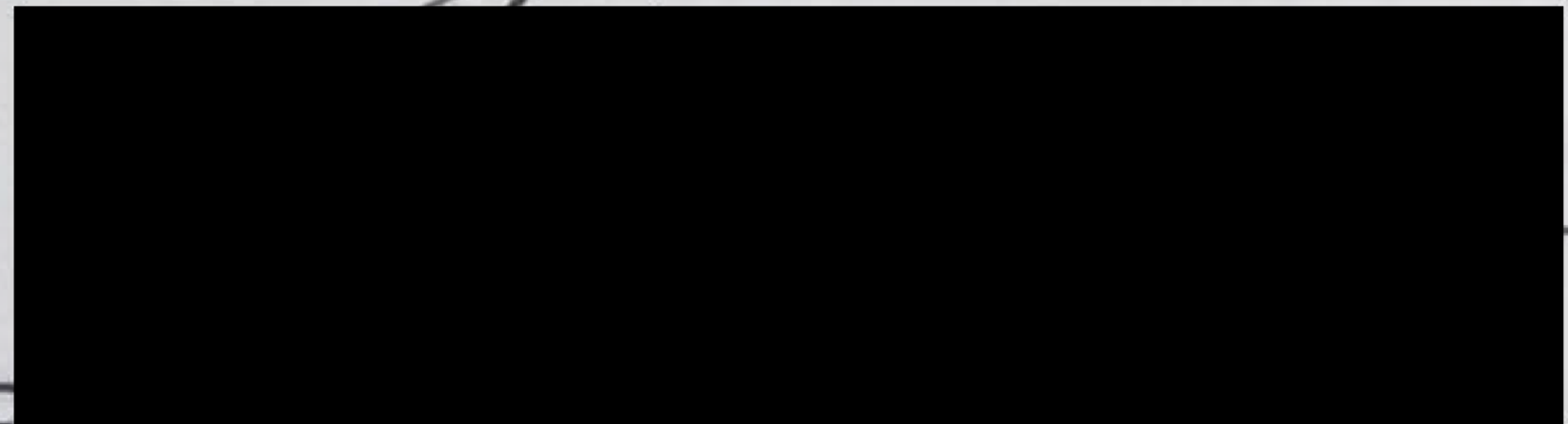
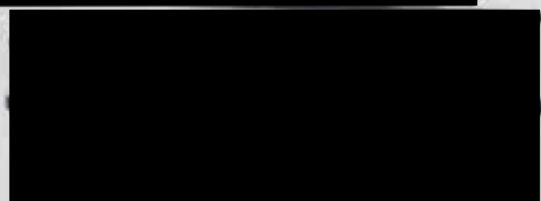


General Information – N62PC - Cessna P337-0345
Maintenance Record Notes – 11/2022

- First set of logbooks (#1) for N62PC were lost in Hurricane Andrew (1993). Second set of logbooks (#2) were started at that time with reconstructed entries beginning 12/12/1989.
- From front propeller logbook at overhaul (attached to front propeller logbook #2) and dated 12/30/1991, the propeller was installed on front engine TCM TSIO-360-CB, S/N 300296. Per the logbook, the engine had been overhauled on 03/26/92 having a TSMOH of 11.9 hrs. when the propeller was installed.
- Charles Westwood (Billings, MT) purchased N62PC on 03/28/1999.
- The last recorded annual inspection of N62PC was 07/1999. (Presumably, after 08/01/2000, all flights were on "Special Flight Permits.):
 - o 11/2000 – Garmin 430 installed
 - o 11/2002 – Replacement hydraulic power pack installed
 - o 01/2004 – Rear engine from N4TD was installed (N4TD was "substantially damaged" on 06/15/2003). N4TD Hobbs at time of the accident was 1223.8 hrs. and the TCM TSIO -360 -CB engine, S/N 236298-R, had been installed at 1131.8 hrs. Therefore, the engine had 92.0 hrs. since TCM rebuild/zero time (SNEW) when installed on N62PC.
 - o Unknown month/2004 – airframe and control surfaces stripped and repainted.
- Application for "Special Flight Permit" (Helena FSDO, dated 09/22/2009) for repositioning N62PC to Carson City, NV (KCXP).
- Logbooks (#2, excluding the rear propeller) indicate inspections for safe flight per the "Special Flight Permit" were conducted 09/23/2009 but the entries were not accompanied by signatures and applicable certificate numbers.
- There are no subsequent entries in any of the #2 logbooks for N62PC.
- New Adlog logbooks (#1 for the rear propeller; #3 for the airframe, front propeller, front engine, rear engine, and avionics) were started in November 2022 with current (fresh) annual inspections for each of the major components (airframe, engines and propellers).
- For record-keeping purposes, 5.0 hrs. has been added to the airframe and component times (excluding the rear propeller) as shown in these maintenance records on 09/22/2009 when the Special Flight Permit was issued relocating the aircraft to Carson City, NV.


