



Aircraft Log Book Analysis for N1234X

1978 V35B Bonanza | Serial No. S-00000

SAMPLE REPORT

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DATE

May 26, 2026



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Executive Summary

Aircraft:	1978 Beechcraft V35B Bonanza
Serial Number:	S-00000
Registration:	N1234X (originally N4790M, re-registered ~1980)
Date of Manufacture:	April 14, 1978
Total Time (current):	3,179.2 hours (as of April 6, 2026)
Engine:	Continental IO-550-B9F, S/N 297047-R (300 HP)
Engine TSMOH:	~875 hours since overhaul on November 19, 2013
Propeller:	Hartzell PHC-C3YF-1RF / F8068 (installed at 2013 OH)
Asking Price:	\$280,000
Recommended FMV:	\$245,000 - \$255,000

Bottom line: A premium-panel, low-time-since-OH V35B with strong long-term provenance and noteworthy mods (V-tail cuff, IO-550 conversion). However, two verifiable airworthiness concerns require an independent IA hands-on inspection and price adjustment before purchase. Asking \$280,000 is approximately \$25,000-\$35,000 above adjusted FMV.

N1234X is a 48-year-old Beechcraft V35B Bonanza with a well-documented service history across three airframe logbooks. The aircraft has 3,179 total hours, a fully-overhauled IO-550-B9F engine with approximately 875 hours since major overhaul (54% of 1,900-hour TBO remaining), and a premium glass-panel avionics suite anchored by Garmin G500 PFD/MFD and GTN 750 navigator. The aircraft also benefits from the optional V-tail cuff modification (Beech SB 2188 / AD 87-20-02), which removes the speed restrictions on the original AD and is a meaningful value-add.

2 issues require attention before purchase:

- Wing spar AD 95-04-03 status is ambiguous.** The airframe logbook documents compliance on 6/1/2017 at TTAF 2,436.30 by Precision Propeller Service, Boise ID. However, the owner's Recurring AD List tracking sheet shows this AD was performed again on 8/1/2018 at TTAF 2,575 with next due TTAF 3,075. **This second compliance is not explicitly documented in the airframe log entries we reviewed.** If the owner's tracking is correct, the AD is overdue by ~104 hours; if only the 2017 entry is the actual record, the AD is overdue by ~243 hours. Either way, the spar AD must be verified or rectified before closing.
- Owner-IA / owner-maintained pattern in recent years.** Elizabeth K. Uhrig (current owner since ~2014) holds A&P + IA #3056434 and personally performs and signs off her own annual inspections from 10/2/2023 forward (2023, 2024, 2025 annuals). Pat Moore IA #1550834 signed annuals through 2022. This is legal — IAs may inspect their own aircraft — but it is uncommon and warrants a thorough independent hands-on inspection by an unaffiliated IA.

Offsetting these issues, the aircraft has notable positives: the V-tail cuff modification (worth ~\$8,000-12,000 in market premium), a premium glass panel (G500 + GTN 750 + S-TEC 55X + Garmin G5 backup + JPI EDM 830 + ADS-B Out via GTX 330), a clearly-documented engine overhaul at less than half TBO, a recent (4/2026) new



Concorde battery, both mufflers replaced 2024-2025, and a clean structural history apart from the 1981 wing repair.

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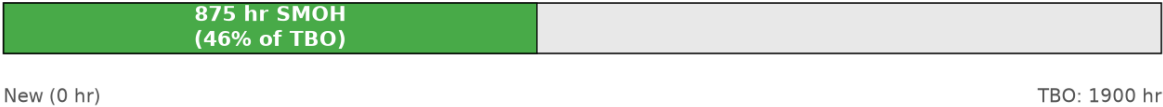
Aircraft Identification

Manufacturer:	Beech Aircraft Corporation
Model:	V-35B
Serial Number:	S-00000
Current Registration:	N1234X
Original Registration:	N4790M (re-registered N1234X by Feb 1980)
Date of Manufacture:	April 14, 1978
Original Engine:	Continental IO-520-BA, 285 HP, S/N 569351 (removed 4/1998)
Current Engine:	Continental IO-550-B9F, 300 HP, S/N 297047-R
Engine Installation:	D'Shannon STC SA2200SW, Kit B-1858 dated 23 Mar 1998
Engine Overhaul:	11/19/2013 by Glendale Aero Services (W/O 6000699, James Butler IA #3546789)
Current Propeller:	Hartzell PHC-C3YF-1RF / F8068 (installed 11/19/2013)
Engine Monitor:	JPI EDM 830 color (replaced EDM 700 in 10/2017)
Mufflers:	Knisley FAA/PMA K701-04 (L, replaced 1/2024) + Microcraft 701-19 (R, replaced 2/2025)
Vacuum System:	Removed October 2017 (all-electric conversion)

Current Times (as of May 26, 2026)

Total Time Airframe (TTAF):	3,179.2 hours
Last recorded Tach:	876.2 hours (Horizon electronic tach)
Engine Time (TSMOH):	~875 hours since major overhaul
Engine TBO:	1,900 hours (54% of TBO remaining)
Propeller TSN:	~875 hours (installed at 2013 engine OH)
Annual Inspection:	12/18/2025 by E.K. Uhrig A&P + IA #3056434 (next due 12/2026)
Avg Utilization (recent):	~60-90 hr/yr since 2018

