

WO# 2518013
Reg# N427JS
Hobbs: 4345.1
ATT: 4345.1

Date: 8/23/2018
Aircraft SN: FL-263
ATC: 4784



Elliott Aviation of the Quad Cities, Inc.
Quad City Airport
PO Box 100
Moline, IL 61266-0100

Airframe Log Entry

Inspection

* Completed a Phase 3 and 4 Inspection using the Hawker Beechcraft Corp. Super King Air B300/B300C Series Maintenance Manual Phase 3 and 4 Checklist. I certify this AIRFRAME has been inspected in accordance with FAA Regulation 14 CFR 91.409 (f)(3) using the manufacturer's Phase 3 and 4 inspection program and is determined to be in airworthy condition and approved for return to service. Pertinent details are on file under the noted work order number.

Special Inspection

- * Complied with 200 hour lubrication requirements. Reference Beechcraft King Air B300 Maintenance Manual, chapter 12-20-11-3.
- * Complied with 400 hour lubrication requirements. Reference Beechcraft King Air B300 Maintenance Manual, chapter 12-20-11-3.
- * Complied with 12 month wing bolt lubrication requirements. Reference Beechcraft King Air B300 Structural Inspection Repair Manual, chapter 57-18-01.
- * Complied with 12 month initial Concord battery cap test. Removed main aircraft battery from service, PN: RG-380E/60L, SN: 40775982. Installed NEW main aircraft battery, PN: RG-380E/60L, SN: 40950812. Reference King Air B300 Maintenance Manual, chapter 24-30-01.
- * Complied with 12 month control lock inspection. Reference Beechcraft SB 27-3459 R2, dated 11/2016 - Flight Control - Flight Control (Gust) Lock Inspection/Replacement and Beechcraft King Air B300 Series Maintenance Manual, chapter 05-21-05.
- * Complied with 12 month cockpit and cabin handheld fire extinguisher weight check. No discrepancies noted at this time. Reference Amerex fire extinguisher maintenance instructions.
- * Complied with 48 month flight control cable tension check. No discrepancies noted at this time. Reference Beechcraft King Air B300 Maintenance Manual, chapters 27-10-09, 27-20-03, 27-30-03, 27-30-07.
- * Complied with 12 month pilot's fuel control and lower edge lighted panel, copilot's edge lighted circuit breaker panel inspection. No discrepancies noted at this time. Reference Beechcraft King Air B300 Maintenance Manual, chapter 5-21-05.
- * Complied with 24 Month 91.411 and 91.413, and 24 Month Air data system and transponder inspections during installation of Garmin G-1000 installation. Reference Alternate Airframe log entry dated 8-23-2018 for equipment details.
- * Complied with 12 month passenger oxygen flow test. No discrepancies noted at this time. Reference Beechcraft King Air B300 Maintenance Manual, chapter 35-20-05.
- * Complied with 12 month oxygen system installation inspection. Reference Beechcraft King Air B300 Maintenance Manual, chapter 20-00-00-601.
- * Complied with 12 month crew oxygen mask inspection. Reference Beechcraft King Air B300 Maintenance Manual, chapter 35-10-01.
- * Complied with 3 year initial passenger oxygen mask inspection. No discrepancies noted at this time. Reference Beechcraft King Air B300 Maintenance Manual, chapter 35-20-05.
- * Complied with 12 month cabin altitude warning pressure switch test, method 2. New switch pened at 11861ft and closed at 11300ft. Removed switch PN: 101-384028-45, SN: 974. Installed NEW switch, PN: 101-384028-45, SN: 1449. Reference Beechcraft King Air B300 Maintenance Manual, chapter 21-30-11-5.
- * Complied with 12 month barometric pressure switch test. Method 2. Switch PN: 101-384028-43, SN: 3861. No discrepancies noted at this time. Reference Beechcraft King Air B300 Maintenance Manual, chapter 35-20-07-05.
- * Complied with the 12 month nacelle splice plate inspection. No discrepancies noted at this time. Reference Beechcraft King Air B300 Structural Inspection Repair Manual, chapter 57-18-02.

