



DIAMOND AIRCRAFT INDUSTRIES INC.
D.O.T. APPROVED MANUFACTURER #161-93

Registration:	C-GSTZ
AC Serial Number:	40.1101
Engine Serial Number:	L-35236-51E
Prop Serial Number:	CH45669B
Airframe Total Time:	4.0 hrs

- Lycoming IO-360-M1A, S/N: L-35236-51E installed
- Hartzell HC-C2YR-1N/N7605, S/N: CH45669B installed IAW STC No. SA02476CH-D

A handwritten signature in black ink, followed by a circled stamp containing the letters "DA" and the number "20" below it.

Inspector

SEP 3 0 2010

date

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RISE AERO

EXPERIENCE ABOVE

843.383.1088

N175DA

DATE: 1/04/24

TACH TIME: 1331.1

Trouble shot rough engine. Found stuck exhaust valve in #4 cylinder. Removed valve and reamed guide. Installed new push rod and pushrod shroud. Replaced valve spring assembly, rocker arm and valve cover. Work performed in accordance with Lycoming SB 1425A.

Signed: Maurice Lemmond

Maurice Lemmond

A&P 2060784AI

RISE AERO

EXPERIENCE ABOVE

843.383.1088

N175DA

DATE: 1/23/24

TACH TIME: 1354.0

Changed oil and filter. Serviced with Phillips XC 20W50 and a Tempest AA 48110-2 filter. C/W Lycoming Service Bulletin SB388C on valve guides. Replaced all rocker arm thrust buttons.

Signed: Maurice Lemmond

Maurice Lemmond

A&P 2060784AI

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

RISE AERO

EXPERIENCE ABOVE

843.383.1088

N175DA

DATE: 2/07/24

TACH TIME: 1393.2

100HR/ANNUAL INSPECTION: Inspected using the Diamond Aircraft DA40 maintenance manual as a guide per FAR 43 Appendix D. Changed oil and filter. Serviced with Phillips XC 20w50 oil and a Tempest AA48110-2 filter. Serviced spark plugs. Compression checked #1-78/80 #2-78/80 #3-78/80 #4-78/80. Magneto timing checked. Inspected intake and exhaust system. C/W AD 2015-19-07 on fuel injection lines by inspection.

I certify this engine has been inspected in accordance with a 100HR/ANNUAL INSPECTION and was determined to be in airworthy condition.

Signed: Maurice Lemmond

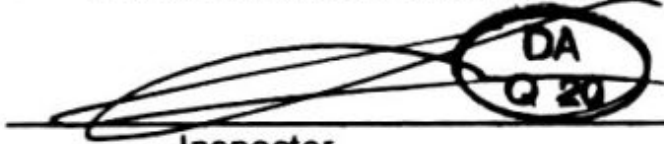
Maurice Lemmond A&P 2060784AI



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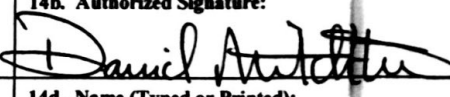
- Total Time Engine Brought forward from Flight Test Journey Log (DAI - Form Q-157): 4.0 hrs
- Engine installed new on Aircraft DA 40, S/N: 40.1101
- The following STC's are incorporated:
 - SA02476CH-D – Hartzell: HC-C2YR-1N/N7605 installation
 - SA03281AT - POWER FLOW EXHAUST: installation
- Bi-weekly AWD check carried out to current revision 2010-21, all applicable AD's complied with, see attached
- The work described above was carried out IAW the applicable Standard of Airworthiness.


