



31AUG2017

To: Andrew Swick - NTSB

Re: N8170M / WPR17LA187

Dear Andrew,

This letter is in response to your phone call on 29AUG2017.

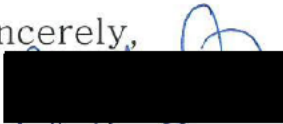
- We were contacted by Peter Makredes / Jesse Bartlett to rig the left and right engines on N8170M. Our Service Writer opened a work order on our Computerized Maintenance Tracking System (Corridor) and created the work folder for work order 3009. The work orders are sequentially numbered by Corridor. We retrieved the aircraft from their hangar and towed it to our hangar on the same airfield (HND).
- The inbound Inspection was accomplished and the plane was left until the next day.
- On 17AUG2017 Leo Diaz (Lead Technician), Andrew Valley (Apprentice), and Francisco Vela (Floor Inspector) commenced work on the aircraft. They spent approximately elapsed 2.3 hours on each engine.
- Leo and Francisco accomplished successful operational and leak checks together. All of the work was accomplished per the Cessna 310 manual and the Continental Engine Overhaul Manual for the respective models.
- The exact sign-off for the left engine is "Adjusted fuel control and fuel scheduling on LH engine, ops and leak check good. All work was done with reference to Continental Motors Overhaul manual 73-03".
- The exact sign-off for the right engine is "Adjusted fuel control and fuel scheduling on RH engine, ops and leak check good. All

work was done with reference to Continental Motors Overhaul manual 73-03".

- Francisco wrote the logbook entries, performed his final walk around the aircraft and released the plane to service.
- The plane was returned to the customer at their hangar.

Leo Diaz has been a certificated FAA Airframe & Powerplant technician since 13FEB2016. Francisco Vela has been a certificated FAA Airframe and Powerplant technician since 18SEP2008. Both are experienced in the procedures for rigging these engines.

Sincerely,



Rebeca Sanchez

*Director of Quality*

