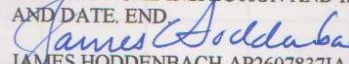


[illegible]

JAN. 9, 2009 N8366P MCCAULEY B3D32C412-C S/N-982584

TACH- 345.6 TTAF-2671.4 TSO- UNKNOWN

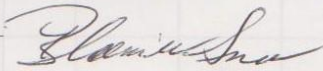
I CERTIFY THAT THIS PROPELLOR HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR ANNUAL INSPECTION AND IS APPROVED FOR RETURN TO SERVICE AT THIS TIME AND DATE. END.


 JAMES HODDENBACH AP26078371A

MAR. 3 2010 N8366P MCCAULEY B3D32C412-C S/N -9825884

TACH 354.9 TTAF 2680.7 TSO- UNKNOWN


I CERTIFY THAT THIS PROPELLOR HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND FOUND TO BE AIRWORTHY AT THIS TIME & DATE. END.


 BLAINE W SNOW AP 2728263

May 14, 2011, N8366P, McCauley B3D32C412-C, S/N - 9825884

Tach. 358.2, TTAF 2684.0, TSO - Unknown

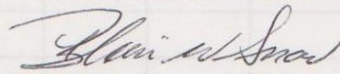
I certify that this propeller has been inspected in accordance with a 100 hour inspection and found to be airworthy at this time and date. End.


 Blaine W Snow AP2728263

July 13, 2012, N8366P, McCauley B3D32C412-C, S/N - 9825884

Tach. 364.9, TTAF 2690.7, TSO - Unknown

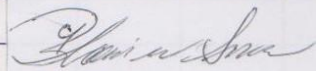
Dressed Blades. I certify that this propeller has been inspected in accordance with a 100 hour inspection and found to be airworthy at this time and date. End.


 Blaine W Snow AP2728263

July 20, 2013, N8366P, McCauley B3D32C412-C, S/N - 9825884

Tach. 365.0, TTAF 2690.8, TSO - Unknown

I certify that this propeller has been inspected in accordance with a 100 hour inspection and found to be airworthy at this time and date. End.


 Blaine W Snow AP2728263

SUB-TOTALS this page

TOTALS—Carry forward to next page

Page No. _____

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
8.12.04	-	-	308.9	100hr and Annual Insp, Prop Checked For security and Function, Prop Found to be in Airworthy Condition <i>James Hoddenbach</i> 2083204 IA
10.1.05	-	-	318.0	100hr and Annual Insp, Prop Checked For security and Condition, Fixed nuts, painted, Prop Found to be in Airworthy Condition <i>James Hoddenbach</i> 2083204 IA
10.10.06	-	-	325.4	100hr and Annual Insp Prop Checked For security and Condition Fixed nuts, painted, Prop Found to be in Airworthy Condition <i>James Hoddenbach</i> 2083204 IA
NOV. 26, 2007 N8366P MCCAULEY B3D32C412-C S/N-982584 TACH- 332.8 TTAF-2658.6 TSO- UNKNOWN I CERTIFY THAT THIS PROPELLOR HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR ANNUAL INSPECTION AND IS APPROVED FOR RETURN TO SERVICE AT THIS TIME AND DATE. END. <i>James Hoddenbach</i> JAMES HODDENBACH AP2607837IA				

SUB-TOTALS this page

TOTALS—Carry forward to next page

PROPELLER MAINTENANCE LOG

DATE	RECORDER OR TACH	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS, AND ALTERATIONS
6/19/03	252.0	This prop installed on N8366P S/N 243624 ground run + leak check OK. WO 14521
		Philip C Smedley CCAR742C

PROPELLER MAINTENANCE LOG

DATE	1. UNITED STATES <small>TACH</small>		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration		3. System Tracking Ref. No. 121805		
	4. Organization 6005 Propeller Lane Sellersburg, IN 47172 FAA Approved Repair Station # PZ4R458M http://www.aircraft-specialists.com Anti-Drug and Alcohol Program # D-GL-00214-S			5. Work Order, Contract, or Invoice Number 121805			
	6. Item McCauley Propeller	7. Description B3D32C412-C	8. Part Number B3D32C412-C	9. Eligibility * VARIOUS	10. Quantity 1	11. Serial/Batch Number 982584	12. Status/Work Repaired
	13. Remarks Disassembled, cleaned, inspected, installed new seals and gaskets, assembled, and balanced McCauley Propeller, Model B3D32C412-C, Due To Shelf Life.						
	<small>* (Optional) Installer must cross check eligibility with applicable technical data.</small> Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.						
	14. New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/> <small>Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness</small> <small>NOTE: In case of parts to be exported, the special requirements of the importing country have been met.</small>			19. Return to Service in Accordance with FAR 43.9 <small>Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.</small>			
	15. Signature:		16. FAA Authorization No.:	20. Authorized Signature: 		21. Certificate Number: PZ4R458M	
	17. Name (Typed or Printed):		18. Date:	22. Name (Typed or Printed): Michael Cotton		23. Date: 5/12/03	
	<small>Airworthiness Approval Tag 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 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 parts/components/assemblies from the Airworthiness Authority of the country specified in block 1. Statements in block 14 and 19 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. The FAA Form 8130-3 and JAA Form One are equivalent. Other countries such as Canada also have equivalent acceptable documents.</small>						