



Finefield Aviation Inc.

Lake in the Hills Airport
8399 Pyott Road
Lake in the Hills, IL 60156

Annual Date-8-4-10

SERVICES DESCRIPTION			Bo Harper			
Aircraft No.	Serial No.	Type Aircraft	Hobbs	TTAF	TSMOH	TSPOH
167JW	D-8792	Beech V35A	1479.9			

Services Performed:

1. Throttle warning horn sounds at too low map. Adjusted throttle warning horn micro switch to activate sooner.
2. Prop R.P.M. is too high on takeoff. Adjusted prop governor stop to reduce high RPM limit and safetied.
3. Tachometer needle vibrates. Removed tach cable, lubed and reinstalled.
4. Greased landing gear torque links, steering mechanism and retraction system.
5. Left and right main tires worn. Replaced and balanced both main tires.
6. Left and right main gear retract rods shimmed improperly and bolts loose at gear box. Positioned washers properly and tightened new rod end bolts on left and right main gear retract rods at gear box and safetied.
7. Left and right main gear inboard gear door retract rod pivot bolts loose at gear box. Added washer under nuts and replaced left bolt, tightened left and right inboard gear door retract rod bolts at gear box and safetied.
8. Nose gear retract rod safety loose at gear box. Resafetied nose gear retract rod end bolt at gear box.
9. Nose strut lower zerk fitting plugged. Installed new lower zerk fitting on nose strut and greased.
10. Nose gear has paint chipped away. Painted nose strut fork and torque link.
11. Nose gear shimmy on landing. Found shimmy dampener low on fluid. Serviced shimmy dampener with hydraulic fluid, filling reservoir and sealed aft plug piston with new o-ring.
12. Nose gear down brace tension low. Lengthened nose gear retract rod to specs and tightened jam nuts.
13. Nose strut left pivot bolt installed backwards. Disconnected nose steering yoke, pulled left strut pivot bolt and found chamfered washer not matched to head radius. Assembled nose strut left pivot bolt hardware properly and installed. Pulled right pivot bolt to verify proper orientation of chamfered washer. Installed 2 new washers under nose strut pivot bolt nuts and tightened.
14. Left and right main gear down lock cable vinyl tubes installed incorrectly. Installed new vinyl tubes on left and right down lock cables per AD 2007-08-08.
15. Left and right main strut servicing instruction placards deteriorated. Installed owner supplied left and right strut servicing instruction placards.
16. Charged battery.
17. Left main gear inboard gear door forward hinge bolt loose. Tightened forward pivot bolt on left main inboard gear door.
18. Left main gear torque link upper pivot pin misorientated. Spun left main gear torque link upper pivot pin to proper orientation.
19. Left main inboard gear door lower lightening hole fabric peeling off. Secured left main inboard gear door lower lightening hole fabric with adhesive.
20. Cleaned and greased all wheel bearings.
21. Balanced nose wheel and tire.
22. Right brake wheel cylinder leaking. Removed wheel cylinder, disassembled, cleaned and rebuilt with new o-rings. Installed and bled brake.
23. Brake linings worn to limits. Replaced all brake linings.

24. Right main gear inboard gear door front and rear hinge bolts are loose. Tightened right main inboard gear door pivot bolts.
25. Right main gear uplock roller bolt is loose. Tightened right main gear uplock roller bolt and safetied.
26. Nose gear "A" frame retract rod bracket bolts are loose. Tightened bolts.
27. Landing gear down handcrank clearance too great. Adjusted landing gear down limit switch to specs.
28. Left and right main gear uplock roller clearance too great. Adjusted left and right main gear uplock blocks to specs.
29. Nose gear not hitting up stop. Found nose gear upstop deteriorated. Installed double layer upstop rubber cushion and safetied.
30. Right main gear inboard gear door closes too tight. Lengthened right main gear inboard gear door retract link to specs and safetied.
31. Right main gear uplock cable tension too high. Adjusted right main gear uplock cable to specs and safetied.
32. Left main gear uplock cable tension too low. Adjusted left main gear uplock cable to specs and safetied.
33. Left and right nose gear doors not closing completely. Adjusted left and right nose gear door retract rods to specs.
34. Left nose gear door retract rod ball end tight. Loosened left nose gear door retract rod ball end and safetied.
35. Checked gear rigging and operation of throttle warning horn and squat switch.
36. Washed down landing gear.
37. Nose strut missing turning limits placard and lines. Painted nose gear steering limit lines and installed owner supplied placard.
38. Left fuel cell wing placard peeling off. Installed owner supplied fuel cell placard at left filler cap.
39. Aileron trim ineffective. Fabricated and installed 2 additional aileron trim knob friction shims, indexed cap placard to neutral, and safetied.
40. Mixture control loose in panel. Tightened mixture control in panel.
41. Pilots seat not engaging in forward seat track positions. Adjusted pilots center seat track rollers, cleaned center track engagement holes and lubricated mechanism.
42. Removed both magnetos for 500 hr inspection. Left magneto S6RN-1201 s/n: 108923FR, right magneto S6RN-1205 s/n: B289001FR. Reinstalled repaired magnetos and timed to engine using new drive rubber and gaskets.
43. Removed tachometer for repair p/n: D1-112-5023 s/n: 7638 , reinstalled, and checked operation.
44. Cleaned fuel injectors, reinstalled and pressure checked.