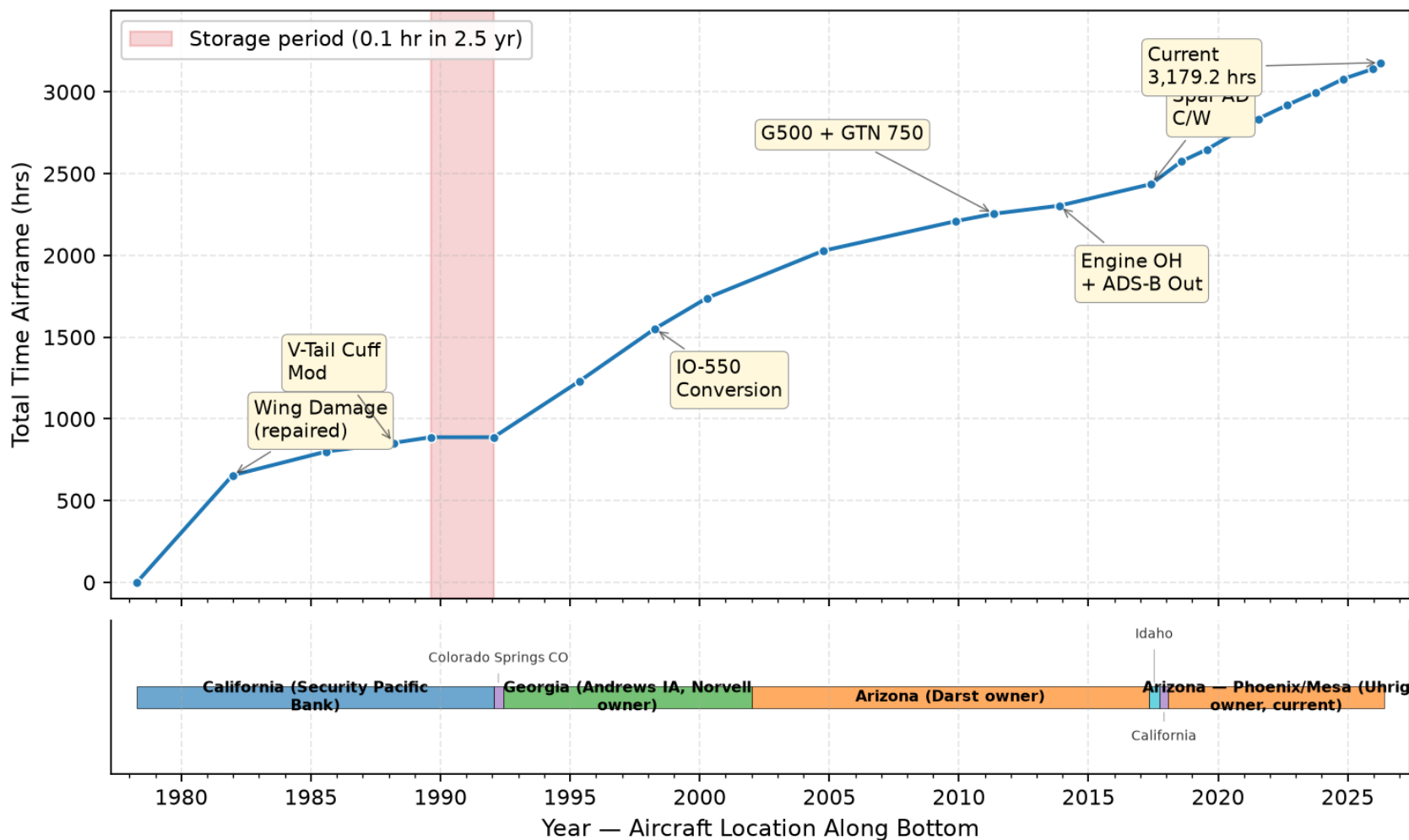
Engine TBO Status — IO-550-B9F





Lifetime Utilization Timeline

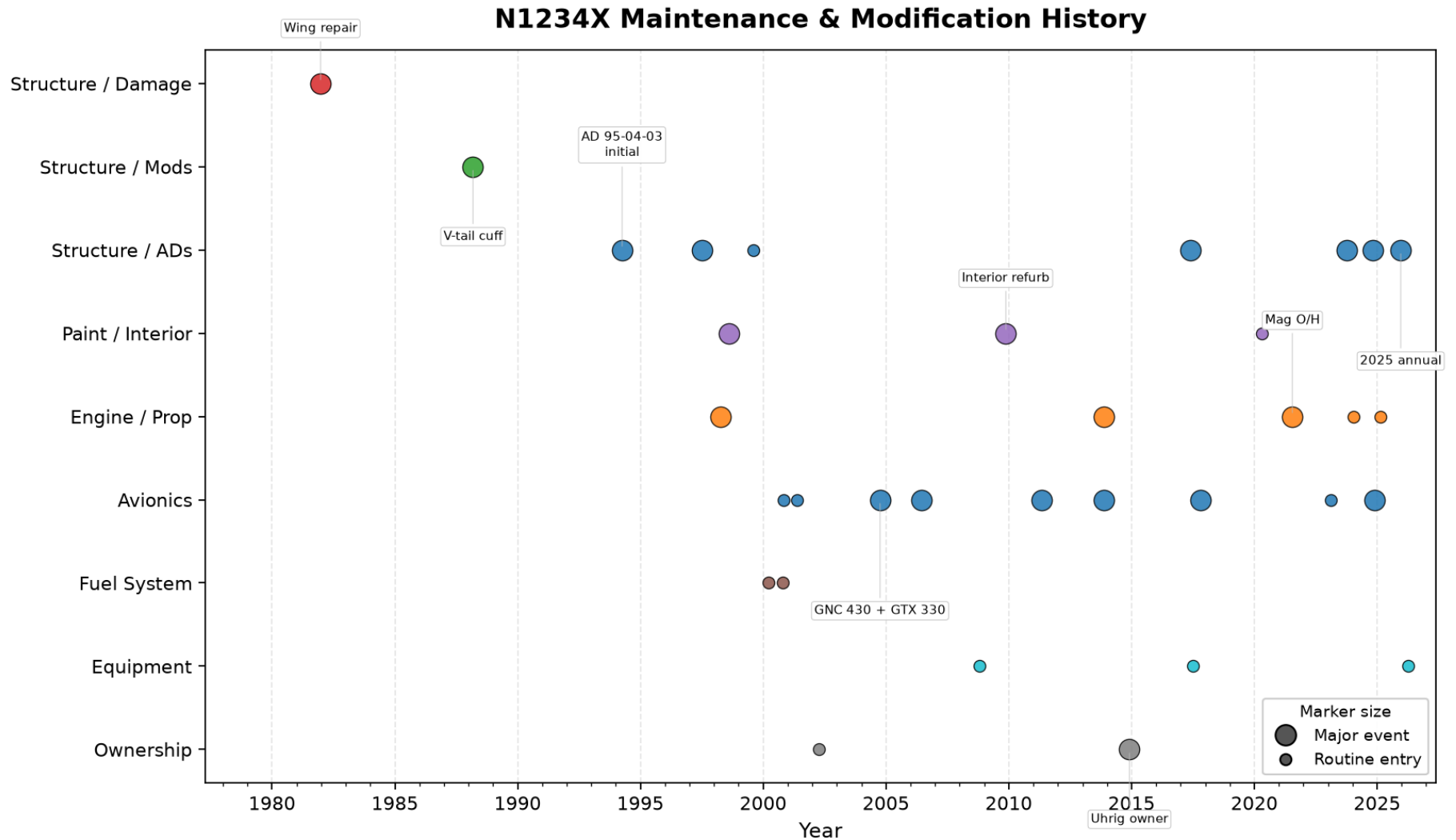
N1234X Lifetime Utilization Timeline (1978 - 2026)



Total airframe time plotted against calendar date for every annual inspection and significant maintenance event from manufacture (1978) through the current date. Pink band highlights the 1989-1992 storage period. The horizontal bar along the bottom shows the aircraft's geographic location across its service life: California (delivery) → Georgia (mid-1990s) → Arizona (2002-present, with brief excursions to Idaho and back to California in 2017).