Airworthiness Directive

- AD 2011-15-05 (Effective date 8/19/2011) To correct the published data in the airplane flight manual and the pilot's operating handbook is not applicable by POH part number. No further action required.
- AD 2010-05-10 (Effective date 4/8/2010) To detect and correct the installation of an incorrect bus bar is not applicable by aircraft serial number. No further action required.
- AD 2007-12-06 (Effective date 7/16/2007) To detect and correct improperly assembled or damaged flight controls is not applicable by aircraft serial number. No further action required.
- AD 2010-26-03 (Effective date 12/20/2010) To prevent collapsed pneumatic supply tubes, which could result in failure of the tail deice boots to operate is not applicable by aircraft serial number. No further action required.
- AD 2005-04-18 C2 (Effective date 3/1/2005) To detect and correct any cracked fuselage stringers in the rear pressure bulkhead area is not applicable by aircraft serial number. No further action required.
- AD 2005-01-04 C2 (Effective date 2/22/2005) To prevent fuel flow interruption, which could lead to un-commanded loss of engine power and loss of control is not applicable by aircraft serial number. No further action required.
- AD 2004-17-02 (Effective date 10/4/2004) To detect and correct loose bolts not securing the pedestal cross shaft found PCW per MSB 73-3634 by installation of new bolts. No further action required.

Airworthiness Life Limited

- Removed number one engine fire bottle squib, PN: AE13083-5, DOM: 2/14. Installed NEW number one engine fire bottle squib, PN: AE13083-5, SN: 717, DOM: 8/1/17. Removed number two engine fire bottle squib, PN: AE13083-5, DOM: 2/14. Installed NEW number two engine fire bottle squib, PN: AE13083-5, SN: 733, DOM: 8/1/17. Reference Beechcraft King Air B300 Maintenance Manual, chapter 26-20-07-4. Next engine fire bottle squib replacement due 7/2022.
- Complied with 12 month emergency exit self-illuminating sign inspection. Reference Beechcraft King Air B300 Maintenance Manual, chapter 33-50-00-2.
- Complied with 60 Month Oxygen Bottle Hydro Test. Oxygen bottle PN's: 176401-77, 101-384207-5, SN: ALT281-21792. See 8130-3 dated 03/Jul/2018 from Aerospace Turbine Rotables Inc., Certification No. NV2R045L, Tracking # 348899, Work Order # WO12586 for work performed.
- Complied with 60 Month Oxygen bottle Regulator Overhaul. Oxygen regulator PN's: 172400-14, 101-384207-5, SN: 2376. See 8130-3 dated 03/Jul/2018 from Aerospace Turbine Rotables Inc., Certification No. NV2R045L, Tracking # 348898, Work Order # WO12586-1 for work performed.
- Complied with 12 month horizontal and vertical stabilizer inspection. Reference Beechcraft King Air B300 Structural Inspection Repair Manual, chapters 55-00-11 and 55-00-12.

NSN:0052-00-012-9005

FAA Form 8100-14

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Airworthiness Life Limited

- * Complied with 12 month spar cap inspection by visual inspection. Reference Beechcraft King Air B300 Series Structural Inspection Repair Manual, chapter 57-18-02.

