



Transport
Canada
Aviation

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TP3911E

AIRCRAFT TECHNICAL LOGS

Section 4. PROPELLER

Second Edition

January 1987

Canada

The subject aircraft was involved in an incident / accident on 9/7/2023 rendering it a Constructive Total Loss as not repairable within its insured value. For further details refer to insurance claim: 6770742279US.

Signed: ***Underwriters Salvage Company***

Date: **6/6/2025**

AIG Aerospace Adjustment Services Inc
3500 Lenox Road, Suite 1100
Atlanta, GA 30326

MAINTENANCE RECORD

[illegible]

PROPELLER SERVICE AND

MAINTENANCE RECORD

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DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE	REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
	HRS.	MIN.	HRS.	MIN.				
NOV 11/99	TACH	1391.1	TT	1588.3	I CERTIFY THIS AIRCRAFT PROPELLER HAS BEEN INSPECTED IAW A 100 HR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. <i>Michael Champion</i>	A/P 590240972		
NOV 14/00	TACH	1498.1	TT	1610.0	I CERTIFY THIS AIRCRAFT HAS PROPELLER IN AN AIRWORTHY CONDITION. <i>Michael Champion</i>	HAS BEEN INSPECTED IAW A 100 HR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. <i>Michael Champion</i>		
FEB 17/04	TACH	1586.9	TT	1877.9	PERFORMED ANNUAL INSP. PER ZENAIR INSP. C/W SERV. LETTER 220 AND REINSTALLED SPINNER. DRESSED KNICKLES IN FRP TOUCHED UP PAINT. GROUND OPERATIONS, POWER + LEAK CHECKS SATISFACTORY	<i>James V. DeLo</i> A/P 1948901		
9/20/05	Tach.	1599.8			Checked AD's thru 85-17. I have inspected this propeller in accordance with an annual inspection and find it to be in airworthy condition. <i>John R. Ruhl</i>	2825501352A		
8-8-06	TACH	1625.6			PERFORMED PERIODIC INSPECTION AD'S. I CERTIFY THAT I HAVE INSPECTED THIS PROPELLER IAW AN ANNUAL INSP & HAVE DETERMINED IT TO BE IN AIRWORTHY CONDITION	<i>S. Eric Hobbs</i> A/P 302743458		
OHIO VALLEY AIRCRAFT MAINTENANCE Bowman Field Airport 2800 Moran Avenue Louisville, KY 40205 TACH: 1675.8 Hobbs Date: 10/01/07 C/W an annual inspection IAW w manufacturers manual, all AD's complied with to date, cleaned and dressed Prop, I certify this propeller was inspected IAW an annual inspection and was found to be in airworthy condition At this time. END <i>Mickey Delo</i> Mickey Delo A/P1966011401A								
10 JUL 2009	TACH	1712.3	TT	1908.7	PERFORMED A 100HR INSPECTION IAW MANUFACTURES MANUAL. I CERTIFY THIS PROPELLER HAS BEEN INSPECTED IAW A 100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION	<i>James Skifstul</i> AP 382523851		
27 Sept 2010	Tach:	1728.7			Dressed leading edges, sanded and re-applied flat black coating. I certify that this propeller has been inspected in accordance with an Annual inspection and was found to be in airworthy condition.	<i>James Skifstul</i> 2754121 A/P 1A		
CARRIED FORWARD								
MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS. OR LIFE								

TOTAL THIS PAGE
TOTAL FROM PREVIOUS SUMMARY
TOTAL SINCE MFG.