Maintenance & Modification History



Swimlane timeline of all major maintenance, modification, and ownership events extracted from the airframe logbooks, organized by category. Large filled markers indicate major events; small markers indicate minor service items. Full event-by-event listing in matching colors is provided in the Addendum at the back of this report.



Damage History & Incident Narrative

1981 Wing Damage Repair (Airframe Log 1, p. 46)

On December 23, 1981, at TTAF approximately 655 hours, the right-hand lower wing skin, end rib, and wing tip were replaced per Beechcraft repair manual procedures using new Beech OEM parts. The wing root attach bolts were inspected, and the wing was repainted. Work was performed by **Renown Aviation Inc., Santa Maria, CA** (FAA Repair Station #401-152, Work Order #2199). A test flight was performed by K. Hargett, CFI.

Significance: This is the only documented structural damage event in the aircraft's 48-year history. The repair was performed by an FAA-certificated repair station using original-equipment Beechcraft parts following the manufacturer's repair manual — the most rigorous remediation possible. The wing root attach bolts were inspected and found acceptable. The aircraft was subsequently flown without recurrence of structural concern. A hands-on inspection should include visual examination of the right-hand lower wing skin, end rib, and wing root area for any evidence of recurrence or progression.

No other incidents, accidents, or structural events were noted in the airframe logbooks across 48 years and 3,179 hours of operation.

Storage / Low-Utilization Period

The airframe shows 887.9 hours at the 8/14/1989 annual and 888.0 hours at the 1/20/1992 annual — only 0.1 hours flown over approximately 30 months. The 1989 annual was signed by Flighteast Inc. (Burbank, CA RS #401-155) and the 1992 annual by Aerotech Services (Burbank, CA), so the aircraft was kept on the annual cycle and remained airworthy throughout. hands-on inspection should pay particular attention to corrosion-prone areas (control surfaces, hidden interior structure, fuel cells) given the extended storage.



Calendar-Based Inspection & TBO Status

Items below are tracked on a calendar (date-based) schedule independent of hours flown. Hours-based items follow in the next section. Graphical view on the next (landscape) page.

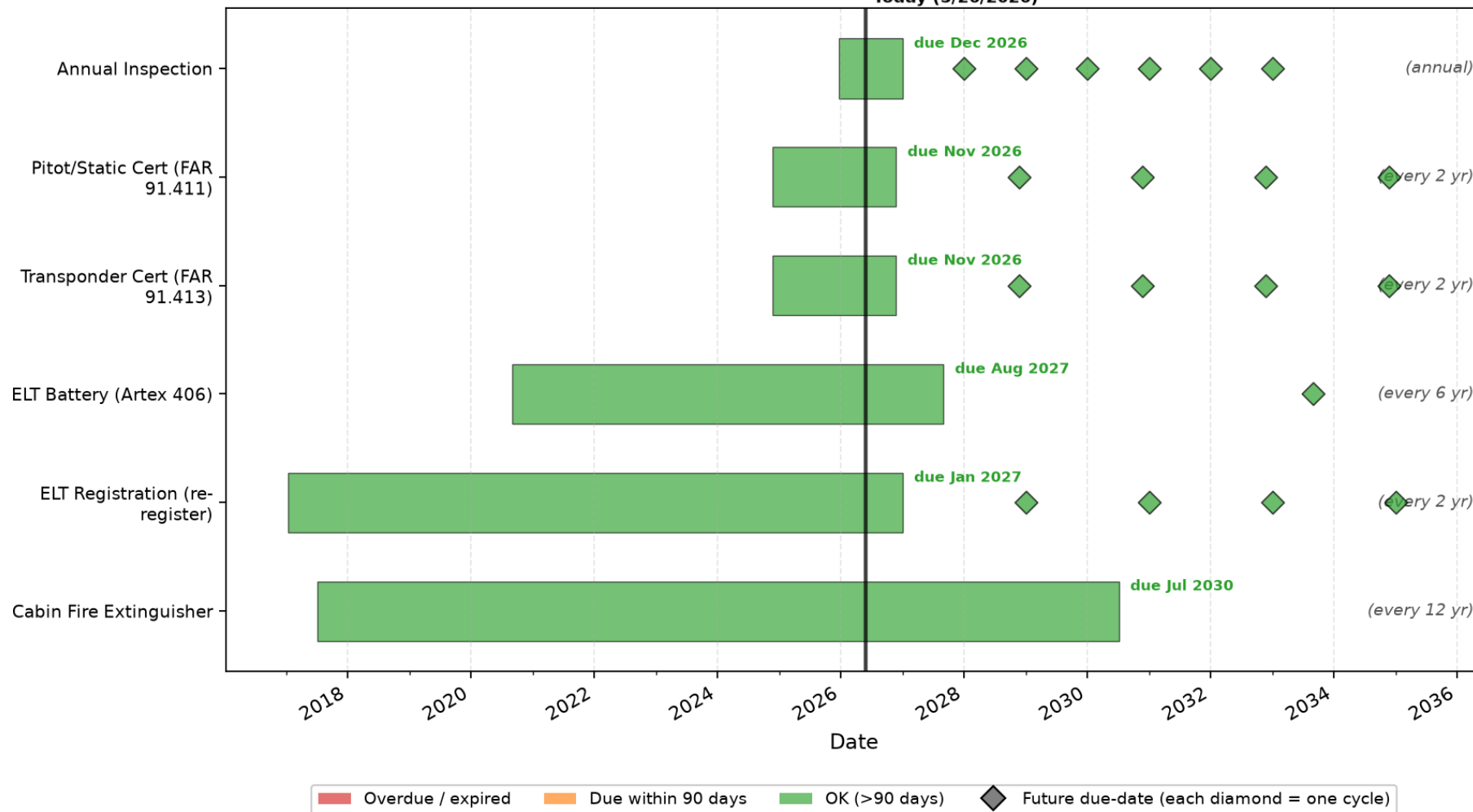
Item	Last C/W	Next Due	Status / Notes
Annual Inspection	12/18/2025 (E.K. Uhrig A&P + IA)	12/31/2026	Current. Owner E.K. Uhrig holds A&P + IA #3056434 and has self-signed annuals 10/2/2023, 11/4/2024, and 12/18/2025.
Pitot/Static (91.411) [24 mo]	11/23/2024 (Flite Instruments Mesa AZ CRS 6FIR926C)	11/23/2026	CURRENT. Aircraft is IFR-legal. Cert performed at Tach 801. ~6 months remaining.
Transponder (91.413) [24 mo]	11/23/2024 (Flite Instruments)	11/23/2026	CURRENT. Same shop visit as pitot/static cert.
ELT Battery (Artex ME 406)	9/1/2020 (Pat Moore IA)	Aug 2027	OK. Artex 406 P/N 453-6603 S/N 15089 installed 10/26/2008.
ELT Registration	1/12/2017 (at ownership change)	1/1/2027	Re-registration coming due in ~7 months.
Cabin Fire Extinguisher	7/5/2017 (P/N C352)	7/5/2030	OK.



