

AIRCRAFT TECHNICAL LOGS

Section 4. PROPELLER



4400 AGAR DRIVE, RICHMOND, B.C. V7B 1A3
Bus: (604) 276-2452 • Fax: (604) 270-2362
Email: a1prop@telus.net



McCAULEY™

PROPELLER LOGBOOK

PLACE
STAMP
HERE

stems

the remainder of the applicable warranty

McCauley Propeller Warranty Policy

Dear Customer,

Congratulations on the purchase of your new McCauley propeller. Engineered with the customer in mind, it is designed to provide years of reliable and trouble-free service.

Scheduled maintenance or servicing of your McCauley propeller should be accomplished at your nearest McCauley Approved Service Station.

For location of the McCauley Approved Service Station nearest you, please call 1-316-831-4021 and ask for Product Support.

NOTE

Having work performed at a facility other than a McCauley Approved Service Station may void your warranty.

USE OF LOGBOOK

1. Proper maintenance of this logbook is the owner's responsibility. It is an important record designed for the owner's information and protection.
2. If the propeller is sold or installed on another aircraft, the logbook should be transferred with the propeller.
3. It is recommended that maintenance release tags and work orders be attached inside the back cover of this book. If a copy of the work order is not available, the repair station and work order numbers should be referenced in the logbook entry.
4. All Airworthiness Directives, Service Bulletins, and Service Letters have been complied with at the time of production.

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Owner Name _____
Address _____

Propeller Model D3A34C401-C

Blade Model H-90DFA-4

Hub Serial No. 071108


Blade Serial No. 1 ABG26161

2 ABG26162

3 ABG26163

4 _____

INSTALLATION HISTORY

Date	Aircraft Model & Registration Number	Engine Serial Number & Position
AUG 06 2007	<p>THIS PROPELLER WAS MANUFACTURED NEW AT McCAULEY PROPELLER SYSTEMS, INSPECTED AND FOUND TO BE AIRWORTHY ON THIS DATE.</p>	
09-10-2007	<p>McCauley D3A34C401/90DFA-4 SN: 071108</p> <p>Installed this propeller in: Cessna A185F C-GYVZ SN: 18503341. Airframe Total Time: 1199.9</p> <p><i>David A. Withstandley</i> David A. Withstandley A&P 47625538</p>	<p>Total Time: 0.0 Tach Time: 374.6</p>

F.A.A. AIRWORTHINESS DIRECTIVE AND SERVICE BULLETIN/ LETTER COMPLIANCE RECORD

Date	Total Propeller Time	Time Since Overhaul	A.D./Bulletin/Letter Number	Authorized Signatures Repairman and Station



McCAULEY
A Division of Cessna Aircraft Company

SERVICE LETTER 1989-2C

February 15, 2002

TO: FAA-Approved Propeller Repair Stations, Aircraft Manufacturers, Aircraft Mechanics, and Owners/Operators

SUBJECT: Normal Criteria for Static Blade Shake and Twist of McCauley Propellers

MODELS AFFECTED: All Variable Pitch Propellers

SERVICE MANUALS AFFECTED: 720415, 710930, 780630, 701115, 761001, 810915, 790901, 860201, 810301, 880415, 890119, MPC1100-1, CMM1100-1

This service information is to be added to the appropriate McCauley Service Manual until the next manual revision is issued.

Service Letter 1989-2B was obsolete and incorporated into manual SPM100-1. McCauley has determined that this Service Letter should remain active and are releasing Service Letter 1989-2C. Lines in the margins indicate changes.

There has been some concern in the field regarding slight static blade shake and twist on McCauley propellers as installed on aircraft. This service letter defines acceptable limits of blade twist and shake as well as procedures to correct any movement considered excessive.

BLADE SHAKE:

Blade shake is defined as the tendency for the propeller blades to wobble slightly when the tip is physically moved by hand (lead edge to trail edge; see Figure 1). This tendency is a natural result of the fabrication of parts within the McCauley retention system. While accumulation of tolerances is measured in thousandths of an inch, it must be remembered that both the parts causing blade shake, and the pivot point about which the blade rotates, are near the blade root. As a result, very small differences at the blade root will be magnified many times when measured at the tip. Total maximum allowable movement up to 1/8 or .125 inch (3.13mm) is considered normal. C1100 series propellers may have a maximum movement of 3/16 or .1875 inch (4.7mm).