Instructions for Continued Airworthiness

- * Complied with 600 hour/24 month ground cooling freon system check. No discrepancy noted at this time. Reference Raytheon Aircraft Services Instruction for Continued Airworthiness Document No. RAS1106RP002, Rev RI, dated March 31, 2007.
- * Complied with 12 month ELT inspection per CFR 91.207(d) and component inspection per 337 dated 2/29/2008. ELT PN: 453-5000-(366) Revision L, SN: 170-02853. Battery PN: 452-0133, SN: 373667-020. Expiration date APR/2022 per Artex Install and Maintenance Manual, chapter 25-62-11.
- * Complied with 750 cycle eddy current inspection of the skywatch antenna installation detailed in Willis & Kaplan, Inc. Stress Analysis Report No. 89-115-1, Rev. 0, Dated 22/Jan/1999. Inspection performed in accordance with King Air Structural Inspection and Repair Manual 99-39006, Chapter 20-00-00, Rev. C14, Dated 1 Nov. 2017. See "Elliott Aviation" CRS# CGHR812C NDT Report No: 18-505, dated 8 Aug 2018 for details. Next inspection due in 10,725 pressurization cycles.
- * Complied with SKY899 periodic maintenance. No discrepancies noted. Reference SKY899 Installation Manual, PN: 009-11900-001, Section 4, Revision G, dated 8/21/15.
- * Complied with 200 hour Raisbeck Aft Body Strakes Inspection. Reference Raisbeck Engineering Maintenance Manual Document No. 85-120 and Instructions for Continued Airworthiness, Rev AH, dated 5/21/18, chapter 53-00-00-05.
- * Complied with 200 hour Raisbeck Wing Locker Inspection. Reference Raisbeck Engineering Maintenance Manual Document No. 85-120 and Instructions for Continued Airworthiness, Rev AH, dated 5/21/18, chapter 50-00-00-05.

Modification & Refurbishment

- * Installed five (5) Mid-Continent Instrument Company, Inc. TA102 Dual USB Charging Ports, (TSO C71 and RTCA DO-160G). Performed installation in accordance with Mid-Continent Instrument Company, Inc., Installation Manual and Operating Instructions Manual # 9017942 Rev J, dated January 04, 2017.

EQUIPMENT LOCATION:

·Installed one (1) TA102 Non-Lighted Dual USB Charging Port, P/N 6430102-1, in the cockpit pedestal.
·Installed four (4) TA102 Rear Lighted Dual USB Charging Ports, P/N 6430102-3, at each of the cabin table locations.
Reference Elliott Aviation Technical Products, Inc. Instructions for Continued Airworthiness Report Number ICA-4109-793, Rev. IR, dated June 25, 2018 for the "INSTALLATION OF MID-CONTINENT INSTRUMENTS USB OUTLET'S IN BEECHCRAFT MODEL B300, S/N FL-263".
Reference FAA Form 337 for Details.