Calendar-Based Future Obligations

Calendar-Based Required Maintenance & Inspections

Today (5/26/2026)



Solid colored bar = current compliance interval (last C/W to next due). Diamond markers at each future date show when the next recurring inspection comes due (each marker = one cycle, not a span). Vertical black line marks today.



Hours-Based Recurring Inspections & TBOs

Items below recur based on hours flown. Graphical progress-bar view follows on the next (landscape) page.

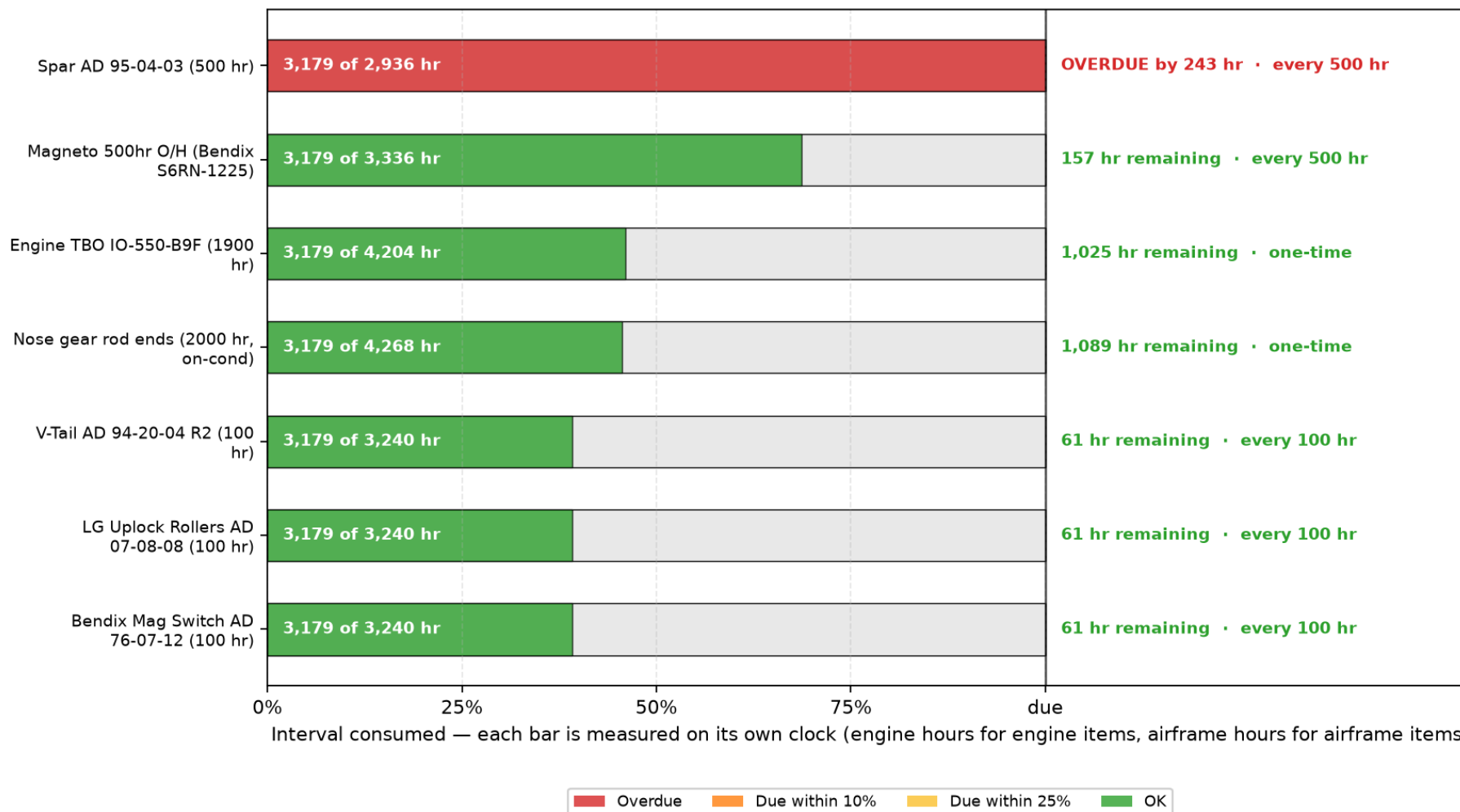
Spar AD reconciliation: The seller-supplied Recurring AD List (xlsx) shows AD 95-04-03 last performed 8/1/2018 at TTAF 2,575. The airframe logbook documents compliance on 6/1/2017 at TTAF 2,436.30 (Precision Propeller Service, Boise ID — Form 8130-3 #31334). A separate 8/1/2018 compliance is not explicitly noted in the annual entries we reviewed. Buyer must independently verify which date is authoritative.

