

PROPELLER LOG BOOK



SENSEINICH PROPELLER COMPANY
EAST AIRPORT ROAD
LANCASTER, PA 17601
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 Propeller Company P.C. No. 1NE).

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 Certified 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 76EM8514-0-60

PROPELLER SERIAL NUMBER 30559 K

TABLE OF PROPELLER ATTACHING BOLT WRENCH TORQUE

Sensenich Metal Propellers (the proper torque is also shown on Blade Information Decal)

PROPELLER SERIES**	BOLT DIA. (inches)	RECOMMENDED WRENCH TORQUE		
		in.-lb.	ft.-lb.	n.-m.
69CK, M69CK (6 bolts) 72CK (6 bolts) 74CK, M74CK (6 bolts) 76AK, M76AK (6 bolts) 76AM6, M76AM (6 bolts) 74DM6, M74DM (6 bolts) *74DR, M74DR (8 bolts)	$\frac{3}{8}$ (0.375)	280-300	23-25	32-34
74DM7 (6 bolts)	$\frac{7}{16}$ (0.4375)	480-540	40-45	54-61
72CC (6 bolts) 74DC, M74DC (6 bolts) 76EM8, M76EMM (6 bolts) *80BM8, M80BMM (6 bolts)	$\frac{1}{2}$ (0.500)	720-780	60-65	81-88

*Not in production



**These are the basic propeller models. Spacer addition does not affect recommended wrench torque.

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

[illegible]

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
16-MAY-97	3942.7	<p>CESSNA 172N TACH: 3942.7 HRS AIRFRAME TTSN: 3942.7 HRS PROPELLER TSN: 99.3 HRS</p> <p>Propeller blades, hub, spinner and backing plate inspected and found O.K. Cleaned, dressed and painted blade faces matt black.</p> <p>I certify that this PROPELLER has been inspected in accordance with a ANNUAL inspection and was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the inspection are on file at this Repair Station under Work Order:1777</p> <p>Signed: R. M. LEGG</p> <p>LEGG AVIATION, INC. 1410 FLIGHTLINE DRIVE</p> <p>R FAA APPROVED REPAIR STATION: R7LR274N</p>	<p>N5162F 16-MAY-97</p> <p>Date: 16-MAY-97</p> <p>TEL: (916)-645-0737 LINCOLN, CA 95648</p>
		END	

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

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
20-MAY-98	4004.3	<p>CESSNA 172N TACH: 4004.3 HRS AIRFRAME TTSN: 4004.3 HRS PROPELLER TSN: 160.9 HRS</p> <p>Propeller blades, hub, spinner and backing plate inspected and found O.K. Cleaned, dressed and painted blade faces matt black.</p> <p>I certify that this PROPELLER has been inspected in accordance with a ANNUAL inspection and was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the inspection are on file at this Repair Station under Work Order:1943</p> <p>Signed: R. M. LEGG</p> <p> LEGG AVIATION, INC. 1410 FLIGHTLINE DRIVE</p>	<p>N5162F 20-MAY-98</p> <p></p> <p>Date: 20-MAY-98</p> <p>TEL: (916)-645-0737 LINCOLN, CA 95648</p> <p>FAA APPROVED REPAIR STATION: R7LR274N</p>

15

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
1-JUN-99	4042.3	<p>CESSNA 172N TACH: 4042.3 HRS AIRFRAME TTSN: 4042.3 HRS PROPELLER TSN: 198.9 HRS</p> <p>Propeller blades, hub, spinner and backing plate inspected and found O.K. Cleaned, dressed and painted blade faces matt black.</p> <p>I certify that this PROPELLER has been inspected in accordance with a ANNUAL inspection and was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the inspection are on file at this Repair Station under Work Order:2120</p> <p>Signed: R. M. LEGG</p> <p>LEGG AVIATION, INC. 1410 FLIGHTLINE DRIVE</p> <p>FAA APPROVED REPAIR STATION: R7LR274N</p>	<p>N5162F 1-JUN-99</p> <p>Date: 1-JUN-99</p> <p>TEL: (916)-645-0737 LINCOLN, CA 95648</p>

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

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
7-Jul-2000	4077.6	<p>CESSNA 172N TACH: 4077.6 HRS AIRFRAME TTSN: 4077.6 HRS PROPELLER TSN: 234.2 HRS</p> <p>Propeller blades, hub, spinner and backing plate inspected and found O.K. Cleaned, dressed and painted blade faces matt black.</p> <p>I certify that this PROPELLER has been inspected in accordance with a ANNUAL inspection and was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the inspection are on file at this Repair Station under Work Order:2277</p> <p>Signed: R. M. LEGG</p> <p>LEGG AVIATION, INC. 1410 FLIGHTLINE DRIVE FAA APPROVED REPAIR STATION: R7LR274N</p>	<p>N5162F 7-JUL-2000</p> <p>Date: 7-JUL-2000</p> <p>TEL: (916)-645-0737 LINCOLN, CA 95648</p>

