## PROPELLER MAINTENANCE RECORDS

Serial No		
Covernor Manufacturer		
Feather	Reverse	
LowI\.O°	High	
Pitch Range:		
6		
5		TO ELL
		-
3		
	E 25 193	
	E 25200	
Blade Serial No's.	F 2 5 2 2 2	
Blade Design No	FC7663-4	
	AY 719 B	
Hub Model		
Propeller Manufacturer	2	
Aircraft Registration No	N 50508	
Log No		

## Authority/Country:

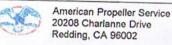
UNITED STATES

## **AUTHORIZED RELEASE CERTIFICATE**

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

-				
4.	Organization	Name	and	Address:



18. Date:

5. Work Order/Contract/Invoice Number:

6. Item:	7. Description:	8. Part Number:			82	210-11-2007
1		- artiumber:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number	r: 12. Status/Work:
	Hartzell	Prop: Hartzell Hub: HC-C2YL-4BF Blade: FC7663-4	To be determined by installer.	1	Blade: E25200, E25193 Hub: AY719B	OVERHAULED
13. Remail	d as per Service Manual 113B, 133C	and 202A. Installed new hub. Co	omplied with Airworthiness Directive	ve 2001-23-08, 2002-0	9-08, Service Bulletin 61-118F,	61-136R1 and 61-227R5.
_ A	fies the items identified above wer Approved design data and are in c Non-approved design data specifie	condition for safe operation.	Certifies and descr	egulations, part 43	ervice Other regulars e specified in block 13, the was accomplished in accordance and in respect to that work, t	
15. Author	rized Signature:	16. Approval/Authorizati	ion No.: 20. Authorized	Signature:		21. Approval/Certificate No.

## User/Installer Responsibilities

Todd Marinkovich

22. Name (Typed or Printed):

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with

17. Name (Typed or Printed):

NO3R717L

12/19/2007

23. Date (m/d/y):

DATE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
12/19/07		
		AMERICAN PROPELLER SERVICE REPAIR STATION NO. N03R717L 20208 CHARLANNE DRIVE REDDING, CA 96002 REDDING, CA 96002
		WORK ACCOMPLISHED COMPLETE OVERHAUL  MODEL NO. HC. CAYL - 4 F SERIAL NO. AY 719B  THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED  AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE.  PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY UNDER  REPAIR ORDER # 8210-11-2007
		SIGNED ON TODD MARINKOVICH  (AUTHORIZED INDIVIDUAL)
12-21-07	Tach 3775.	58 Reinstalled propatter overhaul.
		PROP/ENG DYNAMICALLY BALANCED  N65608 8KCAB 652-79 3775.6 Hrs. AEIO-320-E1B L-5705-55A Hartzell HC-C2YL-4BF s/n AY119B Microv/ib II SN:1464 Cai:12/20/2006 Init:0.325 IN/S @ 2006 RPM Final:0.023 IN/S @ 1981 RPM Operator Comments: Dynamically balanced combination of propeller assemblylenginelengine mounting system in accordance with FAA AC 20-37E. Installed weight on starter ring gear. This balance is void, and all added weights must be removed if any part of the propeller assembly, engine, or engine mounting system is altered.  Oper:  Date:12/21/2007 Brian Stout A&P 2100211
5-30.08	T= 3785.58	TSOH = 10 hrs I CERTIFY THAT THIS PROPERTY HAS BEEN INSPECTED  JAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN
6-23-089		AIRWORTHY CONDITION. The present 1 A 184248027  50H = 32.53 lubed grease fittings kinspetted. I certify that this propeller has been inspected IAW an annual inspettion and was determined to be in
		Disworthy Condition The Laynes 1A 184248027
7-03-10	T= 3888	TSOH=112 I CERTIFY THAT THIS PROPERTY HAS BEEN INSPECTED
		JAW AN ANNUAL INSPECTION CHOIS DETERMINED TO BEIN PLICHORTHY  CONDITION YN COMPANY