James D. White A&P  IA

AIRFRAME MAINTENANCE RECORDS

Log No. #3

Aircraft Registration No. N62PC

Aircraft Mfg. CESSNA Model P337H Serial No. P337-0345

FRONT Engine Mfg. CONTINENTAL Model TS10-360-CB Serial No. 300633

REAR Engine Mfg. CONTINENTAL Model TS10-360-CB Serial No. 236298-R

FRONT Propeller Mfg. MCCAULEY Model D2AF34C308/ Serial No. -

Hub Design No. 90DEA-12 Hub Serial No. 797342

Blade Design No. - Blade Serial No's (#1) B113282

(#2) 1E186

REAR Propeller Mfg. MCCAULEY Model D2AF34C305-A Serial No. -

Hub Design No. - Hub Serial No. 761288

Blade Design No. - Blade Serial No's (#1) UNKNOWN

(#2) UNKNOWN

(All applicable information must be filled in)



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DATE

TOTAL
TIME
IN
SERVICETACK UP
RECORDING
METER
TIME

Note: This begins a new Adlog logbook (No. 3) for the airframe of Cessna P337H, N62PC, S/N P337-0345. The prior logbook (No. 2) has been closed and is superseded by this logbook.

James D. White A&P

IA

11/15/2022

N62PC

Cessna P337H

S/N: P337-0345

ACTT = 1470.5 hrs.

Replaced main gear and nose gear wheel bearings. Replaced brake caliper O-rings, flushed brake system, serviced system with 5606 hydraulic fluid and bled brakes. Replaced landing gear hydraulic hoses. Repaired/resealed main gear strut door actuator. Replaced missing castellated nut on nose gear actuator pivot bolt. Filled nose gear steering damper with 5606 hydraulic fluid. Jacked aircraft and cycled gear six times plus an emergency extension using the hand pump. The landing gear operated correctly, including the indicator lamps. Replaced missing hardware of front engine nose cap. Removed air-conditioning circuit breaker from front engine compartment. (Air-conditioning system was previously removed from the airframe.) Replaced ELT battery per CFR Part 91.207 (d). Next ELT battery replacement - 11/2024. Removed corrosion from floor section near cabin door and painted with self-etching primer. Fabricated and installed replacement center tunnel floor plate sections and replaced missing access panels. Installed new safety stops in pilot seat rails. (New safety stops will be installed in the copilot seat rails when that seat is installed.) Installed repaired stall warning/landing gear warning control box. Replaced missing "SCEET" hose in front engine pressurization ductwork. Replaced defective alternator control unit (voltage regulator) for front engine alternator with new component (Zeftronics P/N: R25102 Rev.A). Replaced missing hoses to/from the sonic venturi in both engine compartments. Installed new Donaldson air filter (P/N: C294510-0701) for front engine and Brackett air filter (Model No.: BA5805) for the rear engine. Replaced missing pressurization intercooler and associated hoses and tubing in rear engine compartment. Replaced incorrect rear engine induction intercooler (STC) with correct part and associated induction hoses/tubes. Installed new hoses and repaired defective ground wire for rear engine fuel boost pump. Installed new drain hose and fittings for rear engine oil separator. Replaced defective rear engine cowl flap actuating links. Replaced parts and repaired sections of rear engine metal baffles and flexible baffle seals. Removed, sealed and reinstalled three access panels on inboard fuel tanks of both wings. Replaced plugged L.H. inboard fuel quick drain with a new part. Installed new Concorde battery, P/N: RG 24-15M.

