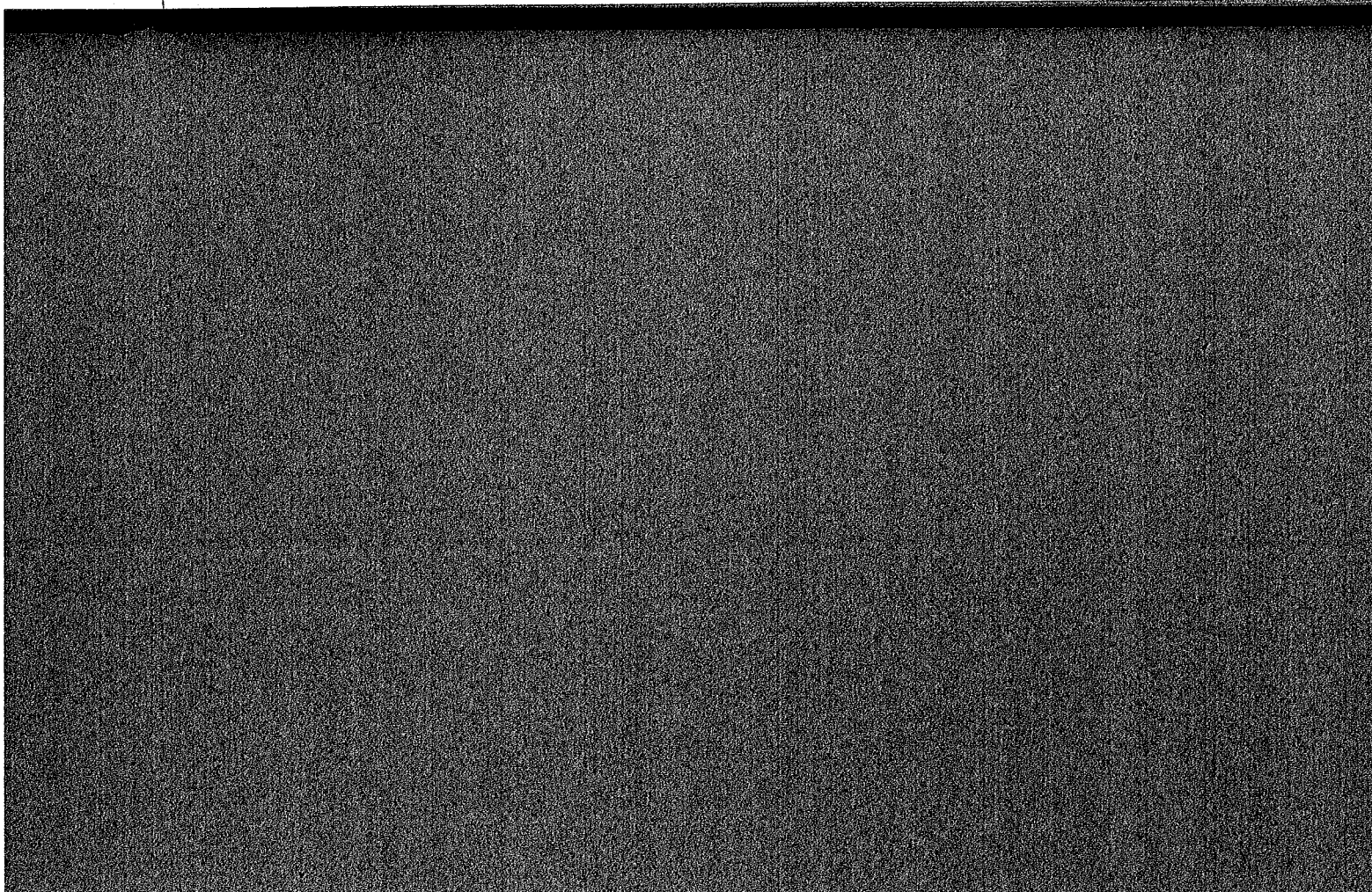
Tach 455.00

N166B

Repaired fuselage - replaced: RH side tail cone stringer, RH tail cone side skin from stations 151.00 to 277.00, Upper aft tail cone skin from stations 207.00 to 277.00, Upper LH & RH tail cone skins from stations 174.50 to 207.00, Upper LH & RH rear cabin top skin from stations 131.00 to 170.00, Forward cabin top skin from stations 130.00 to 82.960, Forward deck skin from stations 68.00 to 49.00, LH & RH cowling doors, Dorsal fin fairing and saddle, Forward cabin top air vent scoop and control duct, LH side tail cone air vent scoop, RH emergency escape window, Cabin door window, Glareshield clips, Tail tie down lug forward support, and Strobe light bulb and lens. Repaired fuselage - removed hail dents from: Upper portion of cabin door and Upper portion of nose bowl. Repaired LH wing - replaced: Inboard leading edge skin from stations 0.000 to 47.00, Center leading edge skin from stations 47.00 to 122.00, Outboard leading skin from stations 122.00 to 191.00, Upper inboard center skin from stations 00.00 to 108.00, Upper outboard center skin from stations 107.00 to 191.00, Inboard trailing edge skin from stations 00.00 to 110.00, Outboard trailing edge skin from stations 109.00 to 191.00, Leading edge ribs at stations 113.00, 148.00, and 191.00, Fuel cell liner, Fuel cell bladder with new bladder pn EFCBTC-99 sn 02-00705 manufacture date 03/02, and Strobe light bulb. Repaired RH wing - replaced: Inboard leading edge skin from stations 00.00 to 47.00, Center leading edge skin from stations 47.00

to be in

ention  
7161A  
8729



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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
------	---------------------------	------------------	-----------------------------	---

DATE  
19\_\_

