

THE UNIVERSITY OF CHICAGO  
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1954-55

The subject aircraft was involved in an incident / accident on 4/26/2024 rendering it a Constructive Total Loss as not repairable within its insured value. For further details refer to insurance claim: 3162348250US.

Signed: *Underwriters Salvage Company*

Date: **6/17/2024**

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

**HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS**

Year: \_\_\_\_\_

Date: \_\_\_\_\_

Next Inspection Due: \_\_\_\_\_

10-02-13 tach 1133.8 total 4677.8 Inspected per FAR 43 app.D.  
Dressed as needed. Checked spinner and back plate.  
I certify that this prop has been inspected in accordance with  
an annual inspection and found airworthy.

*Dale E. Foster 1920985 IA*

Year: _____ Date: _____	Total Time in Service	Description
Next Inspection Due: _____	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____

Year: _____ Date: _____	Total Time in Service	Description
Next Inspection Due: _____	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____

6/13/2009

Tach: 1042.9

TT PROP: UNKNOWN

Removed propeller and painted i/a/w manufactures instructions. Installed propeller i/a/w manufactures instructions.

*Harris Byrd Mapoles Jr.*

Harris Byrd Mapoles Jr. 3284998 A&P / IA



Year: _____	Total Time in Service	Description

Date: 6/23/2010 N1523J PA28-140 S/N 28-23921 TACH: 1073.4 TTAF: 4617.4 TSPOH: unknown

Next Insp Due: Inspected propeller i/a/w manufactures instructions. I certify that this propeller has been inspect i/a/w an annual inspection and has been found to be in an airworthy condition at this time.

*Harris Byrd Mapoles Jr.*

Date: Harris Byrd Mapoles Jr. 3284998 A&P/IA

Next Inspection Due:	Time Since Overhaul	Mech. Cert. # or Repair Station #

7/22/2011 N1523J PA28-140 S/N 28-23921 Propeller Logbook **ONS**

Year: \_\_\_\_\_ TACH: 1102.9 TT PROP: 1102.9

Date: I certify that this Propeller has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition at this time.

Next Insp Due: Signed *Harris Byrd Mapoles Jr.*  
Harris Byrd Mapoles Jr. 3284998 A&P / IA

Year: _____	Total Time	Description

Date: 9/28/2012 N1523J Propeller Logbook

Next Insp Due: TACH: 1125.9 TTP: 1125.9  
Completed Annual Inspection I/A/W Appendix D to Part 43.

I certify that this Propeller has been inspected I/A/W annual inspection procedures and has been found to be in an airworthy condition at this time.

Date: Signed *Harris Mapoles Jr.*  
Harris Mapoles Jr. A&P IA 3284998

Next Insp Due:	Mech. Cert. # or Repair Station #

TSN UNK TSO 0 HRS. TSMI 0 HRS.  
BLADE TSN N/A BLADE TSO N/A

DESCRIPTION  
OVERHAULED

PER MANUAL SPRM590

COMPLIED WITH

AD N/A

S/B N/A

S/L N/A

S/I N/A

THE NEXT RECURRING ACTION REQUIRED ON  
THIS COMPONENT PER SPRM590 IS  
WITHIN 1000 HOURS OR N/A YEARS

REMARKS: NONE:

Propeller Record General Information

Propeller Manufacturer SENSENICH

Model M74DM58

Type \_\_\_\_\_

Hub Series # SN: K-12173

Blade # \_\_\_\_\_

Date of Manufacture <1967

Aircraft Installed On: Make/Model  
PIPER PA-28-140  
N1523J

Serial # 28-23921

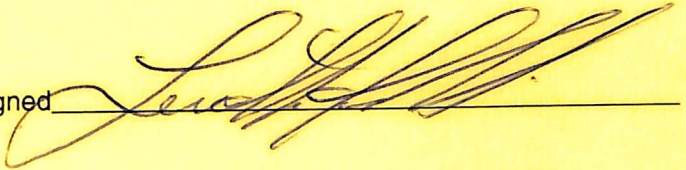
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MAKE SENSENICH MODEL M74DM-0-62 SERIAL NO. K12173

BLADE MODEL N/A

BLADE SERIAL N/A

The Aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was Found Airworthy for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 2934

Date MARCH 11, 1999 Signed 

MIDWEST PROPELLER COMPANY, INC. REPAIR STATION NO. M2IR380J  
Kenosha Regional Airport  
9500-52nd Street • Kenosha, WI 53144 (414) 656-7100