

WO# 2517213 Date: 11/17/2017
Reg# N700Z Aircraft SN: BB-1920
Hobbs: 2445.7
ATT: 2445.7 ATC: 2076



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

Airframe Log Entry

Inspection

- * Performed "Inspection After Hard/Overweight Landing" in accordance with Beechcraft King Air 200 Series Maintenance Manual, chapter 05-50-00-601, Section 7a and 7b.
Airworthiness Life Limited
- * Complied with 5 year wing bolt inspection, including:
570131 and 570631 - left and right wing lower forward bolt and nut replacement.
Installed new LH and RH lower forward wing bolts, PN: 130909B175 and nuts, PN: 130909N46.
570136 and 570636 - left and right wing - all wing attach flat surfaces, depressions, counterbores, bolt bores and barrel nut recesses, wing bolts and lower forward main spar clevis fittings. Installed new LH upper forward bolt, PN: 81784-12-32. Reference Beechcraft King Air Series Structural Inspection Repair Manual, chapter 57-17-02 and Elliott Aviation of the Quad Cities, Inc. Non-Destructive Testing Report 17-564, dated 10/27/17 for work performed during non-destructive testing. Torque check wing bolts at next scheduled inspection.
Special Inspection
- * 322161, 320641, and 321141- Complied with 1000 cycle nose, left and right main landing gear actuator clevis hole inspection. No discrepancies noted at this time. Reference Beechcraft King Air 200 Series Maintenance Manual, chapters 05-20-05-601, 32-31-29-601 and Beechcraft King Air Component Maintenance Manual chapter 32-10-00.
- * 320602 - Complied with 72 month/6 year left main landing gear shock absorber, drag brace, axle and torque knees assembly inspection. Reference 8130-3's Dated 24AUG/2017 from Elliott Aviation of the Quad Cities, Certification No. CGHR812C, Tracking # 102271, Work Order # 2517213/1800 and Elliott Aviation of the Quad Cities NDT Report # 17-460 Dated 5/25/2017 for work performed.
- * 320605 - Complied with 72 month/6 year left main landing gear trunnion bolt holes and drag brace attach holes inspection. No discrepancies noted at this time. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 05-20-05-601.
- * 321102 - Complied with 72 month/6 year right main landing gear shock absorber, drag brace, axle and torque knees assembly inspection. Reference 8130-3's Dated 24AUG/2017 from Elliott Aviation of the Quad Cities, Certification No. CGHR812C, Tracking # 102271, Work Order # 2517213/1801 and Elliott Aviation of the Quad Cities NDT Report # 17-461 Dated 5/25/2017 for work performed.
- * 321105 - Complied with 72 month/6 year right main landing gear trunnion bolt holes and drag brace attach holes inspection. No discrepancies noted at this time. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 05-20-05-601.
- * 322102 - Complied with 72 month/6 year nose landing gear shock absorber, drag brace, axle and torque knees assembly inspection. Reference 8130-3's Dated 24AUG/2017 from Elliott Aviation of the Quad Cities, Certification No. CGHR812C, Tracking # 102271, Work Order # 2517213/1802 for work performed.
- * 322105 - Complied with 72 month/6 year nose landing gear trunnion bolt holes and drag brace attach holes inspection. No discrepancies noted at this time. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 05-20-05-601.
- * 122120 and 122620 - Complied with 12 month wing bolt lubrication requirements. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 12-20-53-301.
- Airworthiness Directive**