to 122.00, Outboard leading edge skin from stations 122.00 to 191.00, Upper inboard center skin (wing walk) from stations 0.00 to 45.00, Upper center skin from stations 45.00 to 108.00, Upper outboard center skin from stations 108.00 to 191.00, Inboard trailing edge skin from stations 45.00 to 110.00, Outboard trailing edge skin from stations 109.00 to 191.00, Trailing edge ribs at stations 66.00 and 162.563, Upper outboard rear spar angle from stations 136.188 to 191.00, Inboard trailing edge stiffener from stations 45.00 to 108.00, and Fuel cell bladder with new bladder pn EFCBTC-99 sn 02-00830 manufacture date 02/02. Repaired LH stabilizer - replaced: Nose ribs at stations 15.25, 46.00, 56.25, and 67.525, Leading edge skin, Inboard and outboard upper trailing edge skins, and Tip assembly. Repaired RH stabilizer - replaced: Nose ribs at stations 35.75, 46.00, and 56.250, Leading edge skin, Inboard and outboard upper trailing edge skins, and Tip assembly. Repaired LH elevator - replaced: Forward spar, Rear spars, Center ribs, Skin assembly, and Trim tab. Performed static balance check after painting. Repaired RH elevator - replaced: Forward spar, Inboard rear spar, Skin assembly, Trim tab rod fairing, and Trim tab. Performed static balance check after painting. Repaired vertical stabilizer - replaced: Leading edge skin and LH & RH trailing edge skins. Repaired rudder - replaced: Skin assembly. Performed static balance check after painting. Repaired LH flap - replaced: Spar, Inboard and outboard ribs, Actuator rib and doubler, and Skin assembly. Repaired RH flap - replaced: Spar, Inboard rib, Corrugation and doubler, Actuator rib and doubler, and Skin assembly. Repaired LH aileron - replaced: Spar, Leading edge skin, Inboard and outboard trailing edge ribs, and

Skin  
airpl  
Acry  
Rein  
Perf  
& R  
chec  
Reir  
2A3  
spin  
  
This  
Avi  
LH  
Per  
Wo  
  
Sig

NUMBER OF ENTRIES.)