Normal blade shake (less than maximum allowable movement) is no cause for concern, as it disappears during propeller rotation due to the high centrifugal forces acting on the blades (20,000 - 45,000 lbs.).

TO OBTAIN SATISFACTORY RESULTS, PROCEDURES SPECIFIED IN THIS SERVICE INFORMATION MUST BE ACCOMPLISHED IN ACCORDANCE WITH ACCEPTED METHODS AND PREVAILING GOVERNMENT REGULATIONS. McCAULEY PROPELLER SYSTEMS CANNOT BE RESPONSIBLE FOR THE QUALITY OF WORK PERFORMED IN ACCOMPLISHING THIS SERVICE INFORMATION.

©2002 McCAULEY PROPELLER SYSTEMS

McCAULEY PROPELLER SYSTEMS
3535 McCAULEY DRIVE
VANDALIA, OHIO 45377 USA
(937) 890-5246 FAX (937) 890-6001

If, however, blade shake exceeds maximum movement allowable, it should be reduced, *when convenient*, by inserting shims in the blade assembly by an FAA-approved propeller repairman. In many cases, adjustment can be performed with the propellers still installed on the aircraft. Refer to the appropriate McCauley Service Manual for instructions on installing shims.

BLADE TWIST:

Two Categories of "Blade Twist" exist. They are defined as follows:

A. The first type is "rotational play" and can be defined as the sum total of rotational movement a propeller blade allows when moved by hand around its axis of rotation (see Figure 2). This movement is, to a limited degree, considered normal and should not be cause for concern. Please note that, while a specific rotational movement limit is no longer given, all blades in a propeller should have about the same amount of "rotational play". If the *difference* in rotational play between two blades is beyond 1.0 degree, uneven internal wear and/or damage is the possible cause.

(For example, rotational movement of No. 1 blade measures 1.2 degrees, and No. 2 blade measures 2.3 degrees. This would be considered excessive since their difference is beyond 1.0 degree.) The cause of the excessive difference should be determined by an FAA approved propeller repairman or international equivalent at the next opportunity.

B. The second type is "blade angle split" and is a measurement of the angle differences between all the blades in the same propeller. This value is much more critical than "rotational play" described above, as a high blade angle split may indicate internal problems. While such angle split is very rare, the operator may want to measure it if a problem is suspected, most notably by a marked increase in propeller vibration levels. "Blade angle split" may be checked as follows:

- 1) By hand, twist all blades toward high pitch. This will eliminate any "play" in the propeller linkage, and reduce the possibility of a false angle reading.
- 2) Using a propeller protractor at the appropriate reference station, measure the angle of each blade. If measurements differ greatly (more than 0.5 degrees) between blades on the same propeller, excessive wear or damage to internal parts may exist.
- 3) If excessive wear or damage is suspected, the propeller should be disassembled and the cause determined and corrected by an FAA-approved propeller repairman or international equivalent per the applicable McCauley Service Manual.

APPROVAL: FAA approval has been obtained on technical data in this publication that affects product type design.

