

Propeller Logbook

N13108

Las Vegas Propeller Service, Inc.

5038 Bond Street
Las Vegas, NV 89118
(702) 364-2662 — (702) 364-1867

FAA-APPROVED REPAIR STATION
No. ZE3R021M

PROPELLER MAINTENANCE RECORD

Mfg. McCaughey

Hub Model B2D34C211

Blade Design 82 PCA-6

Diameter 76"

Hub Ser. No. 768307

Blade Ser. Nos.

No. 1 K45357

No. 2 K45346

No. 3 _____

No. 4 _____

PITCH RANGE

High 26.2° Low 12°

Feather _____ Reverse _____

Governor Model _____

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

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
5-12-90	TACH 1228.2	installed prop	
ON	CESSNA 177	N13108 SN 17707398	
Ground	Run	& leak checked Good	
		M. J. Hoop	
		RJUR 641K	
3-4-94	1551.4	TACH. Dressed + Painted Blades.	
		I certify that this propeller	
		has been inspected in accordance with	
		Amvua) inspection and found	
		to be in an airworthy condition.	
		GENERAL AVIATION CORPORATION	
		Michael P. Gill	
		PI 396764670	

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1
Repair Station #NF2R029L AIRFRAME LOG

Type CESSNA 177B

TT 1733

N # 13108

S/N 17702398

REC. HR. METER 1733

DYNAMICALLY BALANCED THIS McCAULEY PROPELLER AS PER
CHADWICK HELMUTH SMOOTH PROPELLER MANUAL FROM .6 IPS TO .08
IPS. THE TACHOMETER WAS CHECKED. 2300 RPM INDICATED IS 2340
RPM ACTUAL.

THE AIRCRAFT, ENGINE, APPLIANCE, OR COMPONENT IDENTIFIED WAS
REPAIRED & INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS
OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO
SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER W.O. # 4773 DATE: 3-16-98

SIGNED: BRUCE P. REBECHINI *Bruce Rebechini* For
JOLIET AVIONICS, INC. DUPAGE AIRPORT, W. CHICAGO, IL 60185
F.A.A. APPROVED REPAIR STATION #NF2R029L

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8/18/99	1768.9	AD 91-15-04 DNA due to Model No., I certify that this prop. has been inspected IAW an Annual inspection, and has been determined to be in airworthy condition. End Basis in use - AP 388722362 IA	
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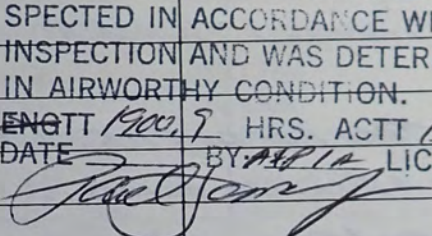
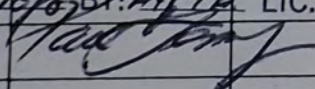
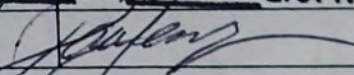
PROPELLER.

I CERTIFY THAT THE ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

ENGT 1889. CHRS. ACTT 1889.4 HRS.
DATE 10/10/04 BY: AED/IB LIC. NO. 32622874

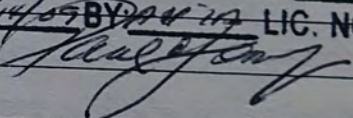
[Signature]

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
11/01/05	1900.9 TT	DRESSED & PAINTED BLADES.	<p align="center">^{PROP.}</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>ENGT 1900.9 HRS. ACTT 1900.9 HRS. DATE 11/01/05 BY: <u>AP/IA</u> LIC. NO. <u>32636284X</u></p> 
9/10/07	TACH READS 1913.0 TT.	DRESSED & PAINTED	<p>I CERTIFY THAT THIS ENGINE ^{PROP.} HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>ENGT 1913.0 HRS. ACTT 1913.0 HRS. DATE 9/10/07 BY: <u>AP/IA</u> LIC. NO. <u>326362841</u></p> 
9/18/08	TACH READS 1930.7 TT.		<p>I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME.</p> <p>ENGT 1930.7 HRS. ACTT 1930.7 HRS. DATE 9/18/08 BY: <u>AP/IA</u> LIC. NO. <u>32636284X</u></p> 

SIGN
HERE

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
9/14/09	1956.4 TT. DRESSED AND PAINED BLADES.	I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME. ENGTG <u>1956.4</u> HRS. ACTT <u>1956.4</u> HRS. DATE <u>9/14/09</u> BY <u>DAVID A</u> LIC. NO. <u>32632841</u>	
9/12/10	TACH READ 1985.7 TT P. DRESS & PAINTED BLADES. DR. CHECKED, LIST IN AGT FILE.	I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME. ENGTG <u>1985.7</u> HRS. ACTT <u>1985.7</u> HRS. DATE <u>9/12/10</u> BY <u>DAVID A</u> LIC. NO. <u>32632841</u>	