- * AD 2006-12-25 (Effective date 7/28/2006) To prevent failure of the actuator nut assembly for the right MLG actuator. AD is not applicable by aircraft serial number. No further action is required.
- * AD 2007-12-06 (Effective date 7/16/2007) To detect and correct improperly assembled or damaged flight controls. AD is not applicable by aircraft serial number. No further action is required.
- Modification & Refurbishment**
- * Repainted number two engine nacelle (including adjacent upper and lower outboard wing skins) to match existing layout in accordance with Elliott Aviation of the Quad cities, Exterior Paint Refurbishment General Procedures Manual. Exterior paint colors are:
** Base coat: PPG Desoto "White" F17865.
** First stripe: Acry Glo High Solids "Deep Blue" A08034.
** Second stripe: Acry Glo High Solids "Toreador Red" A07982.
All applicable exterior placards replaced.
- Maintenance Action**
- * Removed and reinstalled nose landing gear and drag brace, LH main landing gear and drag brace, RH main landing gear and drag brace for 6 year/8000 cycle inspection. Reference Beechcraft King Air 200 Series Maintenance Manual, chapters 32-10-03-401, 32-11-01-401, 32-20-05-401, 32-20-09-401, 32-31-37-501 and 32-31-39-501.
- * Removed all 4 brake assemblies, PN: 2-1576, SN: Unknown.
Installed customer supplied OVERHAULED #1 brake assembly, PN: 2-1576, SN: 4491. See 8130-3 dated 11/Jan/2017 from Accessory Overhaul Group, LLC, Certification No. G4ZR155X, Work Order # R127695, Tracking # ATL2398 for work performed.
Installed customer supplied OVERHAULED #2 brake assembly, PN: 2-1576, SN: E4155. See 8130-3 dated 11/Jan/2017 from Accessory Overhaul Group, LLC, Certification No. G4ZR155X, Work Order # R127694, Tracking # ATL2397 for work performed.
Installed customer supplied OVERHAULED #3 brake assembly, PN: 2-1576, SN: 3966. See 8130-3 dated 11/Jan/2017 from Accessory Overhaul Group, LLC, Certification No. G4ZR155X, Work Order # R127698, Tracking # ATL2399 for work performed.
Installed customer supplied OVERHAULED #4 brake assembly, PN: 2-1576, SN: 0185. See 8130-3 dated 17/Jan/2017 from Accessory Overhaul Group, LLC, Certification No. G4ZR155X, Work Order # R127699, Tracking # ATL2389 for work performed.
Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 32-40-15-401.
- * Removed RH inboard and RH outboard main wheel assemblies, PN: 3-1341-1, SN's: Unknown.
Installed RH inboard OVERHAULED main wheel assembly, PN: 3-1341-1, SN: 8668. See 8130-3 dated 24/Oct/2016 from Elliott Aviation of the Quad Cities, Certification No. CGHR812C, Work Order # 2540857, Tracking # 156110 and NDT Report # 16-595, Work Order # 2540857 dated 10/20/2016 from Elliott Aviation of the Quad Cities for work performed.
Installed RH outboard OVERHAULED main wheel assembly, PN: 3-1341-1, SN: 8669. See 8130-3 dated 24/Oct/2016 from Elliott Aviation of the Quad Cities, certification No. CGHR812C, Work Order # 2540856, Tracking # 156110 and NDT Report # 16-594, Work Order # 2540856, dated 10/20/2016 from Elliott Aviation of the Quad Cities for work performed.
Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 32-40-15-401.
- * Removed and reinstalled RH nacelle fuel cell, PN: 99-380000-25RH, SN: 04-01078, DOM Sept 2004. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 28-10-09-401.
Removed and reinstalled RH propeller, PN: HC-E4N-3G, SN: A77221. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 61-13-01-401.
Removed and reinstalled RH engine, PN: PT6A-42, SN: PCE-PJ0917. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 71-00-01-401.