Inspector

(Intentionally left blank below this point)

SEP 30 2010

date

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: L-35236-51E	
4. Organization Name and Address: Lycoming Engines, 652 Oliver Street, Williamsport, PA. 17701					5. Work Order/Contract/Invoice Number: REP35236	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Aircraft Engine	ENPL-RT10051	1	L-35236-51E	Repaired	
12. Remarks: Engine Model: IO-360-M1A No life limited parts. Certifies that the work specified in block 11/12 was carried out in accordance with EASA 145 and with respect that work the aircraft engine is considered ready for release to service under EASA Acceptance Certificate Number: EASA.145.5704 This engine was repaired by Repair Station EJ1R115K in accordance with Lycoming Overhaul manual 60294-1 test revision along with all applicable Lycoming and FAA service documents to meet the manufacturer's specifications, to determine its airworthiness and that it is in a condition for safe operation. Full details of work carried out per work order no. REP35236. AIRWORTHINESS APPROVAL - ENGINE.						
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature: 		14c. Approval/Certificate No.: EJ1R115K	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): David Mitcheltree		14e. Date (dd/mm/yyyy): 30-DEC-2014	
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft/engine/propeller/article. 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 authority accepts aircraft engine(s)/propeller(s)/article(s) on the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						



ENGINE LOG BOOK

TRIAD AVIATION, INC.



TRIAD AVIATION, INC.
FAA CRSE PP4R448M
BURLINGTON - ALAMANCE
REGIONAL AIRPORT (KBLV)
3439 S. AVIATION DR.
BURLINGTON, NC 27215
PH: 800-334-6437
336-227-1467

Engine Manufacturer: Lycoming

Engine Model Number: IO-360-M1A

Engine Serial Number: L-35236-51E

Total Time on Engine: _____ hours

Time Since Major Overhaul: 0 hours

Date: 11/27/2024

Mfr Recommended TBO: _____ hours

This Engine is Currently Installed in Aircraft:

N175DA

TRIAD AVIATION, Inc. certifies that this engine has been disassembled, overhauled to manufacturer overhaul limits direct drive overhaul manual 60294-7 & FAA Regulations. Engine tested in accordance with recommended procedures and is approved for return to service. All applicable A.D. Notes are complied with at the time of overhaul. Pertinent details of this work are on file at this repair station under work order # 28996

MAKE LYCOMING

S/N L-35236-51E

TSMOH 0.0

MODEL IO-360-M1A

TOTAL TIME _____

TBO 2000

Stephen M. Redden
Authorized Signature

08/26/2024

Date



Triad Aviation, Inc.
Burlington Municipal Airport
3439 South Aviation Drive
Burlington, NC 27215
336-227-1467

Test Ran Lycoming IO-360-M1A Engine Serial Number L-35236-51E for 2 hours 15 minutes, RPM 2700, oil pressure 82 lbs., oil temperature 182 degrees, CHT 326. Magneto check at 2100 RPM, L 80 RPM, R 80 RPM. Compression test cylinder #1 79/80 #2 80/80 #3 80/80 #4 80/80. This engine and/or component is approved for return to service. All pertinent details on file at this repair station: TRIAD AVIATION, INC. FAA REPAIR STATION # PP4R448M. WO# 28996

Signed: Stephen M. Redden Date: 08/26/2024



843.383.1088

N175DA

Date: 12/20/25

TACH: 1495.2

100HR/ANNUAL INSPECTION: Changed oil and filter. Serviced with Phillips XC 20W50 and a Tempest AA48110-2 filter. Serviced spark plugs. Compression checked #1-78/80 #2-78/80 #3-78/80 #4-78/80. Magneto timing checked. C/W AD 2015-10-09 on fuel injection line clamps by inspection.

I certify that this engine has been inspected in accordance with a 100hr/annual inspection and was determined to be in airworthy condition.

Signed: Maurice Lemmond

Maurice Lemmond
A&P 2060784IA

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: Diamond Aircraft

Model: DA 40

Position:

P/N:

S/N: 40-1101

Aircraft Registration No: N175DA

Version Revision: 5/18/2026

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2026-06-03 4/30/2026	This AD was prompted by reports of fuel tank connection hose deterioration and reports of affected parts that were installed during production on Model DA 40 NG airplanes. The FAA is issuing this AD to detect and address such deterioration, which, if...	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
2024-19-08 11/29/2024	[Recurring] To Address the Failure of a Nose Landing Gear (NLG) in the Area of the Pivot Axle. The Unsafe Condition, if Not Addressed, Could Lead to Damage to the Airplane and Injury to Occupants	-- Hrs: -- C: --	N/A to D41-3223-10-00_02 Installed	Yes	D: -- Hrs: -- C: --	
2023-09-09 7/17/2023	[Recurring] To Prevent Failure of the Spot-Welded, Multi-Segment Exhaust Tailpipe V-Band Coupling. The Unsafe Condition, if Not Addressed, Could Lead to Detachment of the Exhaust Tailpipe from the Turbocharger and Allow High Temperature Exhaust, contd.	-- Hrs: -- C: --	N/A NO TURBO	No	D: -- Hrs: -- C: --	
2022-13-06 8/11/2022	To Prevent Failure of the Baggage Net to Restrain the Baggage or Cargo. This Unsafe Condition, if Not Corrected, Could Result in Injury to Occupants in the Case of an Emergency Landing	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	

Maurice Demme
 A + P 2060784

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2022-03-15 3/21/2022	To Ensure That the Amount of Fuel Indicated is the Amount of Fuel Available. The Unsafe Condition, if Not Addressed, Could Result in Fuel Starvation and Engine Shutdown Which Could Result in the Inability to Arrive at the Destination Airport or,contd.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2020-14-06 8/4/2020	To Detect and Prevent Fuel Starvation and Reduced Control of the Airplane, Which if Not Addressed Could Result in Contamination of the Fuel System and Restriction of Fuel Flow	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	/
2014-13-08 8/27/2014	To correct an incorrect compliance time and to modify the aft main spar in the cabin area to ensure the,contd.	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	/
2013-24-14 1/7/2014	Superseded by 2014-13-08	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2011-21-10 11/16/2011	To remove the VCS compressor and mount, as a result of excessive wear, which could result in the air,contd.	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	/
2010-25-01 1/11/2011	To change emergency open doors procedure and retrofit the rear passenger door retaining bracket, which if not,contd.	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	/
2009-10-04 6/17/2009	[Recurring] To require repetitive inspections of the NLG leg and, in case cracks are found, replacement of the NLG,contd.	-- Hrs: -- C: --	N/A TO P/N	No	D: -- Hrs: -- C: --	/
2009-07-14 5/11/2009	To require the inspection of the adhesive joint between the wing main spar caps and the upper wing skin for,contd.	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	/
2007-17-06 9/25/2007	[Recurring] Superseded by 2009-10-04	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-11-21 7/9/2007	[Recurring] To prevent joint failure and subsequent disconnection between selector and the fuel valve, which results in,contd.	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	<i>Maurice Lemmon</i> A+P 2060784
2006-23-04 11/28/2006	During installation of the Garmin G1000 STC the fuel indicating system was contaminated leading to,contd.	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	
76-07-12 R1 8/30/1977	[Recurring] IGNITION SWITCHES	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

Category: Engine

Position:

Veryon Revision: 5/18/2026

Manufacturer: Lycoming Engines

P/N:

Model: IO-360-M1A

S/N: L-35236-51E

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2026-04-11 4/8/2026	[Recurring] This AD was prompted by several reports of connecting rod failures resulting in uncontained engine failure and in-flight shutdowns (IFSDs). The FAA is issuing this AD to prevent connecting rod failure. The unsafe condition, if not addressed...	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	<i>Maurice Lemmon</i> A+P 2060784
2024-21-02 12/5/2024	[Recurring] To Prevent Connecting Rod Failure. The Unsafe Condition, if Not Addressed, Could Result in Engine Failure, an IFSD, and Loss of Control of the Aircraft.	-- Hrs: -- C: --	N/A C/W at overhaul	Yes	D: -- Hrs: -- C: --	
2020-25-12 1/15/2021	To Prevent Failure of the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, Inflight Shutdown, and Loss of the Airplane	-- Hrs: -- C: --	N/A TO CRANKSHAFT INSTALLED	No	D: -- Hrs: -- C: --	

