

C-GMLB-
#02

10-14-2014
10/14/2014



Transport
Canada

Transports
Canada

Propeller Logbook

Canada

Volume #: 02

Opened on: January 30, 2012

PROPELLER DETAILS

1. Manufacturer Mc Cauley

2. Type/Model/Series D3A34C443/¹⁶#78CYA-0

3. Serial Number 023167

4. Date of Manufacture 9-3-2003

5. Pitch lock settings

Date / / / / / /

a) High 31.5[°] - - - -

b) Low 11.8[°] - - - -

c) Reverse - - - - - -

Blade SERIAL number

- ① XG 26203
- ② XG 26205
- ③ XG 26208

Signature

AC
SC

Melanie Suter



Project: 10778
Aircraft: C-GMLC

LogID: 1171
Aircraft TT: 1239.4 hrs

Customer references - PO: Verbal; Inspection program: N/A

Work requested: 50 hrs inspection

Work performed:

[Task: 17446; ATA:05]; Discrepancy : Perform 50 hrs inspection as per owner request.
Rectification : All tasks required by 50 hr inspection c/out IAW MM 05-20. Oil filter CH48109-1 replaced by new. Oil filter cut-open and inspected, no contamination found.
Engine oil renewed 15W50. Ground run c/out and found serviceable. No leak found.

[Task: 17506; ATA:28]; Discrepancy : During 50 hrs inspection, found fuel filter screen distorted. Need to be replaced.
Rectification : Fuel filter screen P/N:50908-001 replaced by new IAW MM 28-20.
Operational check c/out and no leak found.

[Task: 17503; ATA:32]; Discrepancy : During 50 hrs inspection, found R/H main landing gear inner fairing support bracket broken. Need to be replaced by new.
Rectification : R/H main landing gear inner fairing support bracket P/N:17205-002 replaced by new IAW MM 32-10.
Operational check c/out and found serviceable.

[Task: 17447; ATA:71]; Discrepancy : Owner/pilot report mag drop on engine. To be checked.
Rectification : Troubleshoot and found bottom spark plug of cylinder #5 fouled. All spark plug cleaned for preventive maintenance. Spark plug gap adjusted. Spark plug reinstalled. Ground run c/out and no fault found.

[Task: 17502; ATA:73]; Discrepancy : During 50 hrs inspection, found fuel leak at mechanical fuel pump. Fuel leak at mixture control shaft.
Rectification : Engine mechanical fuel pump P/N:655921-1A5 S/Off:B03IA317 removed and sent to Aero-Atelier for repair.
Engine mechanical fuel pump P/N:655921-1A5 S/Non:B03IA317 (repaired) reinstalled IAW MM 17-11.4.
Ground run c/out and found serviceable. No leak found.

[Task: 17508; ATA:CR]; Discrepancy : Check AD2012-01-11 if applicable. Log entry required.
Rectification : AD2012-01-11 to inspect and modify the air box flange welds and slots and install induction system air box seals found not applicable by aircraft model: SR22.
No further action required.

Dual inspection on mixture control at fuel pump for safety and operation, c/out by:

[Signature]
Yves Bernier
Lic: *PC000*

[Signature]

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

Azimuth AeroMaintenance
AMO/OMA 29-09

30 janvier 2012

[Signature]

Martin Tremblay

CA07

AME/TEA identification

Melanie Suter

Signature

A
ACA
SCA

Melanie Fortin



Project: 11083 **LogID:** 1350
Aircraft: C-GMLC **Aircraft TT:** 1289.7 hrs

Customer references - PO: verbal; Inspection program: N/A

Work requested: 50 Hrs insp + snags

Work performed:

[Task: 18246; ATA:05]; Discrepancy : As per customers request, perform 50 hrs insp
 Rectification : All tasks required by 50 hr inspection c/out IAW MM 05-20. Oil filter CH48109-1 replaced by new. Oil filter cut-open and inspected, no contamination found.
 Engine oil renewed 15W50. Ground run c/out and found serviceable. No leak found.

[Task: 18248; ATA:05]; Discrepancy : Elt found past expiration date: Nov 1, 2010. Elt requires recertification. ACK Model: E-10 S/N: 046906.
 Rectification : Elt failed certification. 121.5 & 243.0 MHz out of tolerance. Elt replaced with identical part ACK Model: E-10 S/N: 050734 (status: serv PO: 26511). Battery due date: AUG 2014. ELT post installation check in aircraft completed and no fault found. All works completed as per manufactures specifications and in accordance with STD 571 appendix G.