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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
--------------	---------------------------	------------------	-----------------------------	--

Skin. Repaired RH aileron - replaced: Spar, Inboard trailing edge rib, and Skin. Repainted airplane as required. Jet Glo Matterhorn White # 570,535, Acry Glo Ocean Blue # HR10592, Acry Glo Carter Gold # HS10688, and Acry Glo Black # 01955. Reassembled airplane: Reinstalled LH & RH flaps. Performed operational check. Reinstalled LH & RH ailerons. Performed operational check. Reinstalled LH, RH, and vertical stabilizers. Reinstalled LH & RH elevators. Performed operational check. Reinstalled rudder. Performed operational check. Reinstalled LH & RH tip tanks after repairs. Replaced LH & RH tip tank lens. Reinstalled cabin step after replating and head liner. Installed McCauley propeller model # 2A36C23-P-E-G sn 744754 after overhaul from Precision Propeller WO# 14296 and new spinner.

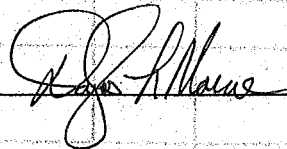
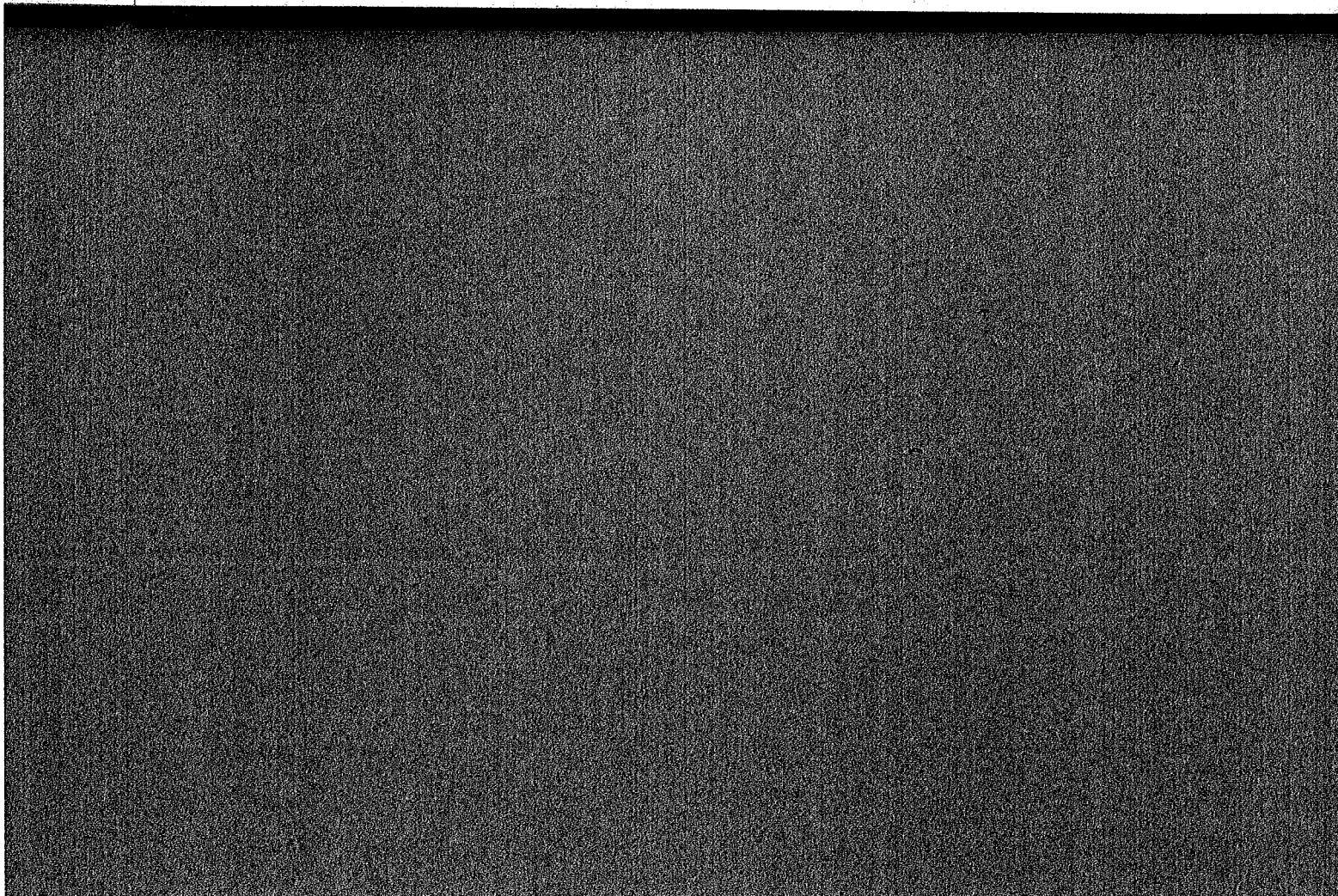
This aircraft was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