I certify that this aircraft was inspected in accordance with an annual inspection per CFR Part 43, Appendix D and Cessna P337 Maintenance Manual, Section D2516-9-13, Rev. 6, dated 04/2004 and was determined to be airworthy.

James D. White A&P

04/28/2023

N62PC

Cessna P337H

S/N: P337-0345

ACTT = 1474.1 hrs.

Replaced nose gear tire and tube with Goodyear Flight Custom III tire and tube. Balanced wheel assembly and replaced axle retaining cap screw and nut. Replaced starter contactor for rear engine with Lamar STS-S24 part. Replaced all flexible baffling for front engine. Repaired flexible baffling for rear engine. Repaired alternator control unit and installed new power diodes. Replaced broken safety wire in nose gear actuator yoke roll pin retainer. Replaced Gascolator drain cable and linkage for rear engine. Reinstalled control cable and linkage for pressurization dump valve for rear engine. Removed obsolete and unused Stormscope antenna and obsolete GPS antenna. Installed two new Garmin GA 35 GPS antennas and a new Comant CI 121 VHF antenna. Antenna removals and installations were done in accordance with a DER data package and a FAA Form 337 was prepared and submitted to the FAA. Copies of the DER data package and the Form 337 are included with these maintenance records. A new Comant CI 122 VHF antenna was installed on the aft bottom (unpressurized area) of the fuselage. New coaxial cables were fabricated using RG 400 U cable material for the newly installed antennas, the interconnect cables of the ADS-B installation and the existing VOR/LOC/GS antenna. Removed Cessna 400 transponder with its Trans Cal encoder. For ADS-B Out functionality, a Garmin GTX 327 transponder, a Garmin GDL 82 data link and a Trans Cal SS120 encoder were installed. The mounting holes and refrigerant line passage holes in the fuselage skin from previously installed and subsequently removed cabin air conditioning system were capped with machined aluminum caps, polysulfide sealant and hardware. This involved using the existing "riv-nuts" which were installed as part of the A/C system installation. The main gear strut door actuator was repacked with new o-rings and back-up rings. Hydraulic system fittings in the central fuselage tunnel and at the hydraulic power-pack were checked for leakage and proper torque. The fuel tank filler gap gaskets and slip rings were replaced. New fuel tank quick-drain valves were installed. The Whelen power supply for the tail anti-collision strobe was replaced. The gaiter filter for the rear engine vacuum pump was replaced. Two front engine fuel hoses were replaced with added fire sleeves. All gasoline from the eight tanks was drained and the aircraft was weighed and measured to determine a new Weight and Balance. Copies of the new Weight and Balance document have been added to the aircraft's maintenance records and to the aircraft's POH.

James D. White A&P [REDACTED] - IA

ENGINE MAINTENANCE RECORDS

Log No. 3

Aircraft Registration No. NG2PC

Engine Manufacturer CONTINENTAL MOTORS

Model T510-360-CB

Serial No. 300633

Date installed on aircraft 03/26/1992

Time Between Overhauls (TBO) 1400 Hours

If used on multi-engine aircraft:

- | | |
|---|-------------------------------|
| ☐ Right | ☐ Left |
| ☒ Front | ☐ Rear |

(All applicable information must be filled in)



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Note: This begins a new Adlog logbook (No. 3) for the front engine of Cessna P337H, N62PC, S/N P337-0345. The engine is a Continental Motors Model TSIO-360-CB, S/N 300633. It was installed on N62PC's airframe on 03/26/1992 after major overhaul. The engine's total time since new is unknown. Logbook No. 1 for this engine is missing and logbook No. 2 has been closed with the opening of this logbook (No. 3). The SMOH for the engine at this time is 378.5 hrs. per logbook No. 2 for this engine and logbook No. 2 for the front propeller.

James D. White A&P [REDACTED] - IA

11/15/2022 N62PC Cessna P337H S/N: P337-0345 (Front Engine)
Continental Motors TSIO-360-CB S/N: 300633 SMOH = 378.5 hrs.