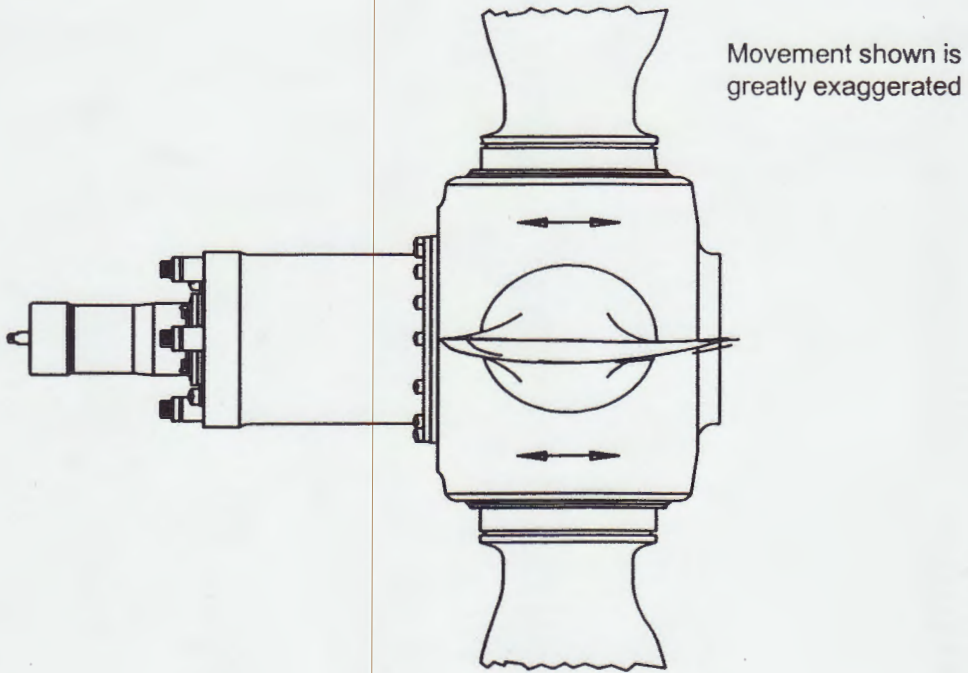


Figure 1 - Blade Shake

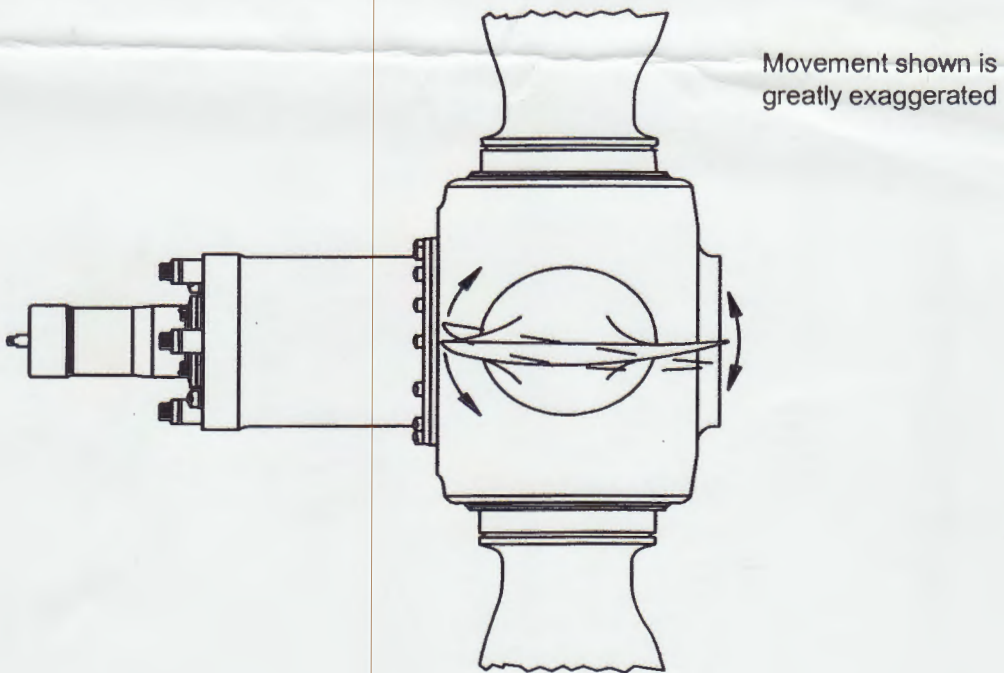


Figure 2 - Blade Twist

PROPELLER LOG

1. Make M^cCAULLEY
2. Model D3A34C401-C
3. Specification No. P47GL
4. Date of Manufacture AUG. 06, 2007
5. Hub Serial No. 071108
6. Blades
 - (a) Design No. _____
 - (b) Blade Serial Nos.
 - (i) ABG 26161
 - (ii) ABG 26162
 - (iii) ABG 26163
 - (iv) _____
 - (v) _____
 - (c) Pitch Setting
 - (i) Basic _____
 - (ii) High 28.0° ± .5'
 - (iii) Low 10.0° ± .2'
 - (iv) Reverse _____

The United States of America
Department of Transportation
Federal Aviation Administration
Washington, D.C.