MAINTENANCE RECORD

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	→				
NOV/19/98	TACH	684.7	ACTT	881.9	I CERTIFY THIS PROPELLER HAS BEEN INSPECTED Michael Champion AIP590240972.
JAN/9/99	TACH	789.0	ACTT	986.2	I CERTIFY THIS PROPELLER HAS BEEN INSPECTED CONDITION. Michael Champion AIP590240972
MAR/4/99	TACH	886.0	ACTT	1083.2	I CERTIFY THIS PROPELLER HAS BEEN INSPECTED CONDITION. Michael Champion AIP590240972.
Date: 5/06/99 Aircraft: N6252U Type: ZENAIR CH2000 S/N: 20-0006 Tach Time: 995.6, PROP Total Time: 995.6 5/06/99 I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. ROGER E. SMITH <i>[Signature]</i> 263139149 I.A.					
JUNE/21/99	TACH	1103.3	ACTT	1300.5	I CERTIFY THIS PROPELLER HAS BEEN INSPECTED CONDITION. Michael Champion AIP590240972.
JULY/29/99	TACH	1189.1	ACTT	1386.3	I CERTIFY THIS PROPELLER HAS BEEN INSPECTED CONDITION. Michael Champion AIP590240972.
9-30-99	TACH	1241.9	TT	1486.7	I CERTIFY THAT THIS AIRCRAFT/ENGINE PROP HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND IS DETERMINED TO BE IN AIRWORTHY CONDITION. TONY MARTIN 26565849 <i>[Signature]</i>
TOTAL THIS PAGE					CARRIED FORWARD
TOTAL FROM PREVIOUS SUMMARY					
TOTAL SINCE MFG.					

REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
IAW A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.		
IAW A 100 HR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY		
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MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.
OR LIFE

PROPELLER SERVICE AND

MAINTENANCE RECORD

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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	→		92.	1	
APRIL 12/96	3.5		95.6		REMOVED FROM ZENAIR CH 2000 SER # 20-0016 (CFSTQ)
JUL 18/96	TACH TIME		36.3		INSTALL PROPELLOR IN CH 2000, 20-0006, US REG # N6252V
10-3-96	TACH:	115.1			CLW 100HR INSPECTION. I CERTIFY THAT 100HR INSPECTION, AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. - END -
	NOBBS:	128.4			
	TITEN:	174.4			
1-17-97	TACH:	214.9			CLW 100HR INSPECTION. I CERTIFY THAT THIS INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. - END -
	NOBBS:	238.4			
	TITEN:	274.2			
1 JUNE 97	306 TACH				C/W ANNUAL INSP. "I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSP. AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. - END -"
	362 TSN				
19 JUN 97	TACH	0404.0			PROP INSPD. + SERVICE I/A/W 100 HR INSP. + SERV. AND
April 22/98					Annual 100 hour completed. as per Zenair Wash sheet.
OCT 7/98	TACH	589.5	ACTY	981.2	I CERTIFY THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSP. AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. - END -
					Michael Campbell AIP 590240922
TOTAL THIS PAGE					CARRIED FORWARD
TOTAL FROM PREVIOUS SUMMARY					
TOTAL SINCE MFG.					

REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
	V. L. L. L.	72-99
US REG # N6252V	The maintenance described above has been performed in accordance with the applicable standards of airworthiness.	
Licence M102421	Date July 10/96	
Signature J. D. D.		
THIS PROPELLER HAS BEEN INSPECTED I/A/W A TO BE IN AIRWORTHY CONDITION. - END -		
AIP 5097063131A		
PROPELLER HAS BEEN INSPECTED I/A/W A 100HR IN AIRWORTHY CONDITION. - END -		
AIP 5097063131A		
BEEN INSP. IN ACCORDANCE WITH ANNUAL INSP. AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. - END -		
End Theodore C. Reg AIP 2875090731A		
FOUND TO BE IN AN AIRWORTHY CONDITION - END		
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSP. AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.		
DATE: APRIL 22/98		
AIP 2463843 - IA		
I/A/W A 100HR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.		