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
10-AUG-2001	4104.3	<p>CESSNA 172N TACH: 4104.3 HRS AIRFRAME TTSN: 4104.3 HRS PROPELLER TSN: 260.9 HRS</p> <p>Propeller blades, hub, spinner and backing plate inspected and found O.K. Cleaned, dressed and painted blade faces matt black.</p> <p>I certify that this PROPELLER has been inspected in accordance with a ANNUAL inspection and was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the inspection are on file at this Repair Station under Work Order:2441</p> <p>Signed: R. M. LEGG</p> <p>LEGG AVIATION, INC. 1410 FLIGHTLINE DRIVE FAA APPROVED REPAIR STATION: R7LR274N</p>	<p>N5162F 10-AUG-2001</p>



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

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
9/18/02	4117.0	PROPELLER BLADES, HUB, SPINNER AND BACKING PLATE INSPECTED AND FOUND OK	D-SS AFS67842183
		I certify that this (PROPELLER) has been inspected in accordance with a (100 hr) (Annual) inspection and determined to be in airworthy condition. Dated 9/18/02 Total Time 223.6 hrs. Dennis Stadel A&P IA 567842183	D-SS
11/1/03	4131.3	PROPELLER BLADES, HUB, SPINNER AND BACKING PLATE INSPECTED AND FOUND OK.	D-SS AFS67842183
		I certify that this (PROPELLER) has been inspected in accordance with a (100 hr) (Annual) inspection and determined to be in airworthy condition. Dated 11/1/03 Total Time 201.9 hrs. Dennis Stadel A&P IA 567842183	D-SS

1/10/05

4147.3 TACH

PROPELLER BLADES, NUTS, SPINNER AND BACKING RING
INSPECTED AND FOUND OK DS AT 521842183

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (Annual)
inspection and determined to be in airworthy condition.
Dated 1/10/05 Total Time 302.7 hrs.
Dennis Stadel A&P IA 567842183 DS

2/22/06

4167.4 TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (Annual)
inspection and determined to be in airworthy condition.
Dated 2/22/06 Total Time 324 hrs.
Dennis Stadel A&P IA 567842183 DS

4/6/07

4181.7 TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (Annual)
inspection and determined to be in airworthy condition.
Dated 4/6/07 Total Time 338.3 hrs.
Dennis Stadel A&P IA 567842183 DS

5/22/08

4196.7 TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (Annual)
inspection and determined to be in airworthy condition.
Dated 5/22/08 Total Time 353.3 hrs.
Dennis Stadel A&P IA 567842183


6/1/09

4218.9 TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (Annual)
inspection and determined to be in airworthy condition.
Dated 6/1/09 Total Time 375.5 hrs.
Dennis Stadel A&P IA 567842183

7/1/10

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 7/1/10 Total Time 391.0 hrs.
Dennis Stadel

 ATP 3449467

8/15/10

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 8/15/10 Total Time 402.2 hrs.
Dennis Stadel

 ATP 3449467

10/2/12

4261.9 TACH


I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 10/2/12 Total Time 418.5 hrs.
Dennis Stadel

 ATP 3449467

11/7/13

4279.9
TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 11/7/13 Total Time 436.5 hrs.
Dennis Stadel

 ATP 3449467

2/6/15

4285.6

TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 2/6/15 Total Time 448.2 hrs.
Dennis Stadel

 ATT 3449467 1A

3/1/16

4286.2

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 3/1/16 Total Time 442.6 hrs.
Dennis Stadel

 ATT 3449467 1A

4/26/17

4297.5

TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 4/26/17 Total Time 454.1 hrs.
Dennis Stadel

 ATT 3449467 1A

5/30/18

4312.4

TACH

I certify that this (PROPELLER) has been
inspected in accordance with a (100 hr) (~~Annual~~)
inspection and determined to be in airworthy condition.
Dated 5/30/18 Total Time 469.0 hrs.
Dennis Stadel

 ATT 3449467 1A

16 Oct 2020 N5162F Sensenich 76EM8514-0-60 Serial # 30559 K
Tachometer 4320.8 Time Since New 477.4

- Perform 100 hour inspection in accordance with Cessna 172N Service Manual Checklist and FAR Part 43 Appendix D
- Dress and inspect blades
- Inspect spinner and bulkhead
- See AD listing for AD compliance thru 16 Oct 2020
- Stadel Aircraft Inc.
- Jim Stadel AP 3492117 Michael A Miller AP 2896211
- The work described above was accomplished in accordance with the current Federal Aviation Administration Regulations and was determined to be in airworthy condition