- * The following components / systems are removed due to the installation of the Garmin International, Inc. G1000 NXi Integrated Flight Deck with GFC 700 Autopilot in accordance with STC SA01535WHD:
 - Removed factory installed Collins FCS-65 Automatic Flight Control System (Category 1) with Collins EFIS-85B Electronic Flight Instrument System (3-Tube System). Removed associated wiring, circuit breakers, and servos.
 - Removed factory installed Ground Communications Electric Power Bus.
 - Removed factory installed Collins WXR-840 Weather Radar System consisting of RTA-842 Receiver / Transmitter Antenna, and a WXP-840A Weather Radar Control Panel. Removed all associated wiring and circuit breakers.
 - Removed Goodrich Avionics Systems, Inc. WX-1000+ Stormscope System. Removed all associated wiring and circuit breakers. Reference FAA Form 337, dated February 22, 2001, for details.
 - Removed previously installed Heads Up Technologies, Inc. Passenger Cabin Briefing System. Removed all associated wiring and circuit breakers. Reference FAA Form 337, dated February 22, 2001 for details.
 - Removed previously installed Allied Signal Mark VI Enhanced Ground Proximity Warning System. Removed all associated wiring and circuit breakers. Reference FAA Form 337, dated February 22, 2001, for details.
 - Removed previously installed Advent/Recoton TX Transmitter TV/Audio Receiver. Removed all associated wiring and circuit breakers. Reference FAA Form 337, dated December 02, 1999, for details.
 - Removed Universal Avionics Systems Corporation UNS-1K Navigation Management System, with Global Positioning System. Removed all associated wiring and circuit breakers. Reference FAA Form 337, dated December 02, 1999, for details.Installed Garmin International, Inc. G1000 NXi Integrated Flight Deck with GFC 700 Autopilot, Synthetic Vision SVT, and Optional MD-302 Standby Indicator, in accordance with Garmin STC SA01535WHD and Master Drawing List Drawing No. 005-00629-00, Rev. 16, dated 10/11/2017.
The following third party LRU's are interfaced and certified as approved optional equipment to the installed STC SA 01535WHD:
 - Installed Rockwell Collins Converter RAC-870, TSO C87, DO-160A, and interfaced to existing Rockwell Collins Radio Altimeter, ALT-55B, TSO C87, DO-138. The existing Radio Altimeter and Converter are installed on existing shelf under the center isle floor boards.
 - Existing #1 Rockwell Collins DME-42 System, TSO C66b. The DME Transceiver and mount are installed in the non-pressurized tail section of the aircraft, on the existing factory honeycomb equipment shelf.
 - Existing L-3 Communications SKYWATCH SKY899 HP Traffic Advisory System, TSO C147. The SKY899 Processor was relocated in the left non-pressurized nose section of the aircraft on the existing factory honeycomb shelf.
 - Installed Garmin International Flight Stream 110 X/M Satellite Receiver (TSO-C157; DO-160F, DO-178B Level E, DO-267A), The Flight Stream 110 XM Satellite Receiver is mounted in the cockpit behind copilot seat on Jepps cabinet forward of Copilot's partition
The aircraft was weighed. Weight & balance data and equipment list have been revised to reflect this installation. Reference the Supplemental Equipment List for all equipment installed, removed, and locations.
The FAA Approved Flight Manual Supplement for the G1000 NXi Integrated Avionics System and GFC 700 AFCS, Drawing No -190-00716-N3, Rev. 1, dated 02/17/2017, was placed in the Pilot's Operating Handbook and must be available to the pilot at all times.
Garmin G1000 NXi / GFC 700 System Maintenance Manual (Model 300/B300 King Air) P/N-190-00716-N1, Rev. 2, dated 03/24/2017. This document includes the INSTRUCTIONS FOR CONTINUED AIRWORTHINESS. The INSTRUCTIONS FOR CONTINUED AIRWORTHINESS is part of the aircrafts inspection and/or maintenance program.
Reference Elliott Aviation Technical Products Development, Inc. Instructions for Continued Airworthiness, Report Number ICA-4109-788, Rev. IR, dated 07/11/2018 - labeled "INSTALLATION OF AFT BULKHEAD CONNECTORS FOR TEXTRON AVIATION B300, S/N FL-263".
Reference Instructions for Continued Airworthiness contained in Garmin International Flight Stream 110 / 210 Installation Manual Number 190-01700-00 Rev. F, dated August 10, 2017.
Reference FAA Form 337 for Details.

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Modification & Refurbishment

- * Removed PS-835 Emergency Power Supply P/N 501-1228-04, noted in the G-1000 STC General Arrangement Drawing 005-00629-N2, Rev. 5. Installed "Direct Replacement" Mid-Continent Instrument Company, Inc. MD-835 series Emergency Power Supply (Lithium Ion Battery) TSO C179a, RTCA DO-160F. The Mounting tray is of identical configuration and installed in the same manner as noted in the G-1000 STC Electrical Equipment Install, Nose Bay King Air 300/B300 Drawing 005-00629-44, Rev. 8, dated August 02, 2016.
Installed Stand-By Annunciator Switch, VIVISUN P/N LED-42-12-BB-E22F8 in the instrument panel in accordance with Elliott Aviation Technical Products Inc., Drawing Number 104-4109-E0466-001 Rev. IR - "STBY BATTERY TEST ANNUNCIATOR".
Inserted FAA Approved Airplane Flight Manual Supplement document AM0229-FM01-00 Rev. A, dated February 21, 2013 into Pilot's Operating Handbook. This document is required and must be on board at all times.
Reference Mid-Continent Instrument Company, Inc. STC SA02075SE Instructions for Continued Airworthiness Document Number AM0229-IC01-00 Rev. A, dated January 10, 2013.
Reference FAA Form 337 for Details.
- * Weighed aircraft using Evergreen Weigh System, Model # JP15000-3, SN: L1248B. Scales due for calibration on March 2019. New Scale Weight is 9464 lbs. Reference new weight and balance form in the Pilots Operating Handbook, dated August 22, 2018. The new aircraft empty weight is 9506.00 lbs. including drainable unusable fuel. The new center of gravity is 203.16. The new Moment is 1,931,244.20. Reference the Pilots Operation Handbook PN: 130-590031-71B10, Revision Dated February 2007 for weighing instructions.