**LIMITED TO THE WORK PERFORMED**

**Pertinent details on file at Beegles Aircraft Service, Inc., Greeley, CO.**

**Work Order # 9490      CRS    BX4R092M**

Signed \_\_\_\_\_

**WORK ORDER**  
**BEEGLES AIRCRAFT SERVICE, INC.**  
711 CROSIER AVENUE  
GREELEY, CO 80631  
REPAIR STATION BX4R092M

The aircraft, airframe, aircraft engine, propeller or appliance identified below was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

**LIMITED TO THE WORK PERFORMED**

Pertinent details of the repair are on file at this Repair Station under Work Order:

NO. 9490 DATE 08-19-02 SIGNED *[Signature]* FOR REP. STATION

CUSTOMER Dennis Putnam REGISTRATION NO. N166B

MAKE Beech MODEL G33 S/N CD-1293 TACH READ 455.00

ITEM NO.

1. Repaired fuselage - replaced:
  - A. RH side tail cone stringer.
  - B. RH tail cone side skin from stations 151.00 to 277.00.
  - C. Upper aft tail cone skin from stations 207.00 to 277.00.
  - D. Upper LH & RH tail cone skins from stations 174.50 to 207.00.
  - E. Upper LH & RH rear cabin top skin from stations 131.00 to 170.00.
  - F. Forward cabin top skin from stations 130.00 to 82.960.
  - G. Forward deck skin from stations 68.00 to 49.00.
  - H. LH & RH cowling doors.
  - I. Dorsal fin fairing and saddle.
  - J. Forward cabin top air vent scoop and control duct.
  - K. LH side tail cone air vent scoop.
  - L. RH emergency escape window.
  - M. Cabin door window.
  - N. Glareshield clips.
  - O. Tail tie down lug forward support.
  - P. Strobe light bulb and lens.
  
2. Repaired fuselage - removed hail dents from:
  - A. Upper portion of cabin door.
  - B. Upper portion of nose bowl.

3. Repaired LH wing - replaced:
  - A. Inboard leading edge skin from stations 0.000 to 47.00.
  - B. Center leading edge skin from stations 47.00 to 122.00.
  - C. Outboard leading skin from stations 122.00 to 191.00.
  - D. Upper inboard center skin from stations 00.00 to 108.00.
  - E. Upper outboard center skin from stations 107.00 to 191.00.
  - F. Inboard trailing edge skin from stations 00.00 to 110.00.
  - G. Outboard trailing edge skin from stations 109.00 to 191.00.
  - H. Leading edge ribs at stations 113.00, 148.00, and 191.00.
  - I. Fuel cell liner.
  - J. Fuel cell bladder with new bladder pn EFCBTC-99 sn 02-00705 manufacture date 03/02.
  - K. Strobe light bulb.
  