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2017-16-11 8/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	/
2015-19-07 11/3/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	12/20/2025 Hrs: 1495.2 C: --	C/W BY INSPECTION NEXT DUE after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and within every 110 hours TIS and after each engine overhaul.	Yes	D: -- Hrs: 1605.20 C: --	/
2015-02-07 3/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	-- Hrs: -- C: --	N/A TO MODEL #	No	D: -- Hrs: -- C: --	/
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	/
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	/
2011-26-04 1/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2011-15-10 8/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2009-26-12 2/4/2010	[Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.	-- Hrs: -- C: --	N/A TO CYLINDERS INSTALLED	No	D: -- Hrs: -- C: --	/

Maurice Demmand
A/P 2060784

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-02-03 2/9/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	-- Hrs: -- C: --	N/A P/C/W AT MANUFACTURE	No	D: -- Hrs: -- C: --	/
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2008-14-07 8/14/2008	[Recurring] Superseded by 2011-26-04	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2008-08-14 4/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2008-06-51 E 3/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	-- Hrs: -- C: --	N/A TO CYLINDERS INSTALLED	No	D: -- Hrs: -- C: --	/
2006-20-09 11/3/2006	Superseded by 2012-19-01	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2006-12-07 7/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.	-- Hrs: -- C: --	N/A TO CYLINDERS INSTALLED	No	D: -- Hrs: -- C: --	/
2006-06-16 4/27/2006	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	N/A DUE TO DATE OF MANUFACTURE	No	D: -- Hrs: -- C: --	/

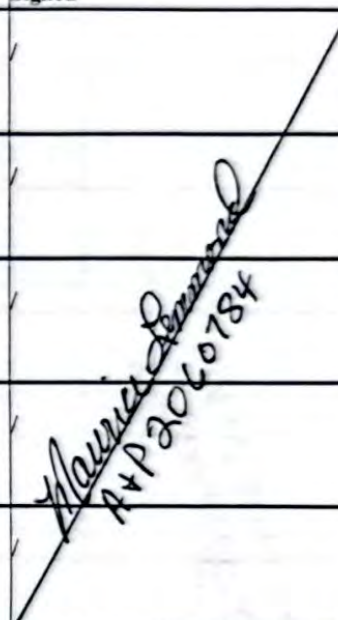
*Noted
N/A P 2060784*

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	-- Hrs: -- C: --	N/A TO ENGINE MODEL INSTALLED	No	D: -- Hrs: -- C: --	/
2004-10-14 C 6/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	-- Hrs: -- C: --	DUE AT PROP STRIKE OR SUDDEN STOPPAGE	Yes	D: -- Hrs: -- C: --	/
2003-14-03 8/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	-- Hrs: -- C: --	N/A TO THE FUEL PUMP INSTALLED	No	D: -- Hrs: -- C: --	/
2002-26-01 1/31/2003	[Recurring] Superseded by 2008-14-07	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.	-- Hrs: -- C: --	N/A TO THE CRANKSHAFT INSTALLED	No	D: -- Hrs: -- C: --	/
98-18-12 9/28/1998	[Recurring] Superseded by 2003-14-03	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
98-02-08 3/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.	-- Hrs: -- C: --	N/A TO THE CRANKSHAFT INSTALLED	No	D: -- Hrs: -- C: --	/
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
97-01-03 1/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Marine Personnel
AHS 2060784

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING	-- Hrs: -- C: --	N/A DUE TO DATE OF MANUFACTURE	No	D: -- Hrs: -- C: --	/
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE	-- Hrs: -- C: --	N/A DUE TO DATE OF MANUFACTURE	No	D: -- Hrs: -- C: --	/
93-02-05 6/14/1993	[Recurring] Superseded by 2002-26-01	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	-- Hrs: -- C: --	N/A DUE TO DATE OF MANUFACTUER	No	D: -- Hrs: -- C: --	/
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
90-04-06 R1 5/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	-- Hrs: -- C: --	N/A TO LINE INSTALLED	No	D: -- Hrs: -- C: --	/
81-18-04 R2 6/7/1982	Superseded by 96-09-10	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
79-04-05 9/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/

Marine Diamond
APR 20 2007 84

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
75-08-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	
73-23-01 1/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
73-23-01 R(4) 1/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	

Category: Propeller

Position:

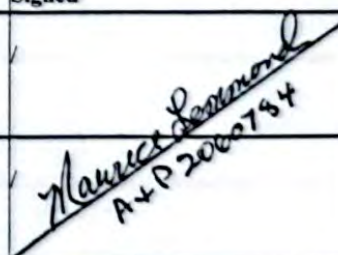
Veryon Revision: 5/18/2026

Manufacturer: Hartzell Propeller Inc.