Overhaul/Replacement

- * Complied with 800 hour window defog air filter replacement. Installed 3 new defog air filters, PN: 9922-11-BQ. Reference Beechcraft King Air B300 Maintenance Manual, chapter 30-40-11-04.
- * Complied with 12 month emergency exit light battery replacement. Installed NEW batteries, PN: 14A. Reference Beechcraft King Air B300 Maintenance Manual, chapter 05-11-00-02.
- * Complied with 600 hour instrument air filter replacement. Installed NEW instrument filter, PN: 101-380039-1. Reference Beechcraft King Air B300 Maintenance Manual, chapter 37-10-03.

Maintenance Action

- * Removed and reinstalled OVERHAULED ground cooling unit compressor. PN: 2234120-6, SN: 274. See 8130-3 dated 19/Jul/2018 from Enviro System, Inc., Certification No. BD2R712K, Tracking # WW176976 for work performed. Removed right engine A/C compressor P/N: 101-555211-7, S/N: 5223753702 and sent out for overhaul. Installed OVERHAULED engine driven compressor, PN: 101-555211-7, SN: SA4075. See 8130-3 dated 13/Jun/2018 from Skyline Accessories, LLC, Certification No. Y5KR213B, Tracking # 011289, Work Order # 3221457AES for work performed. Installed NEW forward and aft expansion vale PN: 031134-307. Removed and replaced forward high pressure line on forward evaporator, PN: 101-555137-1. Installed new receiver dryer PN: 101-384079-5. Installed NEW check valve on low side of ground cooling system, PN: 120-7/8; fittings PN: SS1410-6-12 and manufactured 2 new hard lines using 5052-O. Installed manufactured hoses from ground cooling compressor to aft pressure bulkhead, PN: 540N-2. Removed N1 speed, air condition control and ice vane circuit board assembly, PN: 130-364090-5 SN: 022501-05-ICT. Installed OVERHAULED N1 speed, air control and ice vane circuit board assembly, PN: 130364090-1, SN: 485H-97. See 8130-3 dated 02/Jul/2018 from IFL Group, INC., Certificate No. DJSR211D, Tracking # IA21275, Work Order # IA21275/853386 for work performed. Serviced air conditioning system with 21 fl oz. of oil and 8.4 pounds of 134a freon. Operational checks normal. Reference Beechcraft King Air B300 Maintenance Manual, chapters 12-10-11, 20-06-00-203, 21-50-07, 21-51-23, 24-00-00-001.
- * Installed NEW right avionics bay floor gasket, PN: MCOF69030-49. Reference Beechcraft King Air B300 Maintenance Manual, chapter 21-20-01.
- * Installed NEW lower middle rudder static wick, PN: 101-380053-11. Reference Beechcraft King Air B300 Maintenance Manual, Chapter 23-60-01.
- * Removed Inverter PN: SPS-206, SN: 399 and DC to DC converter PN: LT-71, SN: 1813; along with associated wiring and connectors in the aft avionics bay. Removed 20 amp VAC Aux circuit breaker and 7 1/2 amp 14 VDC Aux circuit breaker from co-pilots main circuit breaker panel. Equipment list has been updated.
- * Removed right elevator. Removed right elevator torque tube assembly. Installed AS REMOVED right elevator torque tube assembly from Preferred AirParts, Invoice #270076, PN: 101-610019-8. Balance checked right elevator. Balance limits: -1.60 in lbs (nose heavy) to +0.80 in lbs (tail heavy). Actual: 0.112 lbs @ 11in = -1.23 in lbs. (nose heavy). Reinstalled right elevator. Reference Beechcraft King Air B300 Maintenance Manual, chapters 27-30-01 and 55-20-01-05.