Installed new diaphragm in fuel injection distributor. Cleaned, gapped and pressure tested spark plugs. Engine oil was drained and oil filter removed. Serviced engine with 8 quarts of Phillips 20W50 XC oil, one pint of Camguard additive and a Champion CH48108-1 filter. Compression test results were: #1 = 62/80; #2 = 68/80; #3 = 74/80; #4 = 66/80; #5 = 64/80 and #6 = 72/80 psi. Magneto timing was: Left = 20 degrees BTDC and Right = 20 degrees BTDC. Engine was operated with no indication of oil leakage.

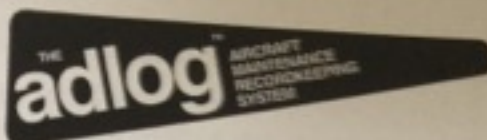
I certify this engine was inspected in accordance with an annual inspection per CFR Part 43, Appendix D and Cessna P337 Maintenance Manual section D2516-9-13, Rev. 6, dated 04/2004 and was determined to be airworthy.

James D. White A&P [REDACTED] - IA

04/28/2023 N62PC Cessna P337H S/N: P337-0345 Front Engine
Continental Motors TSIO-360-CB S/N: 300633 SMOH = 382.1 hrs.

Replaced engine propeller deice brush block and wiring. Replaced engine induction hoses. Replaced induction manifold pipe to cylinder gaskets. R&R injection nozzles, cleaned nozzles and installed with new seals and o-rings. Removed magnetos which were overhauled by Aircraft Magneto Service, Stevensville, MT and were converted to pressurized version. Overhauled magnetos were reinstalled with pressurization plumbing and filter (RAM Aircraft PMA part). Replaced insulation on crankcase breather/oil separator tubing.

James D. White A&P [REDACTED] - IA



ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. NG2 PC

Engine Manufacturer CONTINENTAL MOTORS

Model T510-360-CB

Serial No. 236298-R

Date installed on aircraft JANUARY 2004

Time Between Overhauls (TBO) 1400 Hours

If used on multi-engine aircraft:

- | | |
|--------------------------------|--|
| ☐ Right | ☐ Left |
| ☐ Front | ☒ Rear |

D.

Note: This begins a new Adlog logbook (No. 2) for the rear engine of Cessna P337H, N62PC, S/N P337-0345. The engine is a Continental Motors Model TSIO-360-CB, S/N 236298-R. It was installed on N4TD's airframe on 07/26/2001 after Continental Motors' zero-time rebuild. Logbook No. 1 for this engine (the Continental Motors "Engine Log Book") indicates that this engine was installed on N62PC's airframe during January, 2004 with a time SNEW of 92.0 hrs. Logbook No. 1 has been closed, having been superseded by this Adlog book No. 2.

James D. White A&P [REDACTED] - IA

11/15/2022 N62PC Cessna P337H S/N: P337-0345 (Rear Engine)
Continental Motors TSIO-360-CB S/N: 236298-R SMOH = 98.9 hrs.

Installed/reinstalled loose components as left by previous aircraft owner, George Clary: Fuel injection manifold with throttle body assembly, new complete exhaust system manufactured by Aerospace Welding Minnesota, Inc., Eagan, MN per their invoice #103901, and Air Research Turbocharger, P/N 406610-9022, overhauled by Main Turbo Systems, Inc., Visalia, CA per their 8130-3, W/O #41883. New oil supply and return hoses for the turbocharger were installed with cleaned check valves. Cleaned and lubricated waste gate and waste gate actuator and installed with new hoses. Installed new diaphragm in fuel injection distributor. Gapped and installed (12) new Champion RHM-38-E spark plugs. Connected previously disconnected oil pressure gage hose, drain hoses, and oil temperature sender cable. The engine oil was drained and the oil filter was removed. The engine was serviced with 8 quarts of Phillips 20W50 XC oil, one pint of Camguard additive and a Champion CH48108-1 oil filter. Compression test results: #1 = 78/80; #2 = 76/80; #3 = 74/80; #4 = 74/80; #5 = 78/80 and #6 = 78/80 psi. Magneto timing was: Left = 20 degrees BTDC and Right = 21 degrees BTDC. An operational check of the engine was satisfactory with no oil leaks.