E429001

No. _____

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification (s)¹ of the Federal Aviation Administration, Numbered **P47GL** has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

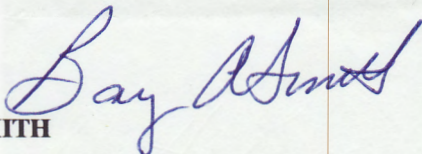
Product: **Propeller**
Manufacturer: **McCauley**
Model: **D3A34C401/90DFA-4**

Serial No.: **071108**
New Newly Overhauled

Used Aircraft

Country to which exported: **CANADA**

Exceptions: **Eligible for installation on aircraft manufactured under type certificate: 3A13**


BARRY A. SMITH

Signature of Authorized Representative
AUG/08/2007
Date

The Cessna Aircraft Company
ODARF100129CE
District Office or Designee Number

¹ For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

P. Ponk Aviation

1212 North Moore Road #2
 Camano Island, WA 98282-8820
 360 629-4812

Fax: (360) 629-4811
 Web: www.pponk.com
 Email: info@pponk.com

Your PO#
 Our PO# PPP2053

Inv.# 7555
 Date: July 26, 2007

Sold To: Bradan Contracting Ltd.
 Brad Chapman & Kevin Fairley
 P.O. Box 183
 Vernon BC V1T 6M2
 Canada
 250 549-2907 Voice
 250 549-3808 Fax

Ship To: P. Ponk Aviation
 Hold for Pick Up - Kevin Fairley
 (604) 809-2902

COMMERCIAL INVOICE

Quantity	Part Number	Description	Price
1	D3A34C401/90DFA-4	McCauley Propeller Assembly, New 86" Export C of A will be provided by McCauley.	\$ 7,470.00
STC Information:			
PPA STC Serial Number:		Not Yet Assigned	
Registered Owner Name:		Bradan Contracting Ltd.	
Aircraft Make/Model:		Cessna A185F	
Aircraft Registration:		C-GYVZ	
Aircraft Serial Number:		18503341	
Trade-In Allowance:			\$ (1,000.00)
P. Ponk Aviation will allow \$1000 toward this Invoice, subject to receipt of your McCauley 403 propeller in condition acceptable to P. Ponk Aviation. 403 propeller log book must be provided with the propeller, and must reflect accurate total time and any maintenance history.			
We will remove your 403 propeller and install the new 401 propeller at our facility with no additional charge. Call in advance to schedule.			
Freight:			\$ 481.00
Shipment via truck from McCauley Wichita KS to Camano Is WA			

U S D

Subtotal	\$ 6,951.00
Tax 8.3%	\$ 576.93
Wire 7/30/07	\$ 7,527.93
Balance:	\$ -

Washington State Sales Tax:

Price is based upon receipt of payment via wire transfer prior to shipment from McCauley.

CERTIFICATION: I certify that the information contained in this Invoice is true and correct. All parts reflected on this Invoice have been manufactured in the US for aircraft manufactured in the U.S.A. The goods referenced in this Invoice comply with the requirements specified for these goods in the North American Free Trade Agreement, and further processing or assembly in a third country has not occurred subsequent to processing or assembly in the NAFTA region.

for P. Ponk Aviation

Date:

McCauley Propeller Systems

4800 Cargo Drive
Columbus, Ga 31907

PROPELLER ASSEMBLY, INSPECTION AND AIRWORTHINESS DETERMINATION REPORT

PROPELLER MODEL NUMBER D3A34C401-C/H-90 DCA-4 SERIAL NUMBER 074108

PROPELLER PART NUMBER P4014808-12

BLADE SERIAL NUMBERS
 No. 1 ABG26161 No. 2 ABG26162 No. 3 ABG26163 No. 4 N/A No. 5 N/A No. 6 N/A

ALL ANGLES SET AT 30 INCH STATION

POSITION	ANGLES			BLADE NUMBER					
	SPECIFIED	TOLERANCE ±	ACTUAL	1	2	3	4	5	6
REVERSE	—	—	/	—	—	—	/	/	/
LOW OR PICK UP	10.0°	±.2°		10.1°	10.1°	10.1°			
LATCH OR START LOCK	—	—		—	—	—			
HIGH OR FEATHER	28.0°	±.5°		28.2°	28.2°	28.1°			

Blade Radii Checked: DL Initial Blade Track Checked: DL Initial Blade Shake Checked: DL Initial Blade Torque Checked: DL Initial

Internal Check/s: Snap Rings, Screws Torqued, Etc.: DL Initial/s Functional Check: DL Initial

Propeller Balanced with Blades Set at: Low By: Dennis Long Date: 8-6-07

Propeller Pressure Checked: DL Initial Propeller Oil Filled: N/A Amount N/A Initial Date: 8-6-07

This Propeller Has Been Assembled Per Assembly Drawing No. E-4808 Change: B-11799 Date: 10-16-01

And Contains Parts Fabricated Per Parts List No.: 4810 Change: C-11143 Date: 12-18-98

Assembler Name: Dennis Long Date: 8-6-07

I Certify that this Propeller Conforms to the Above Listed Specifications and is Airworthy as Approved Under FAA

T.C. No. P4761 & P.C. No 3

Inspector Name: Jonathan Simmons Date: 8/6/07

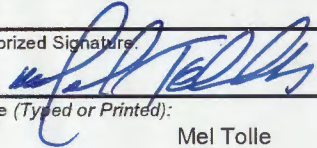
Approving National Aviation Authority/Country: FAA/UNITED STATES	<h2 style="margin: 0;">AUTHORIZED RELEASE CERTIFICATE</h2> <p style="margin: 0;">FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG</p>	3. System Tracking Ref. No. 07-2538
--	--	---

4. Organization Name and Address: McCauley Propeller Systems 4800 Cargo Drive Columbus, Ga 31907 Production Certificate 3	5. Work Order, Contract, or Invoice Number: BS60978
--	---

6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Propeller Assembly	D3A34C401/90DFA-4 P4014808-12	N/A	1	071108	NEW

13. Remarks:

The above mentioned propeller assembly was found to meet type design requirements on Aug 6, 2007
 "AIRWORTHINESS APPROVAL-PROPELLER. FOR DOMESTIC SHIPMENTS ONLY."

14. Certifies the item identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation <input type="checkbox"/> Non-approved design data specified in Block 13	<input type="checkbox"/> 14-CFR 42.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.
15. Authorized Signature: 	16. Approval/Authorization No.: DMIR410251-CE
17. Name (Typed or Printed): Mel Tolle	18. Date (m/d/y): Aug 6, 2007
20. Authorized Signature:	21. Certificate Number:
22. Name (Typed or Printed):	23. Date:

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs works in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1 it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.

PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
Sept 9/07	0	0	0	0	PROP INSTALLED ON C-GYVZ
Apr 30/08	64	2	64	2	ANNUAL INSP Carried out IAW CAR'S
MAY 1/09	196	8	261	0	ANNUAL INSP Carried out IAW CAR'S
MAR 14/10	119	9	380	9	Prop Remove for Blade Shim
MAR 24/10	119	9	380	9	PROPELLER BLADES RESHIMMED IAW MCCAULEY MANUAL MPC 400 AND SCA 100 R 4
June 4/10	000 9		380	9	Prop REINSTALLED ON C-GYVZ ANNUAL insp Carried out IAW CAR'S 625.8
June 15/11	77	4	458	3	ANNUAL 100hr insp Carried out IAW INSP SHEETS
7/10/2012					Annual - ?
5/12/2013					200 HR Annual inspection completed Installed new P/N D6594 Spinner Assy. - Prop O-ring - track checked & torqued
4/23/2014					200 HR Annual inspection completed
May 27/2015	211	.2	669.5		

