

N4515L

PROPELLER LOG BOOK



SENSEINICH PROPELLER MFG. CO.

Lititz, Pennsylvania 17543

Internet: <http://www.sensenich.com>.

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 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 76EM8\$10-0-62

PROPELLER SERIAL NUMBER 30856K

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

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
8-22-96	782.31	Installed on ^{N45-15L} AA5A-1010	Fred L. Boyd ATP1482990
5/01/98	1168.6	This Propeller has been inspected	IAW 100hr. Inspection
		and is in an Airworthy Condition.	AP452512829
		Propeller	
<p style="text-align: center;">CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.</p>			
<p style="text-align: center;">TOTAL TIME <u>1168.6</u> DATE <u>06-01-98</u></p>			
<p style="text-align: center;">NAME <u>John T. Boh</u></p>			
<p style="text-align: center;">CERTIFICATE # <u>ATP458552162IA</u></p>			

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
7-1-99	TACH 1339.1566.3	Hobbs THIS PROPELLER HAS BEEN INSPECTED W 100 HR INSPECTED RTR FWD SPINNER BULKHEAD REMOVE PROP BOLTS + RESARTICED INSPECTION AND IS IN AN AIRWORTHY CONDITION	Bruce Swell ATP 454 732631
8-2-99	Tach 1474.44	I certify that this Propeller has been inspected IAW an Annual inspection and found to be Airworthy	Ronald S. Norton ATP 233764403IA
9-1-01	1606.9	I certify that this propeller has been inspected IAW an Annual inspection and found to be Airworthy	Ronald S. Norton ATP 233764403IA
10-1-02	Tach 1730.04	I certify that this propeller has been inspected IAW an Annual inspection and found to be Airworthy	Ronald S. Norton ATP 233764403IA

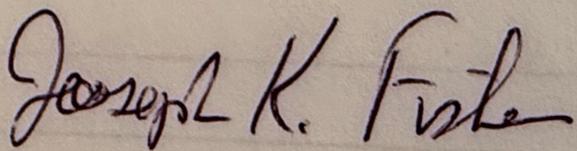
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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
11-1-03	1769.70	I certify that this propeller has been inspected IAW An Annual inspection and found to be Airworthy	Renold S. Morton AIP 233764403IA
11-15-04	1780.06	I certify that this propeller has been inspected IAW An Annual inspection and found to be Airworthy	Renold S. Morton AIP 233764403IA

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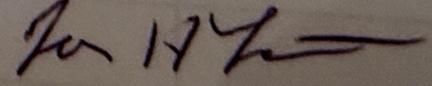
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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
		Fletchair Fleet Services LP. 1875 Airport Loop Hanger 4 Kerrville, Texas 78028	 Joseph K. Fisher AP 450907684 IA
		2-9-2007 Tach Time: 1828.0 hrs. Prop Total Time: 1045.7 hrs. Performed Annual Inspection in accordance with Gulfstream Aerospace AA-5 Maintenance Manual ch.5. AD's checked thru 2007-2. I certify that this propeller has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time. End.	

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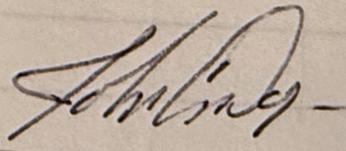
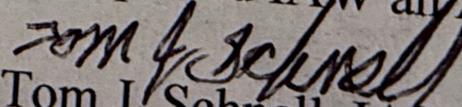
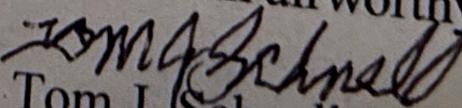
9-4-08 Tachometer 1865.4 Dressed and inspected propeller. Installed on newly overhauled engine. I certify this propeller has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

 John H. Langston
 A1 1825468

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
Propeller			
66-23-02 Mid Blade Decals N/A by none installed		02	
69-09-03R3 Continuous Operation RPM N/A by none installed		02	
03-13-17 Maint. By T&W Prop. N/A by no work performed			
05-14-11 Maint. By S. Caif. N/A by no work performed			
21-DEC 2009	1916.76	PERFORMED AN ANNUAL INSPECTION (AW FAR 43 ASD). REMOVED SPINNER AND CHECKED FOR CRACKS - NONE FOUND. I CERTIFY THAT THIS PROD HAS BEEN INSPECTED (AW AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. AS CHECKED TO DATE.	JAM J KAMEL IA 305783534

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
	01-12-11	Tach 1978.04 total prop time 1195.7 hours. Performed Annual inspection on propeller in accordance with Gulfstream Aerospace Corp. AA-5 Maintenance Manual ch. 5-2-1, pages 202 thru 216 and FAR 43 Appendix D. Replaced forward spinner bulkhead Inspected for damage with no apparent discontinuities noted at this time. Prop filed to remove minor nicks. Torque checked to 60 Ft Lbs. All AD's checked through issue 10-26 ¹¹⁻²⁹ . I certify that this propeller has been inspected in accordance with an annual inspection and was determined to be in airworthy condition at this time.	 AP 3454 336 JA
Feb 10, 2012.	Tachometer 2015.02.	Total Prop time 1232.71 Performed an Annual Inspection IAW FAR 43 App D. Removed Spinner and checked for cracks-none found. AD s checked to date. I certify that this prop has been inspected IAW an Annual Inspection and was found to be in an airworthy condition.	 Tom J. Schnell, IA305783534
May 1, 2013.	Tachometer 2045.75.	Total Prop time 1263.44. Performed an Annual Inspection IAW FAR 43 App D. AD s checked to date. I certify that this prop has been inspected IAW an Annual Inspection and was found to be in an airworthy condition.	 Tom J. Schnell, IA3650511

September 13, 2014. Tachometer 2079.77. Total Prop time 1297.46. Performed a 100 Hour Inspection IAW FAR 43 App D. AD's checked to date. I certify that this prop has been inspected IAW a 100 Hour Inspection and was found to be in an airworthy condition.

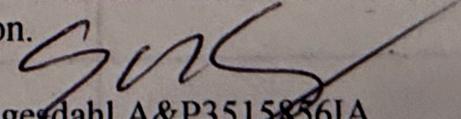
Tom J. Schnell
 Tom J. Schnell, IA3650511

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
GULFSTREAM AMERICAN AA-5B		ACTT: <u>2111.6</u>	
DATE: 10/11/2015	N4515L	TACH: <u>2111.6</u>	
COMPLIED WITH ANNUAL INSPECTION IAW CFR 14 FAR 43 APPENDIX D. CHECKED AD'S TO DATE, NO AD'S DUE AT THIS TIME. I CERTIFY THAT THIS PROPELLER SENSENICH 76EM8S10-0-62 S/N 30856K HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION			
			
DAVID BUCKLEY A&P (IA) 3459013			

Registration Number: N4515L
 Make: Sensenich
 Prop M/N: 76EM8S10-0-62
 Prop S/N: 30856K
 Date: 12/14/2016

Aircraft Tach Time: 2121.98

Performed Annual inspection in accordance with FAR 43 app D, with reference to Gulfstream Aerospace Corp. Maintenance Manual, Ch. 5-2-1, pages 202 thru 214. Propeller removed for inspection, Re-installed, torqued bolts and safetied. AD's checked current this date. I certify that this propeller has been inspected IAW an annual inspection and was found to be in airworthy condition.


 Scott Egesdahl A&P3515836IA

END LOG BOOK