P/N: HC-C2YR-1N/N7605

Model: HC-C2YR-1

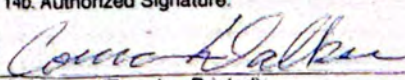
S/N: NS7584B

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-22-03 11/12/2009	[Recurring] To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control	-- Hrs: -- C: --	N/A TO S/N	No	D: -- Hrs: -- C: --	
2007-26-09 1/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can, contd.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	-- Hrs: -- C: --	N/A NO SERVICE BY OXFORD AVIATION	No	D: -- Hrs: -- C: --	/
2006-18-15 9/25/2006	[Recurring] Superseded by 2009-22-03	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	-- Hrs: -- C: --	N/A NO SERVICE BY SOUTHERN CALIFORNIA PROPELLER	No	D: -- Hrs: -- C: --	/
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	-- Hrs: -- C: --	N/A NO SERVICE BY T&W PROPELLER	No	D: -- Hrs: -- C: --	/
2003-06-02 4/29/2003	To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2003-01-03 1/23/2003	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane	-- Hrs: -- C: --	N/A to S/N	No	D: -- Hrs: -- C: --	/
2002-09-08 6/13/2002	Superseded by 2007-26-09	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2001-23-08 12/24/2001	[Recurring] To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent,contd.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	-- Hrs: -- C: --	N/A NO SERVICE BY BOSCO	No	D: -- Hrs: -- C: --	/

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
90-02-23 L 2/5/1990	[Recurring] Superseded by 2001-23-08	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	Main Demand APR 20 2018 4
77-12-06 R(2) 12/21/1977	[Recurring] Superseded by 2002-09-08	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	
75-07-05 5/1/1977	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
74-15-02 1/1/1974	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
73-10-03 1/1/1973	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
70-02-01 1/1/1970	Superseded by 73-10-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
70-16-03 R 1/1/1970	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: MD74030	
4. Organization Name and Address: Hartzell Service Center, One Propeller Place, Piqua, Ohio 45356-2634				5. Work Order/Contract/Invoice Number: 7700	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial/Batch Number:	11. Status/Work:
1	AIRCRAFT PROPELLER	HC-C2YR-1N/ N7605	1	NS2159B	"OVERHAULED"
12. Remarks: Overhauled, assembled, lubricated, static balanced, and inspected propeller. Installed (1) new D-6529-41 hub serial number NS2159B. Installed (2) new N7605 blades serial numbers A9594 and A9599. All work was performed in accordance with Hartzell manuals 113B-R41, 159-R44, 202A (Vol. 1-R49, Vol. 2-R29, Vol. 6-R33, Vol. 7-R36, Vol. 10-R32, Vol. 11-R35), Hartzell Service Bulletin HC-SB-61-360, Hartzell Service Letters HC-SL-61-61Y-R6, HC-SL-61-217, HC-SL-61-229-R2, HC-SL-61-274, HC-SL-61-278, HC-SL-61-293-R1, and Hartzell Service Instruction 152A. For serial numbers and times reference attached Form # 25. See the airworthiness limitations section of Hartzell Owners manual 145 for airworthiness limits information. Pertinent details of the work performed are on file at this agency under Work Order 7700. Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: EASA.145.4516.					
END					
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in condition for safe operation. ☐ Non-approved design data specified in Block 12.			14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12 Certifies that unless otherwise specified in block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature: 	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14c. Approval/Certificate No.: SJ3R843L	
				14d. Name (Typed or Printed): Corian Walker	
				14e. Date (dd/mm/yyyy): 22 Dec 2014	
User/Installer Responsibilities					
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 aircraft engine(s)/propeller(s)/article(2) from the airworthiness authority of the country specified in Block 1.					
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					