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PO Box 100
Moline, IL 61266-0100

Airframe Log Entry

Maintenance Action

Removed RH auxiliary tank, PN: 101-381001-8RH, SN: 0505842, DOM June/2005. Installed overhauled RH auxiliary fuel cell, PN: 101-381001-8RH, SN: 92-31991, DOM Nov/1992. See 8130-3 dated 7/Oct/2017, from Eagle Fuel Cells - ETC Inc., CRS# NL5R071N, Tracking # 2017466, Work Order # 44865 for work performed. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 28-10-19-401.

Removed and reinstalled RH inboard flap. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 27-50-01-401.

Serviced air conditioner system with 8.2 lbs of R-134A freon and 1.6 ounces of oil. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 12-10-09-301.

Removed and reinstalled starter/generator. Complied with QAD flange inspection. Reference Beechcraft King Air 200 Series Maintenance Manual, chapters 05-20-05-601 and 24-30-03-401.

Performed repair on the right wing rear spar in accordance with Beechcraft Field repair - Deformation, RH Wing, Rear Spar Center Section Web, Between RBL 93.00 & 113.00, DWG No. FR-BB-1920-3327, Rev 1, dated 09/27/2017. Reference FAA form 8100-9 dated 27/Sep/2017, signed by Donald A. Beaven, DERT-834055-CE (Structures). Reference Elliott Aviation Non-Destructive Testing Report No. 17-539 for all NDT work performed on aircraft signed by Ryan Parker, CRS # CGHR812C, dated 10/16/2017 for details. Weight & balance data change negligible. There are no Instructions for Continued Airworthiness beyond the manufactures recommended inspections.

Installed new parts as follows: RH outboard side aft nacelle skin, PN: 101-980022-36; outer main RH web rib, PN: 101-120024-40; Bulkhead, PN: 101-980010-28; bulkhead, PN: 101-980010-606; aft nacelle tension strap, PN: 101-980024-4; rib brace BL 113.00, PN: 101-120023-74; outboard keel web BL 113.00, PN: 101-980011-87; angle rib, PN: 101-120023-16; skin outboard lower, PN: 101-120034-8; stiffener, PN: 101-120024-7006. Reference Beechcraft King Air 200 Series Maintenance Manual, chapters 28-10-19-401, 27-50-01-401, and Structural Inspection Repair Manual, chapter 20-50-03.

- * Installed new RH lower forward wing bolt panel, PN: 101-980038-9. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 57-20-01-201 and Structural Inspection Repair Manual, chapter 20-50-02.
- * Removed and reinstalled right wing assembly to facilitate other maintenance. Reference Beechcraft King Air 200 Series Maintenance Manual, chapter 57-20-01-401.

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# 2517213.

Signed

-Mitchell R. Fiedler

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

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U.S. Department of
Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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 1958)

1. Aircraft	Nationality and Registration Mark N700Z	Serial No. BB-1920	
	Make RAYTHEON AIRCRAFT COMPANY	Model B200	Series KING AIR
2. Owner	Name (As shown on registration certificate) AMERICAN AVIATION INC	Address (As shown on registration certificate) Address 2495 BROAD ST City BROOKSVILLE State FLORIDA Zip 34604-6841 Country USA	


3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Elliott Aviation Of The Quad Cities, Inc.		<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address PO BOX 100, QUAD CITY AIRPORT		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City MOLINE State IL		<input checked="" type="checkbox"/> Certificated Repair Station	CHGR812C
Zip 61266-0100 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  Matthew Rayman November 15, 2017
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. CHGR812C	Signature/Date of Authorized Individual  Mitchell R. Fiedler November 15, 2017
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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.)

N700Z

November 15, 2017

Nationality and Registration Mark

Date

1. Performed repair on the right wing rear spar in accordance with Beechcraft Field repair – Deformation, RH Wing, Rear Spar Center Section Web, Between RBL 93.00 & 113.00, DWG No. FR-BB-1920-3327, Rev 1, dated 09/27/2017. Reference FAA form 8100-9 dated 27/Sep/2017, signed by Donald A. Beaven, DERT-834055-CE (Structures). Reference Elliott Aviation Non-Destructive Testing Report No: 17-539 for all NDT work performed on aircraft signed by Ryan Parker, CRS # CGHR812C, dated 10/16/2017 for details.
2. Weight & balance data change negligible.
3. An entry in the Airframe logbook has been made to reflect these repairs.
4. There are no Instructions for Continued Airworthiness beyond the manufactures recommended inspections.

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☐ Additional Sheets Are Attached