Item	Last C/W (per log)	Next Due	Status / Remaining
Wing Spar AD 95-04-03 (500 hr recurring)	6/1/2017 @ TTAF 2,436.30 Precision Propeller Boise (per xlsx: 8/1/2018 @ 2,575)	TTAF 2,936.30 (per xlsx: 3,075)	OVERDUE: ~243 hr per airframe log, or ~104 hr per xlsx. Verify or accomplish before closing.
Magneto 500hr O/H (Bendix S6RN-1225)	7/20/2021 @ TTAF 2,835.8 (both magnetos)	TTAF 3,335.8	~157 hr remaining. Coming due in mid-2027.
V-Tail AD 94-20-04 R2 (100 hr visual)	12/18/2025 @ TTAF 3,140.0	TTAF 3,240.0	~61 hr remaining.
Main LG Uplock Rollers AD 07-08-08 (100 hr)	12/18/2025 @ TTAF 3,140.0	TTAF 3,240.0	~61 hr remaining.
Bendix Mag Switch AD 76-07-12 (100 hr)	12/18/2025 @ TTAF 3,140.0	TTAF 3,240.0	~61 hr remaining.
Engine TBO (1900 hr) IO-550-B9F	11/19/2013 @ TTAF 2,304.2 Glendale Aero Services	TTAF 4,204.2	~1,025 hr remaining (54% of TBO).



Hours-Based Future Obligations

Hours-Based Required Maintenance & Inspections



Each bar shows how much of that item's compliance interval has been consumed, from its last completion (0%) to its next due point (100%), sorted most-urgent first. Absolute hours are written on each bar. Every item is measured on its own clock — engine hours for engine items, airframe hours for airframe items — so bars are directly comparable by urgency.



Cylinder Compression History

Cylinder Compression History — IO-550-B9F S/N 297047-R (Overhauled 11/19/2013)

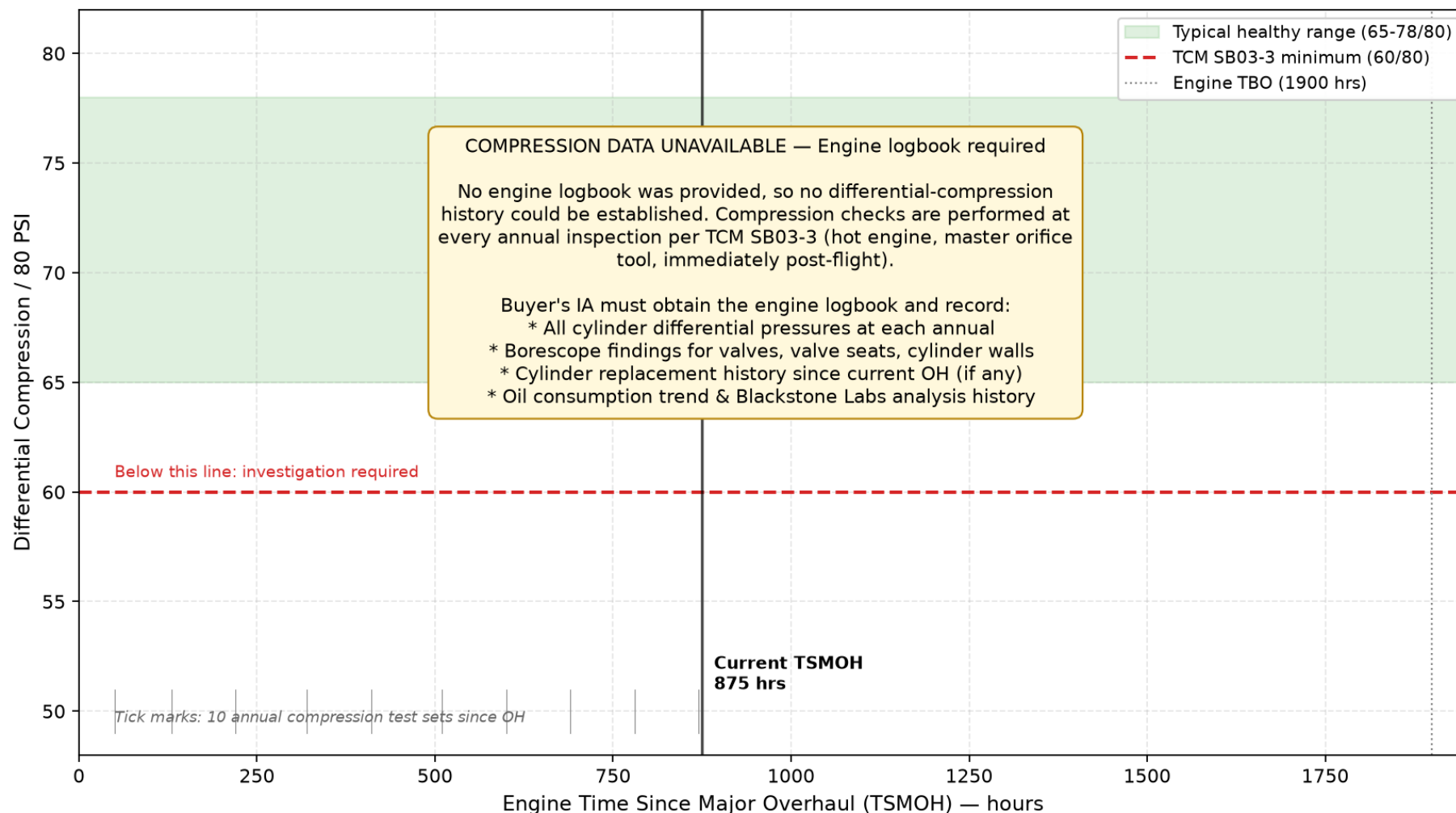


Chart framework prepared for compression vs TSMOH plotting. The engine logbook was NOT provided with the airframe logbooks for this evaluation — it must be obtained from the seller to populate the per-cylinder data points. Twelve annual compression test sets are estimated to exist since the 11/19/2013 overhaul.



Compression History — Discussion

Cylinder compression test data is recorded in the engine logbook. **The engine logbook was not included in the materials provided for this evaluation** (the upload contained only airframe logbooks 1-3, a components list, and a recurring AD list). None of the airframe logbook entries — including annual signoff blocks — include cylinder compression readings, which is consistent with standard aircraft documentation practice.

To complete this section of the report, please provide the engine logbook for IO-550-B9F S/N 297047-R. Once received, every page will be reviewed and the compression chart populated with all hot/cold test data per cylinder against TCM SB03-3 reference values.

