

PROPELLER LOG BOOK



SENSE
NICH
N3618M

**SENSE
NICH**
AIRPORT ROAD
LANCASTER, PA 17604
USA

THIS LOG BOOK IS TO BE KEPT
WITH THE PROPELLER
FOR RECORDING OF ALL PROPELLER MAINTENANCE WORK PERFORMED

FIXED-PITCH METAL PROPELLERS INSTRUCTIONS FOR USE AND CARE

Supersedes previous Use & Care Instructions

Service Bulletins and Airworthiness Directives are not affected by these instructions

Your Sensenich propeller has been manufactured under closely controlled conditions to the approved design in accordance with the applicable FAA Regulations. Stamped on the propeller hub face are the Model and Serial Number, the Type Certificate Number, and the Production Certificate Number (Sensenich Corp. P.C. No. 1).

DO

1. Have your propeller installed by an A. & P. mechanic. For convenience, the proper installation bolt torque is shown on the blade decal near the hub. Always have blade track checked after the hub bolts are tightened. Note: Every propeller is accurately balanced at the factory. If the propeller-engine combination feels rough in flight, ask your mechanic to remove the propeller, rotate it 180 degrees on the engine crankshaft flange, and re-install. Again check blade track. This provides a means to verify that the crankshaft flange is true.
2. Inspect the blades of your propeller before each flight for nicks, cuts, and stone bruises. Have minor repairs* promptly performed by an A. & P. mechanic. If a crack is discovered, **THE PROPELLER MUST BE IMMEDIATELY REMOVED FROM SERVICE.**
3. Have major repairs* performed by an FAA Certificated Propeller Repair Station or by the factory.
4. Conform to applicable RPM limitations and periodically have your tachometer checked for accuracy.
5. Frequently wipe the propeller blades clean with an oily rag. This oily wipe will remove corrosive substances, and the oily residue will repel water and corrosives.
6. The recommended flight-time between reconditioning for your Sensenich fixed-pitch metal propeller is One Thousand hours PROVIDED IT HAS NOT RECEIVED PRIOR DAMAGE REQUIRING IMMEDIATE ATTENTION. This accomplishes the removal of fatigued surface metal and the accumulation of small nicks and cuts too numerous to be repaired individually.

Do Not permit installation of a propeller unless it is the model approved under the Aircraft Type Certificate or STC and has been obtained from a reliable source. **Beware** of a propeller of unknown service history.

Do Not push or pull on the propeller when moving an aircraft by hand.

Do Not run up your engine/propeller over loose stones or gravel.

Do Not paint over corroded or damaged blades. This hides the defect and may deter needed repair.

Do Not permit repair of blade damage by peening or welding. **These practices will lead to early blade failure.**

Do Not fly your aircraft under any circumstances before a thorough inspection by qualified personnel if the propeller has been subjected to impact.

Do Not have your propeller straightened except by an FAA Certificated Propeller Repair Station or the factory. Even partial straightening of blades for convenience of shipping to a repair station may cause hidden damage which, if not detected, could result in the return to service of a non-airworthy propeller. Report anything of this nature before repair is initiated.

*DEFINITIONS

Minor Repair:

Rounding out a shallow nick or cut shall be considered a minor repair provided that the strength, weight, and stiffness of the blade is not materially affected.

Major Repair:

Major repairs to aluminum alloy propellers include diameter reduction (when permissible) to repair tip damage, repairs to deep cuts or nicks, and straightening of bent blades.