[Task: 18247; ATA:24]; Discrepancy : Analog ammeter needle fluctuation
 Rectification : MCU 100 P/N: 14600-002 S/N: 00877 removed and inspection found corrosion on logic control unit pins, battery current sensor pins, J108 & J111 board connectors. Corrosion found on multiple terminals on reverse side of board. Corrosion removed and pins/sockets cleaned. Unit reinstalled and electrical system fault remained. Unit removed and replaced with MCU120 P/N: 16600-001 S/N: 00827 (status: new PO:26514) MCU100 discontinued and MCU120 is a direct replacement from Cirrus. Electrical system functional carried out serviceable. All work performed as per Cirrus MM 24-30.

[Task: 18251; ATA:24]; Discrepancy : Battery #2 assy removed and to be inspected and top-charged as per MM 24-30 (every 6 month). Battery P/N: 50979-001.
 Rectification : Battery #2 assy inspected and top-charged as per Cirrus MM 24-30. Battery assy re-installed and electrical system functional carried out serviceable. All work performed as per manufacture's MM 24-30.

[Task: 18267; ATA:24]; Discrepancy : Battery #1 unable to maintain charge. Battery #1 P/N: G-243 S/N: G02255103 removed.
 Rectification : Battery #1 replaced with P/N: G-243 S/N: G02727048 (status: new PO: 26506) Battery prepared and charged as per manufacture's instructions provided. Battery electrical system #1 functional check to be carried out after new MCU 120 installed (ref Task: 18247). Battery electrical system #1 tested after MCU 120 replacement. Found serviceable.

MT

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

Azimuth AeroMaintenance
AMO/OMA 29-09

30 août 2012

Martin Tremblay

Martin Tremblay

CAC07

AME/TEA identification

Melanie Fortin

Signature

AME
ACA/AMO
SCA/AMO



3971830 Canada inc. 5800, route de l'Aéroport Saint-Hubert (Québec) J3Y 8Y9 AMO 28-12 Ph. Office: 450-445-4444 Fax: 450-926-0430

Aircraft registration: CLIENT- OCCASIONNEL
Work report number: 216
Date: déc. 07, 2012
Journey log

Aircraft TTAF : 1343.1
Landing : 0.0

Item	Description	Correction
1	100 HRS inspection Req'd by customer	100 HRS inspection C/OUT as per cirrus maintenance programme dated May 31 2011. Oil filter removed, opened, inspected and replaced with new P/N CH48109. Engine oil serviced with aeroshell 15W50.
2	CF90-03R2, exhaust heater inspection due	Exhaust heater inspected as per CF90-03R2, No defect found
3	Bracket air filter to be replace	bracket air filter replaced with new P/N BA-24 as per B.A.F document I-194.
4	Portable Fire Extinguisher Inspection	Fire extinguisher inspected as per manufacturer info. No defect found
5	First Aid Kit Inspection	First aid kit inspected as per CAR's 723.82 AND Règlement sur la sécurité et la santé au travail (aéronefs) Partie X
7	L/H Tire worn	L/H tire replaced with new P/N 301-249-420 as per MM 32-41
8	R/H tire worn	R/H tire replaced with new P/N 301-249-420 as per MM 32-41
9	R/H brake disc is out of limits	R/H disc replaced with new P/N 164-01501 as per MM 32-41
10	All R/H MLG lining to be replace	All R/H lining replaced with new P/N RA66-105 as per MM 32-42
12	Found TKS leak at FS 222	functionnal test C/OUT and found leak on proportioning unit, horizontal. Fitting found loose. fitting tightened and secured. fonctionnal test C/OUT and no leak found.
13	clearance between pick up collar and BH222 is below 0.400 inch	We found arround 0.390 inch between pick up collar and BH222. We ask at fieldservice@cirrusdesing.com. if it's acceptable and his anser was : that is acceptable and proper.
14	L/H tail nav light inop	L/H tail nav light replaced with new P/N 50911-001 as per MM 33-40. fonctionnal test C/OUT and found serviceable
15	Pilot seat recline system is hard to move	Pilot seat recline system adjusted as per MM 25-10. Fonctionnal test C/OUT and found serviceable
16	Copilot seat recline system is hard to move	Copilot seat recline system adjusted as per MM 25-10. Fonctionnal test C/OUT and found serviceable
17	Unable to adjust L/H magneto	L/H magneto removed and found condensateur inop. L/H condensator replaced with new P/N 10-400615. L/H magneto reinstalled as per Continental manual M-16 6.3-9.1
18	Cabin air control temperature knob is hard to move	Found control cable kinked strait cable and adjusted control as per MM 21-60
19	Engine alternate air control chaffed with metered fuel supply line between fuel servo and distributor	Engine alternate air control secured as required with lacing P/N T1223K
20	Brake reservoir oil supply line is kinked	Remake brake line and reinstalled on aircraft as per standard practice. fonctionnal test C/OUT and no leak found
21	Engine baffle is cracked at fwr R/H corner	Baffle repaired as per AC43-13-1B section 4
22	upper rivet on rudder tab is loose	rivet replaced as per AC43-13-1B section 4
23	Battery 1 negative pole nipple is torn	Battery 1 negative pole nipple P/N MS25171-2S replaced with new as per standard practice