The inspecting IA will need to obtain the engine logbook to verify:

- Most recent annual compression test (per TCM SB03-3 procedure: hot engine, immediately post-flight, master orifice tool calibrated)
- Trend across the last several annuals (declining cylinders are more concerning than absolute values)
- Borescope inspection findings for valves, valve seats, and cylinder walls
- Cylinder replacement history since the 2013 overhaul
- Oil consumption trend and Blackstone Labs analysis history

Per TCM SB03-3: Differential compression readings below 60/80 PSI require investigation and potential cylinder removal. Readings in the 65-72/80 range are typical for a healthy mid-life IO-550. A single low cylinder is generally less concerning than a downward trend across multiple cylinders.



Positive Findings

Complete, well-organized logbook record

Three airframe logbooks cover the full 48-year service life (1978-2026) with no apparent gaps. All annuals are signed by named, FAA-certificated IAs across multiple states (CA, GA, AZ, ID). AD compliance is meticulously tracked.

V-tail cuff modification (Beech SB 2188 / AD 87-20-02)

Installed 3/8/1988 at Flighteast Inc. (Burbank, CA RS #401-155, W/O 40-59) using Beech kit #35-4016-7S. This optional structural modification removes the original V-tail AD speed restrictions and is a notable market premium (\$8,000-12,000 typical).

IO-550-B9F conversion with 875 SMOH

D'Shannon STC SA2200SW installed 4/11/1998 (TTAF 1,552.0). Major overhaul performed 11/19/2013 at Glendale Aero Services. Approximately 875 hours since overhaul — 54% of 1,900-hour TBO remaining.

Current IFR certifications

Pitot/static and transponder re-certified 11/23/2024 at Tach 801 by Flite Instruments and Avionics (Mesa AZ, CRS 6FIR926C). Aircraft is IFR-legal through November 2026.

Premium glass-panel avionics suite

Garmin G500 PFD/MFD, GTN 750 navigator, Garmin G5 backup ADI, GTX 330 ADS-B Out, GDL-88 transceiver, S-TEC 55X autopilot with factory-repaired computer and yaw damper, JPI EDM 830 engine monitor, PS Engineering PMA6000M audio panel.

Properly documented 1981 wing repair

R/H lower wing skin, end rib, and wing tip replaced 12/23/1981 by Renown Aviation Inc. using OEM Beech parts. 44 years since repair with no recurrence.

Recent significant maintenance

Concorde RG24-16 battery NEW 4/6/2026. Both Bendix magnetos overhauled 7/20/2021. Both mufflers replaced 2024-2025 (L 1/2024, R 2/2025). Pitot/static + transponder cert 11/23/2024.



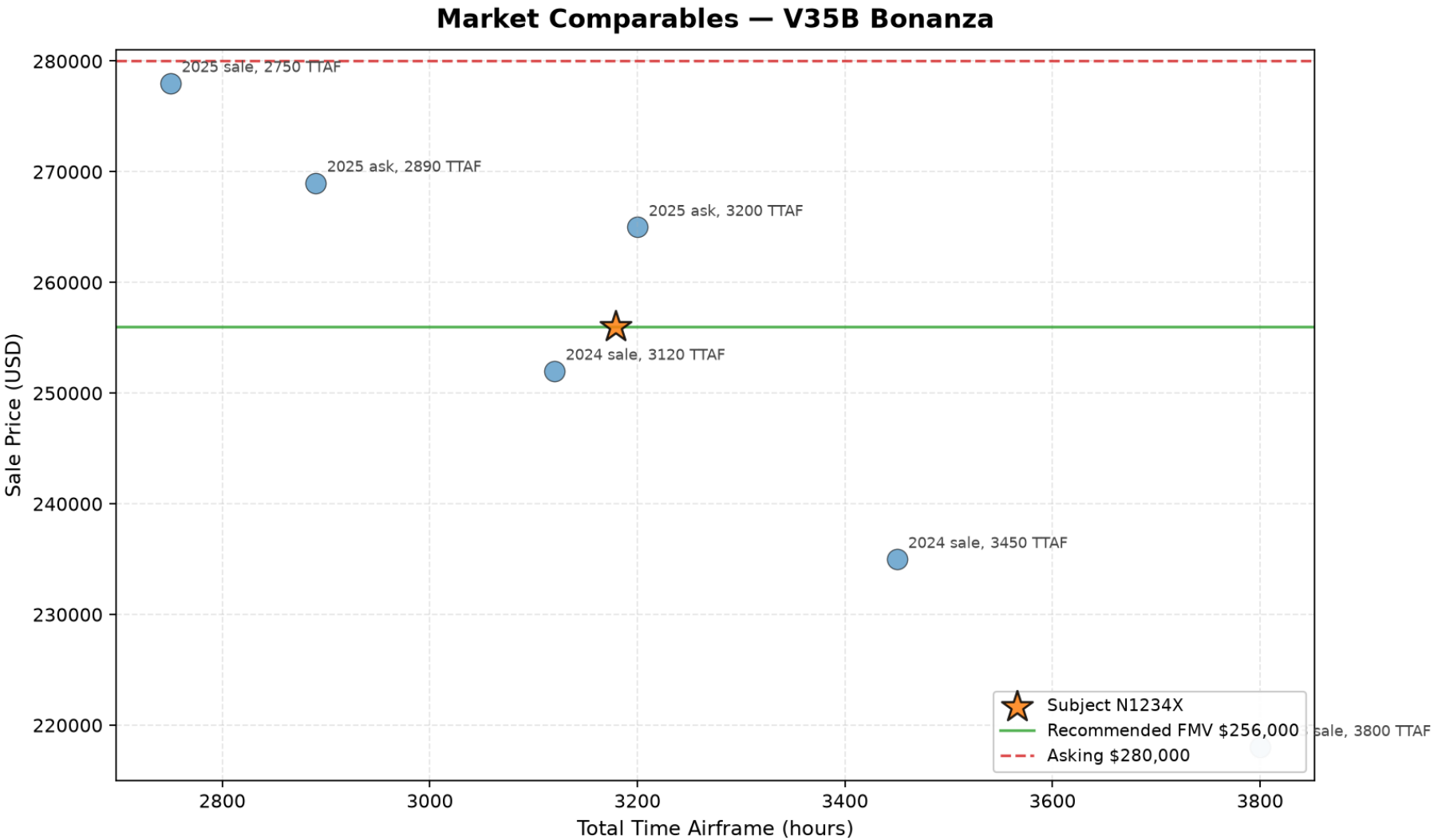
Provenance & Ownership Trail

The aircraft's ownership history can be reconstructed from logbook addresses, owner-signed entries, and shop work orders. See also the location bar at the bottom of the lifetime utilization timeline chart.