May 27, 2015



AMO#80-07

C-GYVZ

Cessna A185F

S/N 185-03341

WO# 6H1

TAT - 1849.5hrs

1. ANNUAL INSPECTION COMPLIED WITH PURSUANT TO THE MAINTENANCE SCHEDULE OUTLINED IN CAR'S 625 APPENDIX B & C USING THE MANUFACTURERS CHECK SHEETS AS REFERENCE.
THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IAW THE APPLICABLE STANDARDS OF AIRWORTHINESS

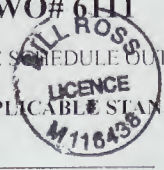
DATE:

May 27/2015

SIGNATURE:

WDF

LICENSE:



	669.5
TOTAL THIS PAGE	
TOTAL FROM PREVIOUS SUMMARY	
TOTAL SINCE MFG.	

CARRIED FORWARD

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
	<i>[Signature]</i>	155-90 13
625.86 App B+C	<i>[Signature]</i>	155-90 13
625.86 App B+C	<i>[Signature]</i>	155-90 13
	<i>[Signature]</i>	155-90
	<i>[Signature]</i>	155-90
The described maintenance has been performed in accordance with the applicable airworthiness requirements. Signed <i>[Signature]</i>	<i>[Signature]</i>	155-90 13
App B+C	<i>[Signature]</i>	155-90 13
CAR'S 625.86+ App B+C USING CESSNA 185	<i>[Signature]</i>	155-90 13
in accordance with CAR 625 Appendix B+C Reinstalled with new - Transcribed from 12th log.	<i>[Signature]</i>	M116430
in accordance with CAR 625 Appendix B+C		



MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.
OR LIFE

PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
	BROUGHT FORWARD →		669.5		
Sept. 5/2017	39	.2	708.7		
			708.7		

September 8, 2017



AMO#80-07

C-GYVZ

Cessna A185F

S/N 185-03341

WO# 6542

TAT - 1888.7hrs

1. ANNUAL INSPECTION COMPLIED WITH PURSUANT TO THE MAINTENANCE SCHEDULE OUTLINED IN CARS 625 APPENDIX B & C USING THE MANUFACTURERS CHECK SHEETS AS REFERENCE.
 THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IAW THE APPLICABLE STANDARDS OF AIRWORTHINESS

DATE: Sept. 9/2017

SIGNATURE: [Signature]

LICENSE:



Oct 2, 2017			708	7	Propeller 10 year overhaul requirement TCCA deviation letter dated
Dec 1, 2017			708	7	Propeller extension to the 10 IAW TC letter dated
Dec 8, 2017	4		709	1	
June 7, 2018	6		709	7	
June 10, 2018			709	7	Propeller removed C-GYU2 for 10

CARRIED FORWARD

TOTAL THIS PAGE		
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TOTAL SINCE MFG.		

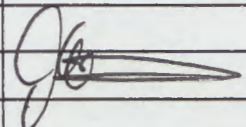
MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

ment extended to December 1, 2017 14W
29 September 2017 Transcribed from JL W D Ross M116438

year overhaul until January 15, 2018
Dec 1, 2017  M320128

10 year overhaul  M320128

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.
OR LIFE

PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD →					
JULY 6, 18	1	1	0	0	

C-GYVZ CESSNA A185F S/N 18503341 TAT 1889.7

1. IO-550-D13B S/N 284265-R reinstalled after repair by Okanagan Aero Engines. 1050.3 TSOH.
2. Propeller, D3A34C401-C S/N 071108 reinstalled after overhaul by Western Propeller.
3. Propeller Governor, C290D3K/T9 S/N 771094 reinstalled after overhaul by Western Propeller.
4. Airframe electric fuel pump installed new P/N 4140-00-17CJ S/N 17601-17605.
5. All firewall forward fluid flex hoses replaced with new.
6. Engine serviced with 11 liters of Shell W100.
7. Engine runs, and leak checks carried out serviceable.

