N34KK Piper Aztec PA-23 SN:27-7304946 Hobbs:624.7h F Aircraft Total Time:4048.0H

Aircraft was serviced and inspected using Piper Aircraft Inspection Report (PN:230-205, 07/15/2006) .

Rudder was removed and sent out for repairs, see separate log-book entry for details.

Rudder re-installed.

Replaced fuel right, in-board fuel cell, PN:454321E and gasket.

Drained engine oil both, opened both oil filters checked for debris, none found.

Serviced each engine with 10 qts. Total 15W50.

FAA ADs checked through bi-weekly issue 2018-17, detailed compliance list attached.

Performed ELT check IAW FAR 91.207 parts C & D, next battery due June 2021.

Transponder and pitot/static system bi-annual checks 91.411 & 91.413 overdue, owner informed.

I hereby certify that this aircraft has been inspected in accordance with an Annual Inspection

IAW the scope and detail of App. D of Part 43 and has been found to be in airworthy condition.

August 30, 2018 Michael W. Chartier A&P 3587490 IA

Left Lycoming TIO-540-C1A SN:L-2443-61 Hobbs:624.7h Engine total time:1056.4H

Aircraft was serviced and inspected using Piper Aircraft Inspection Report (PN:230-205, 07/15/2006)

Drained engine oil both, opened both oil filters checked for debris, none found.

Serviced each engine with 10 qts. Total 15W50.

Performed differential compression check: C1:74 C2:78 C3:46 C4:76 C5:60 C6:70

FAA ADs checked through bi-weekly issue 2018-17.

I hereby certify that this engine has been inspected in accordance with an

100H Inspection and has been found to be in airworthy condition.

August 30, 2018 Michael W. Chartier A&P 3587490 IA

Right Lycoming TIO-540-C1A SN:L-2444-61 Hobbs:914.8h Flight:745.9h Engine total time:1056.4H

Aircraft was serviced and inspected using Piper Aircraft Inspection Report (PN:230-205, 07/15/2006)

Drained engine oil both, opened both oil filters checked for debris, none found.

Serviced each engine with 10 qts. Total 15W50.

Performed differential compression check: C1:77 C2:30 C3:71 C4:74 C5:70 C6:68

FAA ADs checked through bi-weekly issue 2018-17.

I hereby certify that this engine has been inspected in accordance with an

100H Inspection and has been found to be in airworthy condition.

August 30, 2018 Michael W. Chartier A&P 3587490 IA

Left Hartzell HC-E2YR-2RBSF SN:BP9162 Hobbs: 624.7h SMOH:169.0H

Aircraft was serviced and inspected using Piper Aircraft Inspection Report (PN:230-205, 07/15/2006)

FAA ADs checked through bi-weekly issue 2018-17.

I hereby certify that this propeller has been inspected in accordance with an

100H Inspection and has been found to be in airworthy condition.

August 30, 2018 Michael W. Chartier A&P 3587490IA

Right Hartzell HC-E2YR-2RBSF SN:BP10152B Hobbs: 624.7h SMOH:169.0H

Aircraft was serviced and inspected using Piper Aircraft Inspection Report (PN:230-205, 07/15/2006)

FAA ADs checked through bi-weekly issue 2018-17.

I hereby certify that this propeller has been inspected in accordance with an

100H Inspection and has been found to be in airworthy condition.

August 30, 2018 Michael W. Chartier A&P 3587490IA