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

1
583372
80
aca

Guillaume Daigle License no. #1 AMO 28-12

Guillaume Daigle

Signature

AME
ACA/AM
SCA/AM

Project: 11334

LogID: 1504

Aircraft: C-GMLC

Aircraft TT: 1366.6 hrs



Customer references - PO: Verbal; Inspection program: N/A

Work requested: Inspection following propeller strike on ground.

Work performed:

[Task: 18814; ATA:05]; Discrepancy : Propeller to be removed and send to Hope Aero for blade strike of rotating propeller.

Rectification : Propeller P/N: D3A34C443/78CYA-0, S/N: 023167, TTSOH: 763.6 Hrs removed and send for prop strike inspection.

[Task: 18815; ATA:05]; Discrepancy : Propeller governor to be removed and sent to Hope Aero for governor exposed to propeller ground strike inspection.

Rectification : Propeller Governor P/N: C290D3-R/T23, S/N: 03-0939 removed and send for O/H due to prop strike.


[Task: 18816; ATA:05]; Discrepancy : Engine to be removed and sent for propeller strike inspection.


Rectification : Engine P/N: IO-550-N27B, S/N: 913973 TTSN: 1366.6 Hrs removed and send for prop strike insp.

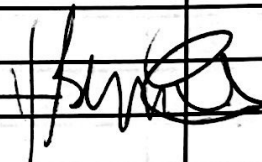
The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance
AMO/OMA 29-09


5 février 2013


Yves Bernier


AME/TEA identification



Section 1: Record of propeller maintenance and elementary work

Date --/--/--	Time since new	Time since overhaul	Details of task
	1366.6	763.6	
			<p>Hope Aero Propeller & Components Inc. 2283 Anson Drive, Mississauga, ON L5S 1G6 Canada T 905-677-8747 TF 800-268-9900 F 905-677-5935 hopeaero.com</p> <p style="text-align: right;">Transport Canada Approved Maintenance Organization No. 53-91</p> <p>Overhauled as per McCauley Manual MPC400 including: disassemble, clean, strip, repair, inspect, refinish, parts replacement, assemble, test. Details covered on Work Order <u>799769</u>. Diameter <u>77.5"</u>. Total Time Since Overhaul 0.0 Zero hours. The maintenance described above has been performed in accordance with the applicable standards of Airworthiness.</p> <p style="text-align: right;">GoodToGo@HopeAero.com</p>
FEB 26 2013	1366.6	Ø	

To avoid leakage from blade seals, cycle propeller at least five times (RPM drop of 200 to 300 RPM is usually sufficient) prior to the start of daily operations.



Project: 11334 **LogID:** 1602
Aircraft: C-GMLC **Aircraft TT:** 1366.6 hrs

Customer references - PO: Verbal; Inspection program: N/A

Work requested: Inspection following propeller strike on ground.