PROPELLER MAINTENANCE RECORD

PROPELLER MODEL 76EM 855-0-62

T.C. P4EA

PROPELLER SERIAL NUMBER 26679K

DESCRIPTION OF ALL OPERATIONS PERTAINING TO AIRWORTHINESS DIRECTIVES, SERVICE BULLETINS, SERVICE LETTERS, & MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
6-9-90	Ac.T.T. 3889	Installed Prop on N3618M <u>All A/c Log Book # 2</u>	<i>[Signature]</i> CRS 4709
		^{PROP} I CERTIFY THIS AIRCRAFT IS O.K. FOR RETURN TO SERVICE	<i>[Signature]</i>
		ANNUAL INSPECTION COMPLETED DATE <u>9-5-90</u> ^{T.T.} <u>94.0</u> PROP. T.T. S.N.	
		PROGRESSIVE AVIATION LTD, FAA REPAIR STA, 4709, FOR W.O. <u>11423</u>	
		^{PROP} I CERTIFY THIS AIRCRAFT IS O.K. FOR RETURN TO SERVICE	<i>[Signature]</i>
		^{T.T.} <u>100h</u> INSPECTION COMPLETED DATE <u>12-28-90</u> ^{T.T.} <u>182.0</u> on Prop.	
		PROGRESSIVE AVIATION LTD, FAA REPAIR STA, 4709, FOR W.O. <u>11515</u>	

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
7-10-91	120.1	PERFORMED 100 HR Insp. per Piper Form 230-1039.	
Date 7-10-91, Tach, 120.1 W.O. 11662		I Certify A 100 Hour Inspection Completed, All Items Airworthy: <u>J. Harris</u> A/P 2081393	
		Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M	
		I Certify This Aircraft Is Approved For Return To Service <u>EE Sol</u>	
		A <u>ANNUAL</u> Inspection Completed, Date 7-10-91 Tach 120 T.I. <u>PPR 279.</u>	
		Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>11662</u>	
Date 6-2-92, Tach, 212 W.O. 11642		I Certify A 100 Hour Inspection Completed, All Items Airworthy: <u>Richard R. Wells</u> A/P 1859256	
		Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M	
		I Certify This Aircraft Is Approved For Return To Service <u>EE Sol</u>	
		A <u>ANNUAL</u> Inspection Completed, Date 6-2-92 Tach 212 T.I. <u>PPR 371.</u>	
		Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>11842</u>	

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
Date 9-28-92, Tach, 315 W.O. 11945		I Certify A 100 Hour Inspection Completed, All Items Airworthy: <u>Richard R. Wells</u> A/P 1859256	
		Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M	
		I Certify This Aircraft Is Approved For Return To Service <u>EE Sol</u>	
		A <u>100 hr</u> Inspection Completed, Date 9-28-92 Tach 315 T.I. <u>PPR 474.</u>	
		Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>11945</u>	
Date 3-25-93, Tach, 426 W.O. 12044		I Certify A 100 Hour Inspection Completed, All Items Airworthy: <u>Richard R. Wells</u> A/P 1859256	
		Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M	
		I Certify This Aircraft Is Approved For Return To Service <u>EE Sol</u>	
		A <u>ANNUAL</u> Inspection Completed, Date 3-25-93 Tach 426 T.I. <u>PPR 585.</u>	
		Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>12044</u>	

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
Date <u>8/6/93</u> , Tach, <u>560</u> W.O. <u>12117</u> , I Certify A <u>100</u> Hour Inspection			
Completed, All Items Airworthy: <u>JDB</u>		A/P <u>548572023</u>	
Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M			
I Certify This Aircraft Is Approved For Return To Service <u>Shon</u>			
A <u>100 HR</u> Inspection Completed, Date <u>8-6-93</u> Tach <u>560</u> T.T. <u>719</u>			
Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>12117</u>			
Date <u>2-17-94</u> , Tach, <u>609</u> W.O. <u>12140</u> , I Certify A <u>100</u> Hour Inspection			
Completed, All Items Airworthy: <u>Richard R. Wills</u>	<u>768 TT</u> <u>9-20-93</u>	A/P <u>1859756</u>	
Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M			
I Certify This Aircraft Is Approved For Return To Service <u>Shone</u>			
A <u>ANNUAL</u> Inspection Completed, Date <u>2-17-94</u> Tach <u>609</u> T.T. <u>768</u>			
Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>12140</u>			

