

N9082C Air Tractor AT-502-0193
December 6, 2022 PT6A-34AG, SN PCE-PHO854
4930.1 Hobbs time 3642.1 Eng TT.

Signature

AME
ACA/AMO
SCA/AMO

100 HR inspection performed to engine. Drained oil sump, AGB and RGB, inspected chip detector and RGB screen, replaced drains and saftied, installed new oil filter, and sent removed filter in for analysis. Engine then serviced with Eastman 2380 oil. Removed oil cooler, cleaned out fins, and reinstalled cooler. Installed new P181043 air filters and tested air filter warning light system. Serviced firewall fuel filter and fuel pump filters then bled fuel system. Split engine at C flange and inspected all hot section components, all are deemed OK for continued use, reassembled engine. Cleaned, flow checked, and reinstalled fuel nozzles. Inspected P-3 filter. Checked calibration of ITT and torque indicators. Performed function check of igniters. Removed starter/generator, blew out dust, and inspected brushes then reinstalled. Installed OHC bleed off valve, PN 3075033-01, SN AHX1500471. Removed propeller BUA-30000, returned to Maxwell Aircraft for repair to phenolic bushing on one of the beta rods, Reinstalled same propellor IAW AD83-08-01 R2 and good practices. See Release tag in propeller lags. Installed new carbon brush p/n CA-3044. Washed engine and cowling. Test ran, leak checked engine, and balanced prop with Vibrex 2000. All work done in accordance with current FAA regulations and current manufacture's data. I certify that I have inspected this engine in accordance with a 100hr inspection IAW FAR 43 appendix D and it was determined to be in an airworthy condition. This engine is approved for return to service.

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