Work performed:

[**Task: 18813; ATA:05**]; Discrepancy : Aircraft to be inspected following propeller strike on ground IAW Cirrus MM 05-50 (Hard/Overweight landing).
Rectification : Aircraft inspected and found propeller blade damaged refer to W/C: 18814 & W/C: 18815, Nose landing gear strut found cracked refer to W/C: 18818, Engine removed and sent for prop strike inspection, refer to W/C: 18816, Engine mount to be inspected, refer to W/C: 18846 & W/C: 18847, Nose gear upper puck pan found cracked, refer to W/C: 18880. No other damage to the aircraft was found during Hard/Overweight landing inspection IAW MM 05-50.
[**Task: 18818; ATA:05**]; Discrepancy : Liquid penetrant inspection on Nose gear leg and eddy current inspection on nose fork assy. Visual inspection performed and crack suspected on nose gear leg.
Rectification : Liquid penetrant inspection performed by Torngats (W/O: 1792) on nose gear leg P/N: 14082-006 and found cracked. To be replaced (refer to W/C:18821)
Eddy current inspection performed by Torngats (W/O: 1792) on nose fork assy P/N: 11638-003 and no crack indication found.
[**Task: 18821; ATA:32**]; Discrepancy : Upon liquid penetrant inspection, nose gear leg P/N: 14082-006 found cracked and need to be replaced.
Rectification : Nose landing gear strut assy P/N: 14082-006 (New) installed IAW MM 32-20. Operational check c/out and found serviceable.
[**Task: 18880; ATA:32**]; Discrepancy : Magnetic particles inspection on nose upper puck pan P/N:13549-002. Suspect crack upon hard landing and prop strike.
Rectification : Magnetic particles inspection performed by Torngats (W/O: 1835) on nose upper puck pan P/N: 13549-002 and found four (4) cracks.
Two (2) cracks found on each side of the tube welded joint and two (2) cracks found on inboard side of attachment brackets.
[**Task: 18881; ATA:32**]; Discrepancy : Liquid penetrant inspection on nose lower puck pan P/N:14072-001. Suspect crack upon hard landing and prop strike.
Rectification : Liquid penetrant inspection performed by Torngats (W/O: 1835) on nose lower puck pan P/N: 14072-001 and no crack indication found.
[**Task: 18882; ATA:32**]; Discrepancy : Upon magnetic particles inspection, nose upper puck pan P/N: 13549-002 found cracked and need to be replaced. On visual inspection, found rebound bumper P/N: 18380-001 and puck P/N: 13386-001 damage due to hard landing and need to be replaced.
Rectification : Nose landing gear upper puck pan assy P/N: 13549-002 (New) installed with rebound bumper P/N: 18380-001 (New) and puck P/N: 13386-001 (New) IAW MM 32-20. Operational check c/out and found serviceable.

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

Azimuth AeroMaintenance
AMO/OMA 29-09

2 mai 2013

Martin Tremblay

AME/TEA identification

Signature

AM
ACA/
SCA/

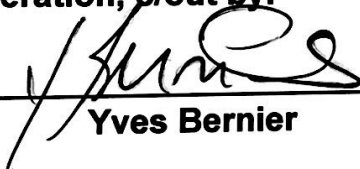


Project: 11334 **LogID:** 1603
Aircraft: C-GMLC **Aircraft TT:** 1366.6 hrs

Customer references - PO: Verbal; Inspection program: N/A
Work requested: Inspection following propeller strike on ground.
Work performed:

[Task: 19219; ATA:34]; Discrepancy : During inspection, found transponder antenna cracked.
Rectification : Removed transponder antenna p/n: CI 101 and replaced by equivalent part number p/n: 104-12 (status: NEW p/o: 63357). Operational ground ramp check of transponder and found transponder system unserviceable. Troubleshooting: Found Garmin transponder Model: GTX 327 p/n: 011-00490-00 s/n: 83715053 faulty. Replaced by Garmin transponder model: GTX 327 LOANER UNIT # 2503 p/n: 011-00490-00 s/n: 83746517 (status: NEW p/o: 26775). Certification date: FEB 21 2013. Operational ground ramp check of transponder system completed and no fault found. All works completed as per manufactures specifications and as per STD 571 appendix F.
[Task: 18846; ATA:71]; Discrepancy : After engine removal, suspected cracks on engine mount at bottom fitting attachment. Engine mount to be removed for NDT.
Rectification : Engine mount removed from aircraft IAW MM 71-20. Engine mount sent to Tomgats for NDT. Fluorescent Magnetic Particles inspection c/out (Tomgats W/O: 1792) and two (2) cracks found on L/H and R/H side, at bottom fittings attachment.
[Task: 18847; ATA:71]; Discrepancy : Engine mount P/N: 15546-003 S/N: 0185 sent to Acorn Welding for complete inspection and repair as require.
Rectification : Engine mount P/N: 15546-003 S/N: 0185 has been repaired by Acorn Welding (Refer to W/O: 31907). Engine mount installed on aircraft IAW MM 71-20.
[Task: 19243; ATA:71]; Discrepancy : Engine Model: IO-550N27B S/N: 913973, propeller Model: D3A34C443-A S/N: 023167 and propeller governor P/N: C290D3-R/T23 S/N: 030939 to be reinstalled on aircraft.
Rectification : Engine Model: IO-550N27B S/N: 913973 (Repaired) TTSN: 1366.6 hrs installed IAW MM 71-00. Propeller Model: D3A34C443-A S/N: 023167 (Overhauled) TSO: 0.0 hrs installed IAW MM 61-10. Propeller governor P/N: C290D3-R/T23 S/N: 030939 (Overhauled) TSO: 0.0 hrs installed IAW MM 61-20. Ground run c/out and found serviceable. No leak found.
[Task: 18883; ATA:CR]; Discrepancy : Magnetic particles inspection on upper puck pan bolt P/N: AN178-45A (Qty:1), engine mount retaining bolts P/N: AN8-16A (Qty:2) & P/N: AN8-20A (Qty:2). Suspect crack upon hard landing and prop strike.
Rectification : All bolts described above has been magnetic particles inspected (Refer to Tomgats W/O: 1835) and no crack indication found.

Dual inspection on throttle control installation, mixture control installation and propeller governor control installation for safety and operation, c/out by:


Yves Bernier

Lic: PCO/O

Conditional to a satisfactory flight test and sign by pilot.

Michel Bourbeau

Lic: _____


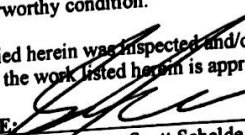
The work described above has been performed in accordance with the applicable standards of airworthiness.

Azimuth AeroMaintenance
AMO/OMA 29-09

2 mai 2013

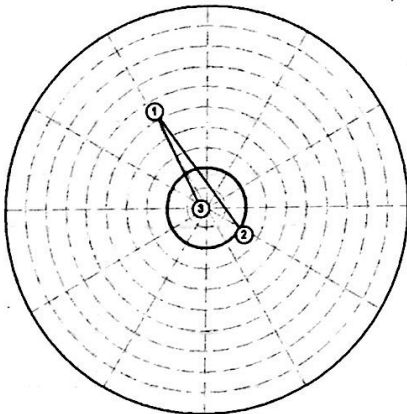

Martin Tremblay


AME/TEA identification

Date --/--/--	Time since new	Time since overhaul	Details of task
			<p style="text-align: right;">Date: 01/24/2014 Hobbs: 1341.7</p> <p>  </p> <p> Make: McCauley Model: D3A34C443-A S/N: 023167 Reg #: N270MW </p> <p>Propeller Entries:</p> <p>Performed propeller annual/100HR inspection as per Cirrus SR22 AMM chapter 5-10, 5-20 and 5-30. Researched ADs through T-data bi-weekly issue 2013-26, all ADs are in compliance at this time. Dressed out minor nicks and erosion from propeller blades. I certify that this propeller has been inspected in accordance with an annual/100HR inspection and has been determined to be in an airworthy condition.</p> <p>The airframe, engine, propeller identified herein was inspected and/or repaired in accordance with the current Federal Aviation Regulations and in regards to the work listed herein is approved for return to service as per those requirements.</p> <p> DATE: 01/24/2014 SIGNATURE:  CERTIFICATE NUMBER: AP28480861A Scott Schelde END </p>