- * Adjusted elevator control system neutral and travels. Reference Beechcraft King Air B300 Maintenance Manual, chapter 27-30-03-05.
- * Installed NEW right outboard leading edge anti-siphon pan, PN: 101-920061-7 with NEW gaskets, PN's: FCB 25722 and FCA25751. Reference Beechcraft King Air B300 Maintenance Manual, chapter 28-10-09.
- * Removed left inboard leading edge fuel cell, PN: 101-381002-11LH, SN: 99-30860. Installed OVERHAULED fuel cell, PN: 101-381002-11, SN: 07-51855, DOM: April 2007. See 8130-3, dated 7/13/18 from Eagle Fuel Cells-ETC, CRS# NL5R071N, Work Order # 46324, Tracking # 20180283 for work performed. Reference Beechcraft King Air B300 Maintenance Manual, chapter 28-10-07.
- * Removed left auxiliary tank, PN: 101-381001-7LH, SN: 99-29697, DOM: 6/1999. Installed OVERHAULED left auxiliary, PN: 101-381-001-7LH, SN: 99-29697, DOM: 6/1999. See 8130-3, dated 7/17/18 from Eagle Fuel Cells-ETC, Inc, CRS# NL5R071N, Work Order # 46338, Tracking # 20180287 for work performed. Reference Beechcraft King Air B300 Maintenance Manual, chapter 28-10-15-04.
- * Removed left outboard leading edge fuel cell, PN: 002-920013-1LH, SN: 98-72547, DOM: June 1998. Installed NEW left outboard leading edge fuel cell, PN: 002920013-1, SN 72, DON: 01/2018. Reference Beechcraft King Air B300 Maintenance Manual, chapter 28-10-09.
- * Removed factory installed Brake Deice System from aircraft N427JS in accordance with Beechcraft Corporation Wheel Brake Deice Un-installation Kit, PN: 130-9023-0001, Rev. 2. Removed the following parts: Left Brake Deice Manifold, 101-810071-23; Right Brake Deice Manifold, 101-810071-23; Left Brake Deice Control Valve, 101-381012-5, SN: 1012; Right Brake Deice Control Valve, 101-381012-5, SN: 0984, Upper Brake Deice Hoses, BE-369-9; Brake Deice Control Valve, 101-381012-5, SN: 1012; Right Brake Deice Control Valve, 101-381012-5, SN: 0984, Upper Brake Deice Hoses, BE-369-9; Lower Brake Deice Hoses, BE-369-21; Control Switch, MS24658-23G; Control Circuit Breaker, 7277-2-5; Miscellaneous Hardware, N/A. Removed Flight Manual Supplement PN: 130-590031-23 from Pilots Operating handbook. All wiring was capped and stowed as required in accordance with Beechcraft Corporation King Air B300 Wiring and Maintenance Manual and acceptable methods contained in AC 43.13-1B, Change 1, Chapter 11. Weight & balance data, equipment list and airframe logbooks were revised to reflect this installation. Reference the Supplemental Equipment List for all equipment installed or removed. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: There are no Instructions For Continued Airworthiness.
- * Installed NEW right outboard wing deice boot, PN: SMR5041-18, SN: 1919. Installed NEW right inboard wing deice boot, PN: SMR5041-10, SN: 1575. Reference Beechcraft King Air B300 Maintenance Manual, chapter 30-10-01.