The maintenance described has been accomplished in accordance with the applicable airworthiness requirements.

Bill Ross

LICENSE NUMBER



Aug. 17/2018

DATE

I have conducted an independent inspection on the powerplant controls affected by the work accomplished.

Joe Cdo

LICENSE NUMBER

M-320128

Aug 17 2018

DATE

2019.02.01	17.0	17.0	
 			
		17.0	
2020.02.07	77.8	94.8	
 			
		94.8	
TOTAL THIS PAGE			
TOTAL FROM PREVIOUS SUMMARY			
TOTAL SINCE MFG.			

CARRIED FORWARD

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
 NUMBER

Western Propeller (Pacific) Ltd. A.M.O. # 247-91

Propeller completely overhauled in accordance with
 manual(s) # MPC400, BOM100-1, SPM100-1. All airworthiness
 directives covered on work order # 22287.

The maintenance described has been performed in
 accordance with the applicable standards of airworthiness.

Date JULY 6, 17 stamp # PAC 005

Authorized Inspector [Signature]

CENTRAL AERO

centralaero@rogers.com

C-GYVZ
 February 1, 2019
 WO#18-P58

Cessna A185F
 S/N 18503341
 TTAF: 1906.7

- > Annual inspection carried out on amphibians IAW CAR STD 625 appendix B&C

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
 ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

[Signature]
 M757016

CENTRAL AERO

centralaero@rogers.com

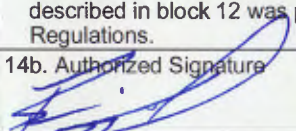
C-GYVZ
 February 7, 2020
 WO#20-P04

Cessna A185F
 S/N 18503341
 TTAF: 1984.5

- > Annual inspection carried out IAW CAR STD 625 appendix B&C with reference to Cessna checksheets

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
 ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

[Signature]
 M757016

1. Approving Civil Aviation Authority/Country Transport Canada		2. AUTHORIZED RELEASE CERTIFICATE FORM ONE			3. Form Tracking No. 22287	
4. Approved Organization Name and Address WESTERN PROPELLER Western Propeller (Pacific) Ltd. 230 - 7080 River Road, Richmond, British Columbia, Canada, V6X 1X5				5. Work Order/Contract/Invoice 22287		
6. Item 1	7. Description PROPELLER	8. Part No. D3A34C401-C	9. Qty 1.00	10. Serial No./ Batch No. 071108	11. Status/Work OVERHAULED	
12. Remarks Propeller overhauled IAW manual # MPC400R4, BOM 100-1R8 and SPM 100-1R6. The following service documents were complied with: AD 77-26-03, AD 82-27-02 R1, and SB 119A, SB 129, SB 129-1, SB 146, SB 146-1, SB 146-2 and SB 267. Blade S/N's ABG626161, ABG26162 and ABG26163 installed into positions #1, #2 and #3 respectively.						
TSO: 0.0 Hrs TSN: 709.7 Hrs The undersigned certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval Reference EASA.145.7279.						
13a. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in block 13.			14a. <input checked="" type="checkbox"/> CAR 571.10 Maintenance Release. <input type="checkbox"/> Other regulations specified in block 12. Certifies that unless otherwise specified in block 12, the work in block 11 and described in block 12 was performed in accordance with Canadian Aviation Regulations.			
13b. Authorized Signature N/A		13c. Approved Organization Number N/A		14b. Authorized Signature  PAC005		14c. Approved Organization Number AMO # 247-91
13d. Name N/A		13e. Date (dd/mm/yyyy) N/A		14d. Name Brian Camenzind		13e. Date (dd/mm/yyyy) 06/07/2018

2008-12-31

Installer Responsibilities

1. This document does not constitute authority to install
2. Installers working in accordance with the national regulations of a country other than that specified in block 1, the installer must ensure that their regulations recognize certifications from the country specified
3. Statements in blocks 13a or 14a do not constitute installation certification. In all cases, the technical record for the aircraft must contain an installation certification issued in accordance with the applicable national regulations before the aircraft may be flown.

