



AOG MX, LLC.

N54857

7-Jan-18

A/C TOTAL TIME: 17259.8

TACH TIME: 6960.4

LH ENG TTIS: 5668.3

RH ENG TTIS: 13224.9

LH ENG TSMOH: 398.1

RH ENG TSMOH: 1841.0

LH PROP TTIS: 17259.8

RH PROP TTIS: 17259.8

LH PROP TSMOH: 6332.3

RH PROP TSMOH: 6367.5

I certify that this AIRFRAME; PA-23-250 E, S/N 27-7554157 has been inspected in accordance with a 100HR inspection as per 14CFR43, Appendix D, where applicable, and was found to be in an airworthy condition at the time of inspection.

Fiberglass repaired and reseated nose cone I/A/W Piper Aztec Service Manual P/N 753-564 paragraph 4-72 and 4-73. All hinges, rod end bearings, pivot points, and bearing blocks were checked and lubricated I/A/W Piper Aztec lubrication chart. Inspected ELT I/A/W 14CFR91.207 (d) 1, 2, 3, 4, with no defects noted. ELT battery due Dec. 2018. R&R nose baggage door latch/lock kit P/N MC88409-002 due to broken key tumbler. Adjusted gear throttle warning switches IAW Piper Aztec service manual P/N 753-564 Paragraph 7-48. Replaced both vacuum relief filters P/N: RAB3-5-1, hydraulic filter P/N: AN6235-1A. Serviced hydraulic power pack, battery for electrolyte level, brake system bleed and fuel system components per maintenance manual instructions. R&R both fuel bowl crush gaskets P/N: AN900-4. Re-build anti-retraction valve I/A/W Piper Aztec service manual P/N 753-564 Paragraph 6-76, 6-77, and 6-79. Tested landing gear through all phases of operation (minimum 5 cycles), including emergency operations, with no defects noted. C/W the following ADs: 68-07-04 by visual inspection next due at tach 7060.4, 72-14-05 R1 by visual inspection next due @ tach 7060.4, 79-11-06 R1 by visual inspection next due @ tach 7060.4, 80-18-10 by visual inspection next due at tach 7060.4, 81-04-05 by visual inspection next due @ tach 7060.4, 2003-09-13 by visual inspection next due @ tach 7060.4, and 09-13-06 by visual inspection next due @ tach 7060.4 C/W Modification ICA with no defects noted. Performed post maintenance run with no defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration and Piper Aztec service manual and is approved for return to service. All ADs have been checked and found to be complied with through Bi-Weekly 2018-01.

See AD log for applicable AD's and methods of compliance.



Signature: David Eusebio _____ Certificate # A&P _____



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[Redacted Signature]

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I certify that this **LH ENGINE**; IO-540-C4B5, S/N LL-10867-48 has been inspected in accordance with a 100HR inspection as per 14CFR43, Appendix D, and was found to be in an airworthy condition at the time of inspection.

Removed upper spark plugs and performed a leak down compression test, results as follows: 1) 80/80 2) 80/80 3) 80/80 4) 80/80 5) 80/80 6) 80/80. Drained engine oil. Removed oil filter and oil finger screen. Cut and inspected oil filter with no defects noted. Cleaned, inspected and installed finger screen with no defects noted using new crush gasket P/N: AN900-16. Installed and safetied new oil filter P/N: CH48110-1. Cleaned, gapped, inspected, tested, rotated and reinstalled all spark plugs. Serviced engine with 12qts of Aeroshell 15W50 engine oil. Performed post maintenance engine run-up, w/ no leaks or defects noted. Operational check satisfactory. Aircraft ok for return to service.

reference to current regulations of the Federal Aviation Administration and Lycoming Manual and is approved for return to service.

All ADs have been checked and found to be complied with through Bi-Weekly 2018-01.

See AD log for applicable AD's and methods of compliance.

Signature: David Eusebio [Redacted] Certificate # A&P [Redacted]

LYCOMING
A Textron Company



AOG MX LLC



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I certify that this **RH ENGINE**; IO-540-C4B5, **S/N L-21158-48A** has been inspected in accordance with a 100HR inspection as per 14CFR43, Appendix D, and was found to be in an airworthy condition at the time of inspection.

Removed upper spark plugs and performed a leak down compression test, results as follows: 1) 78/80 2) 80/80 3) 79/80 4) 78/80 5) 80/80 6) 78/80. Drained engine oil. Removed oil filter and oil finger screen. Cut and inspected oil filter with no defects noted. Cleaned, inspected and installed finger screen with no defects noted using new crush gasket P/N: AN900-16. Installed and safetied new oil filter P/N: CH48110-1. Cleaned, gapped, inspected, tested, rotated and reinstalled all spark plugs. Serviced engine with 12qts of Aeroshell 15W50 engine oil. C/W AD 2015-19-07 visually w/ no defects noted. Next due at tach: Performed post maintenance engine run-up, w/ no leaks or defects noted. Operational check satisfactory.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration and is approved for return to service.

All ADs have been checked and found to be complied with through Bi-Weekly 2018-01.

See AD log for applicable AD's and methods of compliance.

Signature: David Eusebi  Certificate # A&P 

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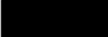
I certify that this **LH PROPELLER**; HC-E2YR-2RBSF F8465B-7R, S/N BP7388 inspected in accordance with a 100HR inspection as per 14CFR43, Appendix D, where applicable, and was found to be in an airworthy condition at the time of inspection.

Cleaned, and service propeller blades IAW Piper Aztec service manual P/N 753-564 Paragraph 2-69. No defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration and Hartzell Manual and is approved for return to service.

All ADs have been checked and found to be complied with through Bi-Weekly 2018-01.

See AD log for applicable AD's and methods of compliance.

Signature: David Eusebio  Certificate # A&P 



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I certify that this **RH PROPELLER**; HC-E2YR-2RBSF F8465B-7R, S/N BP7105 inspected in accordance with a 100HR inspection as per 14CFR43, Appendix D, where applicable, and was found to be in an airworthy condition at the time of inspection. Cleaned, and service propeller blades IAW Piper Aztec service manual P/N 753-564 Paragraph 2-69. No defects noted. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration and Hartzell Manual and is approved for return to service. All ADs have been checked and found to be complied with through Bi-Weekly 2018-01. See AD log for applicable AD's and methods of compliance.



Signature: David Eusebio  Certificate # A&P 