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.
OR LIFE

PROPELLER SERVICE AND

MAINTENANCE RECORD

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					
FEB 22/95			NEW		INSTALLED ON CH 2000 REG N ^o C-FSTS
April 25/95			7.8		TRANSCRIBED FROM JOURNEY LOG UPDATE
MAY 22/95	20.6		28.4		TRANSCRIBED FROM JOURNEY LOG AIR TIME
JUNE 18/95	28.2		56.6		TRANSCRIBED FROM JOURNEY LOG AIR TIME
JULY 14/95	9		65.6		TRANSCRIBED FROM JOURNEY LOG AIR TIME
SEPT 9/95	7.4		73.0		TRANSCRIBED FROM JOURNEY LOG AIR TIME
SEPT 21/95	7.0		80.0		TRANSCRIBED FROM JOURNEY LOG AIR TIME
SEPT 22/95			80.0		100 hr inspection carried out as per
FEB 21/96	12	1	92.1		Propeller Removed
February 23, 1996			92	.1	PROPELLER INSPECTED AND REPAIRED IN ACCORDANCE WITH AMA 571.103/2 AND REPITCHED FROM 46" TO 48"
February 23, 1996			92	.1	
MAR 18/96					INSTALL ON CH 2000, C-FSTQ, 20-0016
			92.1		CARRIED FORWARD
TOTAL THIS PAGE					
TOTAL FROM PREVIOUS SUMMARY					
TOTAL SINCE MFG.			92.1		

REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND SIGNATURE COLUMNS.		SIGNATURE	LICENCE NUMBER
The maintenance described above has been performed in accordance with the applicable standards of airworthiness.			
SERIAL N ^o 20-0008	Licence <u>72-94</u> Date <u>FEB 22/95</u>	<u>[Signature]</u>	<u>72-94</u>
Signature <u>[Signature]</u>			
CF Propeller Hours AFTER TEST & Ferry Flights		<u>[Signature]</u>	<u>72-94</u>
UPDATE		<u>[Signature]</u>	<u>72-94</u>
UPDATE		<u>[Signature]</u>	<u>72-94</u>
UPDATE		<u>[Signature]</u>	<u>72-94</u>
UPDATE		<u>[Signature]</u>	<u>72-94</u>
UPDATE		<u>[Signature]</u>	<u>72-94</u>
Zencak & Lick sheets on file		<u>[Signature]</u>	<u>72-94</u>
"THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS." AMO 2-72		<u>[Signature]</u>	<u>72-94</u>
Propeller Model No. <u>72CK-0-46</u> Serial No. <u>K6647</u>			
Overhauled Repaired in accordance with <u>Sensenich</u>			
Overhaul Manual <u>SPRM 590</u> Detail record of this			
Overhauled Repair under Work Order No. <u>61-0134</u> held on file			
at Leavens Aviation Inc., Mississauga, Ont. Diameter <u>72"</u>			
THE MAINTENANCE DESCRIBED ON LEAVENS AVIATION INC. WORK ORDER # <u>61-0134</u> HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARD OF AIRWORTHINESS.			
I HAVE CONDUCTED AN INSPECTION FOR CONFORMANCE TO THE REQUIREMENTS OF THE APPLICABLE STANDARDS OF AIRWORTHINESS. THE WORK COMPLETED ON WORK ORDER NO. <u>4357</u>			
<u>[Signature]</u> <u>72-94</u>			
The maintenance described above has been performed in accordance with the applicable standards of airworthiness.			
Licence <u>72-94</u> Date <u>MARCH 18/96</u>			
Signature <u>[Signature]</u>			

LEAVENS AVIATION INC.
AMO 2-72

LEAVENS AVIATION INC.
4
AMO 2-72

LEAVENS AVIATION INC.
AMO 2-72

LEAVENS AVIATION INC.
4
AMO 2-72

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.
OR LIFE

PROPELLER LOG

1.	Make	<u>SENSENICH</u>
2.	Model	<u>72CK 55-0-46</u>
3.	Specification No.	<u>Serial # K6647</u>
4.	Date of Manufacture	<u>NOV 29/94</u>
5.	Hub Serial No.	
6.	Blades	
	(a) Design No.	
	(b) Blade Serial Nos.	
	(i)	
	(ii)	
	(iii)	
	(iv)	
	(v)	
	(c) Pitch Setting	
	(i) Basic	
	(ii) High	
	(iii) Low	
	(iv) Reverse	