4. Repaired RH wing - replaced:
  - A. Inboard leading edge skin from stations 00.00 to 47.00.
  - B. Center leading edge skin from stations 47.00 to 122.00.
  - C. Outboard leading edge skin from stations 122.00 to 191.00.
  - D. Upper inboard center skin (wing walk) from stations 0.00 to 45.00.
  - E. Upper center skin from stations 45.00 to 108.00.
  - F. Upper outboard center skin from stations 108.00 to 191.00.
  - G. Inboard trailing edge skin from stations 45.00 to 110.00.
  - H. Outboard trailing edge skin from stations 109.00 to 191.00.
  - I. Trailing edge ribs at stations 66.00 and 162.563.
  - J. Upper outboard rear spar angle from stations 136.188 to 191.00.
  - K. Inboard trailing edge stiffener from stations 45.00 to 108.00.
  - L. Fuel cell bladder with new bladder pn EFCBTC-99 sn 02-00830 manufacture date 02/02.
  
5. Repaired LH stabilizer - replaced:
  - A. Nose ribs at stations 15.25, 46.00, 56.25, and 67.525.
  - B. Leading edge skin.
  - C. Inboard and outboard upper trailing edge skins.
  - D. Tip assembly.
  
6. Repaired RH stabilizer - replaced:
  - A. Nose ribs at stations 35.75, 46.00, and 56.250.
  - B. Leading edge skin.
  - C. Inboard and outboard upper trailing edge skins.
  - D. Tip assembly.
  
7. Repaired LH elevator - replaced:
  - A. Forward spar.
  - B. Rear spars.
  - C. Center ribs.
  - D. Skin assembly.
  - E. Trim tab.
  - F. Performed static balance check after painting.

8. Repaired RH elevator - replaced:
  - A. Forward spar.
  - B. Inboard rear spar.
  - C. Skin assembly.
  - D. Trim tab rod fairing.
  - E. Trim tab.
  - F. Performed static balance check after painting.
  
9. Repaired vertical stabilizer - replaced:
  - A. Leading edge skin.
  - B. LH & RH trailing edge skins.
  
10. Repaired rudder - replaced:
  - A. Skin assembly.
  - B. Performed static balance check after painting.
  
11. Repaired LH flap - replaced:
  - A. Spar.
  - B. Inboard and outboard ribs.
  - C. Actuator rib and doubler.
  - D. Skin assembly.
  
12. Repaired RH flap - replaced:
  - A. Spar.
  - B. Inboard rib.
  - C. Corrugation and doubler.
  - D. Actuator rib and doubler.
  - E. Skin assembly.
  
13. Repaired LH aileron - replaced:
  - A. Spar.
  - B. Leading edge skin.
  - C. Inboard and outboard trailing edge ribs.
  - D. Skin.
  
14. Repaired RH aileron - replaced:
  - A. Spar.
  - B. Inboard trailing edge rib.
  - C. Skin.
  
15. Repainted airplane as required. Jet Glo Matterhorn White # 570,535, Acry Glo Ocean Blue # HR10592, Acry Glo Carter Gold # HS10688, and Acry Glo Black # 01955.

16. Reassembled airplane:
  - A. Reinstalled LH & RH flaps. Performed operational check.
  - B. Reinstalled LH & RH ailerons. Performed operational check.
  - C. Reinstalled LH, RH, and vertical stabilizers.
  - D. Reinstalled LH & RH elevators. Performed operational check.
  - E. Reinstalled rudder. Performed operational check.
  - F. Reinstalled LH & RH tip tanks after repairs.
  - G. Replaced LH & RH tip tank lens.
  - H. Reinstalled cabin step after replating and head liner.
  
17. Installed McCauley propeller model # 2A36C23-P-E-G sn 744754 after overhaul from Precision Propeller WO# 14296 and new spinner.

All work done IAW Beech Manuals 33-0011-1C7, 11-15-93 and 33-0010-7F3, July 30, 2002, 3-15-96.