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- * Installed NEW left outboard wing deice boot, PN: SMR5041-17, SN: 1658. Installed NEW left inboard wing deice boot, PN: SMR5041-09, SN: 1672. Reference Beechcraft King Air B300 Maintenance Manual, chapter 30-10-01.
- * Installed NEW left horizontal deice boot, PN: SMR5064-17, SN: 1632 and right horizontal deice boot, PN: SMR5064-18, SN: 1477. deice boots. Reference B/E Aerospace Pneumatic De-icer Installation, Maintenance Manual and ICA B/E Report No. 97-33-047, dated 30/July/2014 (REV 12).
- * Installed NEW left nose landing gear wheel bearing, PN: 19150-20629 and bearing cup, PN: 19268. Reference Beechcraft King Air B300 Maintenance Manual, chapter 32-40-07-04 and BF Goodrich Component Maintenance Manual, 998-31258, Rev 8.
- * Installed NEW nose landing gear drag brace lower bolt bushings, PN: 100-820017-1. Reference Beechcraft King Air B300 Maintenance Manual, chapter 32-20-09-4.
- * Installed NEW left main landing gear socket lower bolt, PN: 130909B127; washer, PN: AN960-616; nut, PN: 130909N25 and cable bracket, PN: 101-810161-1. Reference Beechcraft King Air B300 Component Maintenance Manual, chapter 32-11-00.
- * Installed NEW belly and tail beacon bulbs, PN: 34-0226010-91. Installed NEW belly beacon gasket, PN: 38-0250154-00. Reference Beechcraft King Air B300 Maintenance Manual, chapter 33-40-07-208.
- * Installed NEW right recognition light assembly, PN: 130-381001-1. Reference Beechcraft King Air B300 Maintenance Manual, chapter 33-40-07-202.
- * Installed NEW tail navigation lamp, PN: 34-0428070-64. Reference Beechcraft King Air B300 Maintenance Manual, chapter 33-40-07-202.
- * Installed NEW left wingtip lense, PN: 68-4230020-50. Reference Beechcraft King Air B300 Maintenance Manual, chapter 33-40-01-4.
- * Removed and reinstalled OVERHAULED pilots oxygen mask, PN: 128-380067-11, SN: 04772. See 8130-3 dated 25/Jul/2018 from Ameron Global Product Support, Certification No. OVVR461N, Tracking # 377513 for work performed.
- * Installed NEW cabin door with new hinge, PN: 50-430043-547 and pin, PN: 50-430043-393. Reference Beechcraft King Air B300 Maintenance Manual, chapter 52-10-01 and Structural Inspection Repair Manual, chapters 20-50-03 and 20-10-05.
- * Adjusted left and right emergency exit handle linkage as required. Reference Beechcraft King Air B300 Maintenance Manual, chapter 52-20-01-501.
- * Installed the following NEW parts on the cabin door folding step system. Lower cable, PN: 101-430120-1; Bellcranks, PN's: 50-430042-15 and 50-4300-42013; Pins, PN: MS171531; Shaft, PN: 50-430043-511; Shaft Support Bracket, PN: 50-430067-1; Step Stud, PN: 50-430040-27 and Extention Spring, PN: 100942H0227-95. Rigged folding step system. Reference Beechcraft King Air B300 Maintenance Manual, chapter 52-10-09.
- * Installed NEW cabin door seal, PN: 50-430061-27. Reference Beechcraft King Air B300 Maintenance Manual, chapter 52-10-13.
- * Installed NEW cabin door aft handrail anchor, PN: 50-430043-111. Reference Beechcraft King Air B300 Maintenance Manual, chapters 20-07-00 and 52-10-11.
- * Performed fuselage skin repair at FS 250 between Right Stringers 13 and 14 in accordance with Beechcraft Structural Inspection and Repair Manual, Chapter 20-10-16, Skin Damage Repair, (Pressurized Area), "Cover Patch Method". All Structural work done in accordance with Beechcraft Corporation King Air B300 Series Maintenance Manuals and acceptable methods contained in AC 43.13-2B, Change 2, Chapters 1, 2, and 3. Weight & balance data change negligible. There are no Instructions for Continued Airworthiness beyond the manufactures recommended inspections.