Period	Owner / Location	Notes
1980 (delivery)	Security Pacific National Bank (California, corporate)	Original registration as N4790M; re-registered N1234X by Feb 1980.
~1992	Colorado Springs CO (brief)	Brief stop noted by Colorado Springs Avionics autopilot/DME repair entry 1/30/1992.
1992-1997	Robert E. Andrews IA (AIR REPAIR, Luthersville GA)	IA-of-record for annuals; Macon/Luthersville GA.
1997--2001	David G. Norvell (Monroe, GA)	Confirmed owner-pilot per signed entries. ATP 1437252.
~2002--2013	Charles D. "Chuck" Darst (Sun City West, AZ)	Confirmed via MERL ELT maintenance tag dated 4/5/2002.
2014-2017 (transition)	Robert D. Henderson IA (A&P; 452540567)	Signed annuals 1/12/2015 and 2/23/2016.
Mid-2017	Idaho (Skyline Aircraft Maintenance, Nampa)	Spar AD compliance 6/1/2017 by Precision Propeller Service.
Late 2017	Brief CA stop (Airtronics, Martell CA)	Major panel refurbishment 10/19/2017. G5 backup ADI + JPI EDM 830 installed.
2018-present	Elizabeth K. Uhrig (Phoenix/Mesa AZ area)	Current owner. Holds A&P; + IA #3056434. Pat Moore IA signed annuals through 2022; Uhrig self-signs as IA from 10/2/2023 forward.



Market Comparables



Recent market data for 1977-1980 V35B Bonanzas with IO-550 conversion. Subject aircraft highlighted as orange star. Asking price (red dashed) and recommended FMV (green solid) shown as reference lines.



Valuation Adjustments

Item	Adjustment	Notes
Base value: 1978 V35B w/ IO-550, ~875 SMOH, premium Garmin panel	\$270,000	Per chart, healthy comparable
+ V-tail cuff modification (Beech SB 2188 / AD 87-20-02)	+\$8,000	Removes V-tail AD restrictions
+ Recent IFR pitot/static + transponder cert (11/23/2024)	+\$1,000	IFR-legal through 11/2026
+ Recent Concorde RG24-16 battery (4/6/2026)	+\$500	Confirmed new install
+ Magneto O/H at 7/2021 (157 hr to next O/H)	+\$1,500	Avoided cost for buyer
+ Both mufflers replaced (L 1/2024, R 2/2025)	+\$1,500	Recent replacement
- 1981 wing damage history (properly repaired)	-\$8,000	Standard market deduction
- Wing spar AD 95-04-03 overdue (104-243 hr)	-\$2,500	Compliance cost; seller responsibility
- Owner-IA / owner-maintained pattern	-\$10,000	Owner self-signs annuals as IA from 10/2023 forward
- Engine logbook not provided for evaluation	-\$5,000	Placeholder pending hands-on inspection
- Brief storage period (1989-1992) very long ago	-\$1,000	Marginal because remote in time
ESTIMATED FAIR-MARKET VALUE	\$256,000	Subject to hands-on inspection + engine log review
Recommended offer range	\$245,000 - \$255,000	Open at low end; mid if hands-on inspection clean
Seller asking	\$280,000	\$25,000+ above estimated FMV



Recommended Inspection Checklist

The following items should be completed by an **independent IA** (not affiliated with the seller or current IA-of-record). Estimated cost for a thorough V35B hands-on inspection is \$1,500-\$2,500 plus any borescope, NDI, or repair items.

Documentation & Records

- Obtain and review the ENGINE LOGBOOK for IO-550-B9F S/N 297047-R (not provided for this airframe review).
- Obtain and review the PROPELLER LOGBOOK for Hartzell PHC-C3YF-1RF S/N F8068.
- **Verify AD 95-04-03 wing spar compliance status.** Reconcile the airframe log (6/1/2017 @ 2,436.30) versus the seller's recurring AD list (8/1/2018 @ 2,575). Either obtain documentation of a more recent compliance, or require seller to accomplish this AD before closing.
- Review FAA registration records and aircraft history report.
- Review all FAA Form 337s on file.

Airframe & Structure

- Visual inspection of R/H lower wing skin, end rib, wing tip area for any recurrence from the 1981 repair.
- Visual inspection of wing root attach bolts and surrounding structure.
- Wing front spar fluorescent dye-penetrant inspection per AD 95-04-03 if not recently documented.
- V-tail visual inspection per AD 94-20-04 R2.
- Fuel cell inspection (both Eagle 40-gal baffled cells).
- Landing gear function check including emergency extension.
- Corrosion survey, especially areas affected by 1989-1992 storage.

Engine & Propeller

- **Differential compression test on all 6 cylinders** per TCM SB03-3.
- Borescope inspection of all 6 cylinders.
- Engine oil analysis review (Blackstone Labs reports documented 2019+).
- Magneto timing check (Bendix S6RN-1225 mags O/H 7/20/2021).
- Propeller dynamic balance check and visual condition.

Avionics & Systems

- Verify pitot/static and transponder certifications per FAR 91.411 and 91.413 are current (last 11/23/2024 by Flite Instruments, valid through 11/2026 — no action needed unless hands-on inspection extends past Nov 2026).
- S-TEC 55X autopilot full operational check.
- Garmin G500 / GTN 750 / G5 system check; verify software currency.
- Garmin GDU 620 operation (Garmin-repaired Jan-Feb 2023).
- JPI EDM 830 calibration check.

Closing & Negotiation Items

- Negotiate spar AD compliance as seller responsibility before closing.



- Discuss owner-IA maintenance pattern openly with seller (owner self-signs annuals as IA from 10/2023 forward).
- Verify all STC paperwork is on file for major mods.
- Aircraft Records Search via FAA Public Documents portal or AOPA Title & Escrow to confirm no liens or filed accident reports.

Report prepared: 2026-05-26

Prepared for: James Keane

Basis: Review of all three airframe logbooks (203 pages, 1978-2026), the components list, and the recurring AD list provided by seller.