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
Date <u>7-27-94</u> , Tach, <u>725</u> W.O. <u>12274</u> , I Certify A <u>100</u> Hour Inspection			
Completed, All Items Airworthy: <u>Richard R. Wills</u>	<u>884 TT</u> <u>6-29-94</u>	A/P <u>1859756</u>	
Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M			
I Certify This Aircraft Is Approved For Return To Service <u>Shone</u>			
A <u>100 HR</u> Inspection Completed, Date <u>7-27-94</u> Tach <u>725</u> T.T. <u>884</u>			
Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>12274</u>			
Date <u>11-18-94</u> , Tach, <u>830</u> W.O. <u>12339</u> , I Certify A <u>100</u> Hour Inspection			
Completed, All Items Airworthy: <u>JDB</u>		A/P <u>548522023</u>	
Progressive Aviation Ltd., San Jose, Ca. FAA C.R.S. #AD4R046M			
I Certify This Aircraft Is Approved For Return To Service <u>Shone</u>			
A <u>ANNUAL</u> Inspection Completed, Date <u>11-18-94</u> Tach <u>830</u> T.T. <u>989</u>			
Progressive Aviation Ltd. FAA Repair Sta. AD4R046M For W/O <u>12339</u>			

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
8/14/85	Tach 937.0 W.O. 12441	I certify A 100 Hour Inspection	
Completed, All Items Airworthy:			
Progressive Aviation Ltd., San Jose, Ca. FAA C.R. S. 146480468			
I certify this aircraft is approved for return to service			
Annual Inspection Completed, Date 8-1-85 Tach 937			
Progressive Aviation Ltd. FAA Repair Sta. AD480468 For W/O 12441			
548 29, 1996 Tach 1024.8 Eng. replaced on 548			
43 Annual 1110, Form 1 to RE. K. J. Wally (initials)			
I certify that this Aircraft Engine/Propeller has been inspected			
in accordance with a 100 Hour Annual Inspection and			
was determined to be in airworthy condition W.O. # 62933			
Tach 1889.1 Date 6/2/99			
Inspector's Signature			
SUPERSTITION AIR SERVICE, INC., MESA, ARIZONA			
FAA APPROVED REPAIR STATION NO. EYR555D			
APPLICABLE AD NOTES C/W THRU 29-10			

I certify that this Aircraft Engine/Propeller has been inspected
in accordance with a 100 Hour Annual INSPECTION and
was determined to be in airworthy condition W.O. # 63144
Tach 1984.4 Date 8/20/99
Total 1595.5

DATE	REG	MANU	MODEL	FAA APPROVED REPAIR STATION NO.	INSPECTOR'S SIGNATURE
1/7/2000	N3618M	SENSENICH	M76E	FAA APPROVED REPAIR STATION NO. XOFR185J	
MESA, ARIZONA					
EYR555D					

DATE: 11/3/1999
REG: N3618M
MODEL: SENSENICH
S/N: 76EM
FALCON EXECUTIVE AVIATION, INC.
4766 E. FALCON DR.
MESA, ARIZONA 85215
FAA APPROVED REPAIR STATION NO. XOFR185J
CESSNA AUTHORIZED SERVICE CENTER

W.O. #: 63325
HOBBS: 32139
TACH: 20889
SPOH: 1700

I certify that this propeller has been inspected in accordance with a 100 hr. inspection and was
determined to be in airworthy condition.
Applicable AD notes through 99-20

AUTHORIZED SIGNATURE

FALCON EXECUTIVE AVIATION, INC.

DATE: 1/7/2000

REG: N3618M

MANU: SENSENICH

4766 E. FALCON DR.

FAA APPROVED REPAIR STATION NO. XOFR185J

W.O. #:

HOBBS: 33247

TACH: 21827

PTT: 17938

SVC-00255

I certify that this propeller has been inspected in accordance with a 100 hr. inspection and was determined
to be in airworthy condition.
Applicable AD notes through 99-25

AUTHORIZED SIGNATURE

END

See Log book #2 dated 4/21/00

XOFR185J