- * Removed radome, PN: 101-410095-29 and sent out for repair. Installed REPAIRED radome, PN: 101-410095-29. See 8130-3, dated 7/13/18, from Applied Composites Engineering, CRS # E1GR0910, Work Order # 146192, Tracking # 553-12024 for work performed. Reference Beechcraft King Air B300 Maintenance Manual, chapter 34-40-03.
- * Installed NEW right inboard #2 cabin seat track, PN 130-430038-61. Reference Beechcraft King Air B300 Maintenance Manual, chapter 53-30-00.
- * Installed AS REMOVED right #6 window frame, PN: 50-420013-177 from Davis Aviation, Shipping Doc. No. INV19226. Reference Beechcraft King Air B300 Maintenance Manual, chapter 56-00-00-08 and Structural Inspection Repair Manual, chapters 20-50-03 and 20-30-00.
- * Installed NEW left horizontal leading edge, PN: 101-620010-83U. Installed NEW right horizontal leading edge, PN: 101620010-84. Reference Beechcraft King Air B300 Structural Inspection Repair Manual, chapters 20-50-03 and 20-50-05.
- * Installed NEW #4 outer cabin window retainer, PN: 50-430321-1. Reference Beechcraft King Air B300 Maintenance Manual, chapter 56-20-01.
- * Installed NEW #6 cabin outer window, PN: LA101-430183-5, SN: 10356 with NEW seal, PN: 101-384139-7. Reference Beechcraft King Air B300 Maintenance Manual, chapter 56-20-01.
- * Installed NEW #4 cabin outer window, PN: LA101-430183-5, SN: 10078 with NEW seal, PN: 101-384139-7. Reference Beechcraft King Air B300 Maintenance Manual, chapter 56-20-01.
- * Performed Standard Repair - Corrosion Center Wing, Upper Skin Panel, Fuel Probe Dish on left auxiliary tank inboard fuel probe dish in accordance with Hawker Beechcraft Aircraft Company Standard Repair SR-KA-00027, Rev. 1, approved by Tim Kucharo on 11/11/2010. Reference FAA form 8100-9 dated 11/22/2010, signed by Mike Johnson ODA-230339-CE (Structural). Installed new left inboard auxiliary tank inboard fuel probe dish assembly, PN: 101-120108-6185 in accordance with Beechcraft Corporation King Air B300 Series Maintenance Manual Chapter 28 and 57 and Illustrated Parts Catalog Chapter 57-15-00-10. All Structural work done in accordance with Beechcraft Corporation King Air B300 Series Maintenance Manuals and acceptable methods contained in AC 43.13-2B, Change 2, Chapters 1, 2, and 3. Weight & balance data change negligible. There are no Instructions for Continued Airworthiness beyond the manufactures recommended inspections.
- * Installed NEW left and right upper fwd wing bolt barrel nuts, PN: 13279LF-1216. Performed NDT inspection on the left and right upper forward wing bolts and fittings. No discrepancies noted. Reference Non-Destructive Testing Report # 18-484 dated 7/26/2018 from Elliott Aviation of the Quad cities, CRS # CGHR812C for details. Reference Beechcraft King Air B300 Maintenance Manual, chapter 57-20-01-4 and Structural Inspection Repair Manual, chapter 57-18-02-224. Torque check left and right upper forward wing bolts at next scheduled inspection.

I certify this Airframe is in an airworthy condition with respect to the maintenance and/or inspection performed and is approved for return to service. All maintenance and/or inspections were completed in accordance with the applicable manufacturer's maintenance manuals. Pertinent details are on file at this agency under WO# 2518013.

Signed

Mitchell R. Fiedler

for Elliott Aviation of the Quad Cities, Inc.
CRS# CGHR812C EASA 145.5686

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