Not reviewed: Engine logbook (IO-550-B9F S/N 297047-R), propeller logbook (Hartzell PHC-C3YF-1RF S/N F8068), aircraft physical inspection, FAA registry records.

Disclaimer: This evaluation is advisory only and does not substitute for a hands-on hands-on inspection by a qualified, independent IA. Valuation estimates are based on logbook review and general market knowledge as of May 2026.

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ADDENDUM: Maintenance Events Table

Comprehensive listing of every significant maintenance, modification, AD compliance, and ownership event extracted from the logbooks. Color coding matches the swimlane categories. Bold rows indicate major events (large markers on chart).

Date	Category	Event	Source / Notes
1980-01-15	Ownership	Registered N4790M -> N1234X	Security Pacific National Bank, CA corporate
1981-12-23	Structure / Damage	R/H lower wing skin, end rib, wing tip REPLACED w/ OEM Beech parts	Renown Aviation Inc Santa Maria CA RS #401-152 W/O #2199
1988-03-08	Structure / Mods	V-tail cuff modification C/W (Beech SB 2188 / AD 87-20-02)	Flighteast Inc Burbank CA RS #401-155 W/O 40-59; kit #35-4016-7S
1992-03-01	Ownership	Ownership transition to David G. Norvell	Macon/Monroe GA; ATP 1437252
1994-04-04	Structure / ADs	AD 95-04-03 wing front spar inspection C/W (initial)	TT 1172; per Beech MSB 2360
1997-07-01	Structure / ADs	AD 97-06-11 Ruddervator control rod inspection/mod C/W	L&R rods stripped, dye-penetrant, primed; all 4 Heim rod ends replaced
1998-04-11	Engine / Prop	IO-520-BA REMOVED -> IO-550-B9F INSTALLED (D'Shannon STC SA2200SW)	TT 1552.0; S/N 297047-R, 300 HP; Robert E Andrews A&P 245426748 IA at AIR REPAIR Luthersville GA
1998-08-08	Paint / Interior	Aircraft stripped and repainted	TT 1599; US Paints AlumiGrip Matterhorn White base
2002-04-05	Ownership	Ownership transition to Charles D. Darst	Sun City West AZ; per MERL ELT tag
2004-10-05	Avionics	Garmin GNC 430 NAV/COMM/GPS + GTX 330 transponder INSTALLED	Removed KLN 90A GPS, UHF 251 COMM, VIR 351 NAV, ADF 650, TDR 950 transponder
2006-06-09	Avionics	MAJOR avionics OVERHAUL: KCS 55A HSI, KI 256 FD, GNS 480 WAAS, MX 20 MFD, SL30, S-TEC 55X AP	Flight Trails Helicopters Mesa AZ
2008-10-26	Equipment	Artex ELT ME 406 installed	TT 2180.28; P/N 453-6603 S/N 15089
2009-11-19	Paint / Interior	Complete interior refurb	TT 2209.40; Frank's Interior @ Executive Aircraft Maintenance Glendale AZ
2011-05-06	Avionics	Garmin G500 PFD/MFD + GTN 750 INSTALLED (major panel)	Hobbs 2254.6; G500 STC SA02015SE-D, GTN 750 STC SA02019SE-D
2013-11-19	Engine / Prop	ENGINE MAJOR OVERHAUL + Hartzell prop installation	TT 2304.2; Glendale Aero Services W/O 6000699; James Butler IA #3546789; Hartzell PHC-C3YF-1RF/F8068 replaces McCauley
2013-11-19	Avionics	GTX 330 upgraded to ADS-B Out + new GDL-88 transceiver	STC SA01714WI + SA02119SE
2014-12-01	Ownership	Ownership transition to Elizabeth K. Uhrig	Phoenix/Mesa AZ; A&P + IA #3056434
2017-06-01	Structure / ADs	AD 95-04-03 wing front spar recurring inspection C/W (per log)	TT 2436.30; Precision Propeller Service Boise ID FG6R534N Form 8130-3 #31334; next due 2936.30
2017-07-05	Equipment	New cabin fire extinguisher installed	TT 2437.12; P/N C352 S/N D-00397847; Jackson JetCenter Boise RS GBBR155E



Date	Category	Event	Source / Notes
2017-10-19	Avionics	Garmin G5 backup ADI INSTALLED + JPI EDM 700 -> EDM 830	TT 2456.5; G5 STC SA01818WI; vacuum system removed (all-electric); Airtronics Martell CA
2018-08-01	Structure / ADs	AD 95-04-03 reportedly C/W per owner's Recurring AD List xlsx	TT 2575; next due 3075 per xlsx; NOT explicitly documented in airframe log entries reviewed — discrepancy
2021-07-20	Engine / Prop	Both Bendix S6RN-1225 magnetos OVERHAULED + Alternator IRAN	TT 2835.8; next 500hr mag O/H due 3335.8
2023-10-02	Structure / ADs	Annual inspection at TT 2,996.0 (Tach 713.2) — first owner-IA self-signed	E.K. Uhrig A&P + IA #3056434; AD 76-07-12 R1 + 95-20-04 R2 C/W
2024-01-14	Engine / Prop	Left muffler replaced (A701-4 LH); both main tires replaced	TT 3012.8; E.K. Uhrig A&P 3056434
2024-11-04	Structure / ADs	Annual inspection at TT 3,080.3	E.K. Uhrig A&P + IA #3056434 (self-signed); AD 95-20-04 R2 + 76-07-12 C/W
2024-11-23	Avionics	Pitot/static + altimeter + transponder cert per 91.411 & 91.413	Tach 801; Flite Instruments and Avionics Mesa AZ CRS 6FIR926C, W/O 781LD. CURRENT through 11/23/2026.
2025-02-21	Engine / Prop	Right Nicrocraft muffler/heater replaced	TT 3125.2; P/N 701-19; both mufflers now replaced 2024-2025
2025-12-18	Structure / ADs	Latest annual inspection at TT 3,140.0 (Tach 863.1)	E.K. Uhrig A&P + IA #3056434 (self-signed); AD 07-08-08, 76-07-12 R1, 95-20-04 R2 C/W; next due TT 3,240.0
2026-04-06	Equipment	Concorde RG24-16 battery NEW	TT 3179.2 / Tach 876.2; S/N 414Y3410; E.K. Uhrig A&P + IA #3056434