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Date-3-17-10

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167JW	D-8792	Beech V35A	1410.0			

Services Performed:

1. Owner reports he needs right rudder input for trimmed flying (ball to right ¼). Raised right elevator trim tab approximately 1 ½ turnbuckle turns top and bottom cable.
2. Landing gear failed to function. Troubleshoot and found landing gear motor at fault. Removed landing gear motor, disassembled, cleaned, turned commutator and reassembled with new brushes. Ran in gear motor brushes on bench. Reinstalled electric gear motor in aircraft with new electrical connectors and safetied bolts.
3. C/W AD 2007-08-08 Gear uplock roller lube due. Greased left and right main gear uplock rollers per AD 2007-08-08.
4. Spark plugs significantly worn. Cleaned, gapped and installed spark plugs. Replacement deferred per owner.
5. Alternator occasionally fails to come on line. Checked wiring security at alternator and switch. Cleaned plug pins at Zeftronics regulator. Tightened 1 terminal on alternator switch. Cleaned alternator out and field fuses. Swapped battery alternator, and alternator switches in side panel. Flight test operational check, good.
6. Auto pilot heading wanders followed by abrupt correction. Checked all appropriate connections and contact cleaned. Unable to duplicate problem with heading bug.
7. C/W McCauley prop AD 2007-08-04. Removed spinner and cleaned out dirt and grease. Filed nicks from leading edges of prop blades, etched, alodined, and painted where needed.
8. Left inboard gear catching on rudder seal. Filed wing skin at left inboard gear door aft corner and secured seal.
9. Landing gear up handcrank clearance too great. Adjusted landing gear up limit switch striker screw to specs and tightened jam nut.
10. Landing gear down handcrank clearance too great. Adjusted landing gear down limit switch to specs.
11. Right main gear not hitting up stop. Adjusted right main up stop to specs.
12. Right main gear uplock block to roller clearance too tight. Adjusted right main gear uplock block to specs.
13. Left and right main gear uplock cable tension low. Tensions increased to be within specs with corrected handcrank clearance and safetied.
14. Left main gear uplock cable clevis bolt installed backwards. Corrected orientation of left main gear uplock cable clevis bolt and safetied.
15. Left main gear uplock block bolts installed backwards. Corrected orientation of left main gear uplock block bolts.
16. Left main gear inboard door closes very tight. Lengthened left main gear inboard door retract rod and safetied rod end bolt.
17. Right exhaust manifold cracked nearly completely around #5 cylinder flange. Removed right exhaust manifold and sent for repair. Installed used serviceable right exhaust manifold provided by owner with new gasketd.
18. Left exhaust tail pipe rubbing severely on left cowl flap when closed. Raised left tail pipe at firewall hangar to specs and safetied bolt.

19. Right main gear outboard door hangs loose. Shortened right main gear outboard door links to specs and tightened.
20. Owner shipped serviceable left and right exhaust manifolds for installation. Enlarged EGT probe port at cylinder #3 slip joint inner pipe. Straightened and surfaced manifold flanges. Shortened cylinder #4 slip joint inner pipe and deepened existing probe clearance slot.
21. Install serviceable left exhaust manifold per owner request. Installed serviceable left exhaust manifold provided by owner with new gaskets.
22. Left exhaust muffler deformed. Installed overhauled left exhaust muffler with new bolts and nuts at ball joint and new washers and nuts at tail pipe clamp.
23. Instrument air system pressure relief valve erroneously fitted with outlet filter. Removed B3-5-1 type filter from instrument air system pressure relief valve.
24. C/W AD 94-20-04 Fuselage bulkhead inspections. Due again in 100 hrs.
25. AD 84-26-02 Induction filter no longer applies due to previous installation of bracket air filter assembly.

Services NOT performed:

1. Nose gear up tension high.
2. Nose gear down tension too low.
3. Left and right inboard gear door rod end bolts and left and right main gear retract rod end bolts loose at gearbox spider arms.
4. Left and right main gear missing placard in wheel wells advising proper orientation of uplock cable clevis bolts.
5. Left and right uplock cable vinyl tubes not installed with correct proportions and left tube too short and not secured per AD 2007-08-08.
6. Nose gear steering linkage sloppy at forward two pivots.
7. Left and right main gear struts seeping fluid significantly.
8. Pilots seat armrest pivot bolt excessively loose.
9. Cabin heat muffler shroud installed backwards.
10. Instrument air system due for filter replacement.
11. Take off RPM above red line.
12. Take off fuel flow significantly above red line. - Fuel flow at 28 gph
13. Wheels feel out of balance spinning after lift off.
14. Nose wheel shimmy on landing.
15. No throttle warning horn in landing pattern. - Nope - Emotions line @ 13'
16. Idle cut off rise nearly 100 RPM.
17. Center mic jack appears to be inoperative. - 16/15