ENG/PROP DYNAMICALLY BALANCED

— POLAR PLOT - 1.0 IN/S FS —



Operator Comments

Performed a dynamic propeller balance IAW FAA APPROVED Chadwick Helmuth doc AW 9511-2 dated 12 June 1990 using DSS Microvib II equipment and application note AN-MV2 Prop Rev 00 1 July 2003. Initial IPS of .548 @ 2581 rpm reduced to .028 IPS @ 2574 rpm by installation of AN hardware balance weights on spinner rear bulkhead. Jim Barker A&P 2755069 Aviation Resources, LLC 101 Airport ave Hangar 7 Cumberland, WI 54829 Hangar (715) 822 5787 Cell (715) 491 1303 Jim@aviationvibes.com www.aviationvibes.com

N270MW Cirrus SR 22 G1 735 2111.8 Hrs
Cont/Hart 913973

Front
MicroVib II SN:1177 Cal:01/16/2014
Initial: 0.647 IN/S @ 2580.9 RPM Final: 0.029 IN/S @ 2574.4 RPM

Oper: _____
Date: 10/31/2014

Jim Barker A&P 2755069

Landmark Aviation

Joe Foss Field
Sioux Falls SD

Propeller Log

DATE	MAKE/MODEL	HOUR METER	TOTAL TIME	REGISTRATION	SERIAL NUMBER
1-16-15	MCC/D3A34C443-A	2160.8		N270MW	023167

Complied with a 100 hr Inspection in accordance with Cirrus SR22 M/M and FAR 43 Appendix D. I certify that this propeller has been inspected in accordance with a 100 hr inspection and has been determined to be in an airworthy condition. Pertinent details of the inspection are on file at this repair station under W.O. # 59695

Signed 
Chris Hoffman

CRS # DDNR793K

3501 Aviation Ave. Sioux Falls, SD 57104



DOMINION AVIATION

Date: 5/02/2018; Aircraft: 270MW; Type: CIRRUS SR-22; S/N: 0735;
Hobbs: 3267.60; Total Time: 2696.70; Engine - Type: IO-550 N27B, S/N:
913973, Time: 2696.70; Prop - Type: D3A34C443, S/N: 023167, Time:
2696.70

Prop

Complied with the Annual and 100 hour inspection in accordance with
Dominion Aviation Services FORM 0100 which meets the requirements of
FAR 43 appendix D and with reference to Cirrus SR 22 maintenance manual
chapter 5.

Checked and listed all applicable Airworthiness Directives using ATP revision
dated 04/26/2018.

Complied with the logbook research. No new or recurring ADs due at this
time.

Updated the computer profiles.

Dressed the propeller blades in reference to McCauley information manual
propeller approved repairs chapter 61-00-00.

The maintenance described above was performed and inspected in
accordance with current FAA Regulations and is approved for return to
service only for the work performed. Ref: 14 CFR Part 43.9. Pertinent
details of the repair are on file at this repair station.

Signed  CRS# ODAR018H

I certify that this Prop has been inspected in accordance
with a/an Annual and 100hr inspection and was determined to be in
airworthy condition. Details on file at this facility.

Inspector 

Work Order # 30204

Dominion Aviation CRS# ODAR018H
7511 Airfield Drive
Richmond, Virginia 23237
(804) 271-7793

DAS FORM LB-2

Signature

**Section 3: Record of propeller applicable airworthiness directives,
airworthiness limitations and equivalent mandatory requirements**

Reference (e.g. A D #)	Effective date --/--/--	Compliance threshold	Compliance interval	Description of requirements
<p>MODEL: D3A34C443-A SERIAL: 023167 THE FOLLOWING WERE COMPLIED WITH ON WORK ORDER T99769: AD 82-27-02 REV. R1 S/L 2002-16 S/L 2003-8 REV. A</p>				<p>THREADLESS BLADE ETCH AND PENETRANT INSPECTION AS PER S/B 146, 146-1, 146-2 NOT REQUIRED DUE TO SERIAL NUMBER. PROPELLER MAINTAINED AS PER OVERHAUL MANUAL MPC400 REVISION 2, DEICE MANUAL 830415 REVISION 5, STANDARD PRACTICES MANUAL SPM100, REVISION 4 AND BLADE MANUAL BOM100, REVISION 4 AS REQUIRED. PROPELLER MAINTAINED AS PER SERVICE LETTER.</p>

PAGE 1 OF 1
REPORT DATE: 26-Feb-2013
Feb-22-1983
Feb-15-2002
May-21-2004

PER




HOPE AERO PROPELLER & COMPONENTS, INC. AMO 53-91