I certify this engine was inspected in accordance with an annual inspection per CFR Part 43, Appendix D and Cessna P337 Maintenance Manual, Section D2516-9-13, Rev. 6, dated 04/2004, and was determined to be airworthy.

James D. White A&P [REDACTED] - IA

04/28/2023 N62PC Cessna P337H S/N: P337-0345 Rear Engine
Continental Motors TSIO-360-CB S/N: 236298-R SZeroT = 102.5 hrs.

Installed new vacuum pump (Tempest Tornado, Model AA3215CC, S/N HPJ08). Reindexed accessory case drive gear for LH magneto and reset timing on both magnetos to 20 degrees BTDC. Replaced insulation on crankcase breather/oil separator tubing.

James D. White [REDACTED] - IA

PROPELLER MAINTENANCE RECORDS

Log No. 3

Aircraft Registration No. N62PC

Propeller Manufacturer MCCAULEY

Hub Model D2AF34C 308/90 DGA-12

Blade Design No. "

Hub Serial No. 797342

Blade Serial No's.

1. B113282

2. 1E186

3. _____

4. _____

Pitch Range:

High _____ Low _____

Feather _____ Reverse _____

Governor Manufacturer _____

Model No. _____

Serial No. _____

Date installed on aircraft 03/26/1992

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☐ Right

☐ Left

☒ Front

☐ Rear

(All applicable information must be filled in)



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Note: This begins a new Adlog logbook (No. 2) for the front propeller of Cessna P337H, N62PC, S/N P337-0345. The propeller is a McCauley Model D2AF34C308/90DEA-12, Hub S/N: 797342. It was overhauled by Aircraft Specialists, Inc., Sellersburg, IN 47172 on 12/30/1991 and was reinstalled on N62PC's front engine on 03/26/1992 after 11.9 hrs. of previous operation. Logbook No. 1 has been closed, having been superseded by this Adlog book No. 2.

James D. White A&P [REDACTED] - IA

11/15/2022 N62PC Cessna P337H S/N: P337-0345 McCauley (Front Propeller):
Model No.: D2AF34C308/90DEA-12 Hub S/N: 797342 SMOH = 390.4 hrs.

Dressed blades to remove nicks. No grease leakage noted from hub. Operational check was satisfactory.

I certify this propeller was inspected in accordance with an annual inspection per CFR 43, Appendix D and Cessna P337 Maintenance Manual Section D2516-9-13, Rev. 6., dated 04/2004, and was determined to be airworthy.

James D. White A&P [REDACTED] IA

PROPELLER MAINTENANCE RECORDS

Log No. 1

Aircraft Registration No. N62 PC

Propeller Manufacturer Mc CAULEY

Hub Model D2AF34C305-A

Blade Design No. -

Hub Serial No. 761288

Blade Serial No's. Propeller Model: D2AF34C305/278-CBA-2

1. _____
2. _____
3. _____
4. _____

Pitch Range:

High _____ Low _____

Feather _____ Reverse _____

Governor Manufacturer _____

Model No. _____

Serial No. _____

Date installed on aircraft 11/15/2022

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

- | | |
|--------------------------------|--|
| ☐ Right | ☐ Left |
| ☐ Front | ☒ Rear |



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11/15/2022 N62PC Cessna P337H S/N: P337-0345 McCauley (Rear Propeller):
Model No.: D2AF34C305-A Hub S/N: 761288 SMOH = 0.0 hrs

Installed propeller on rear engine. Propeller was overhauled by Johnson & Son Propeller Service, Shafter, CA for previous owner of N62PC, George Clary. Overhaul was confirmed by Johnson & Son Propeller Service as they recognized the previous owner's name, but the overhaul records had been discarded as the work was done more than two years previously. An operational check of the propeller was satisfactory.

I certify this propeller was inspected in accordance with an annual inspection per CFR 43, Appendix D and Cessna P337 Maintenance Manual Section D2516-9-13, Rev. 6., dated 04/2004, and was determined to be airworthy. [REDACTED]

James D. White A&F LA