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## IM PORTANT NOTICE

### Dear Owner:

Federal Aviation Regulation Part 91, 170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be op-erated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was per-formed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Customer Services Department -Cessna Aircraft Company

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### IMPORTANT NOTICE

#### Dear Owner:

Pederal Aviation Regulation Part 91, 170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

- Customer Services Department -Cessna Aircraft Company

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Propeller Mg MCCAULEY Model D2 RE345307-A Serial No. 78/06444
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(All applicable information must be filled in)
ACRO TECH PUBLICATIONS INC.

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	T 2992 H FAR-PMA. Key# PK 104 Kerl					to a station treated
	BRCK PLATE # 2 . Key# PK 698 Right, BACK				12.00	This aircraft was stripped, cleaned, etched and alodine treated before priming with epoxy primer and painted with polyurethane
	2 - + +					paint GRAT-720720 Tarper
	(NOSE Wheel AND NW TIRE + TABE)					W8921U Painted by Woodlake Aircraft Refinishing at Sandwich Airport. All control panelis were static balanced and found within limits
-	CASSUR NW C. 50404 C. 30407					
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	CREPARCED ARW TIRE. Godyen FIT.		-	1000		Serial # <u>3370/487</u> Tach Time <u>1565.5</u> -
	ERgle, LR. 3050 tea 18x5.5		-	-		Aircraft Upholstered according to FAR Part 25
mark and and	210 APH - 22 SKid -Tubless TIRe)		-			Seats/Panels Carpet
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 Installed propeller MAN ID2AFI4C-306 SNP23817 after repairs yes maint release
 Engine state ground near the release for service.
 Tophi test coursed before referee for service. Remarked Pelleties CRSM CRSSRSRSSN Romald Pelleties W.OW 5134 ATC Transponder Teele and Inspection as received a ter and the second s N122WB 4/3/2017 AFTT: 1599.4 Hobbs, 1599.4 Hrd Prop1SMO 00.0 Rr: Prop1SMO 166.3 Front Eng. Fri ENG TT: 00.0 Rr ENG TT: 43.3 Fri SMO: 00.0 Rr SMO: 43.3 Atlantic Aircraft Service Beverly Municipal Arpt Danvers, Ma. 01923 HATE D AVETTON THE STATES Lake in The H nstalled electronic tach, P/N: R-1-6-G30R280_S/N: 082968. (Repaired Tach) Initialiad decimosic tack. Who Re1-64-04/00/00 Serie Deciments of Deciments and Decimental Action of Decimental Ac SUB-TOTAL this page 1570.0 TOTAL-Carry forward to next page





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L-PARTS. THIS FORM IS NOT AN EXPORT APPROVAL	<ol> <li>Complied with all applicable</li> <li>Complied with all applicable</li> </ol>	Timothy E. Stracy, 328503774, A&P 1A
	671-211. Complete AD78-09-06, Wing Spar Caps and Couplings, P/C/W by Inspection of 98. Complied with AD11-10-09, Seat Hobbs or 3208.5 TT.P.erformed st IAW FAR 91.411 and 91.413 Removed and Reinstalled Left joing Inc. Invest 52090, Removed and infinite Invest 52090, Removed and	Supplemental Log Book Entry Airframe           Reg: N122WB         Model: C-337G         S/N: 33701487           Date: 4/19/19         Hobs: 1641.0         S/N: 33701487           Removed aircraft battery, disconnected and capped Left Cabin Heat Valve above and below valve. Fabricated and Installed new Right Wing Completes Fresh Air Dad_using new SCIET7 Hose. This maintenance was performed in accordance with the manufacturer's instructions and completes. and the perfort is approved for return to service only with respect to the work performed END
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adur: 14c. Approval/Certificate No.: NP3R718L	the Battle Subject New, PN S1239-13. Ingine Brackett Induction Air Filter auum Filter with new, PN AA9-14-5 Placent, PN 15057-3, Rear Seat Placent, PN 150-00004-1, Nose	Supplemental Log Book Entry Airframe Model: C-337G S/N: 33701487
openeter propelle rarticle	ions Placard, P/N 1400057- aard/Placard, P/N 1400057- ved and Replaced I ront Engine, Right Engine Mounts to Airframe and Gene Loge Lotry). Treated interior of Gene Loge Lotry). Treated interior of	Reg:         N122WB Date:         Mont: Course Feature           Date:         58/19         Hobbs: 1641.0           Fabricated and Installed Standoff Spacers for Shoulder Harness Strap Mounts. Installed TSIO-C114 Plot (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Copilor Copian Diagonal Beh Assembly. (Freed Harness) PN 3021-5-971-2396, Amsafe W.OB 5407379-1. Installed Standoff St
nstall the averagine propelle correcte. Recent than the airworthness authority of the country specified in peller(s)/article(s) from the airworthness authority of the country symptocontext of the airworthness authority of the airworthness auth	Elock needs with new, PN Hangar Bracket with new, PN Illed Covers, Removed and Replaced Ulled Covers, Removed and Replaced Copilot Seat Stops, PN 0511242-1, PR 05436-50D4G, Serviced	Timolity E. Armesy. 328503774, A&P 1A. Supplemental Leg Book Entry Airframe
Kik mer	Slots Removed, Cleaned, Reesaw eplaced Inner and Outer Nose Wheel imoved, Rescaled using new O-Kings idmulic Fluid. Removed and Replaced is, PN TU 18-55 AC (1867, 45) Degree v and has been determined to be in an int FAA regulations and is approved for	Reg:         N122WB Date:         Model: C-337G Flabba:         S/N: 33701487           Date:         5/22/19         Habba:         1641.0           Replaced Arenalt Battery with new, P/N G242; S/N G03037346, Removed and Replaced Nose Landing Gear Oleo Strut Schrader Valve Core with new, P/N 9014A and Goster with new, P/N G242; S/N G03037346, Removed and Replaced Nose Landing Gear Oleo Strut Schrader Valve Core with MERICA and Goster with new, P/N G242; S/N G03037346, Removed and Replaced Nose Landing Gear Oleo Strut Schrader Valve Core with Schrader Valve Core with New Processor Strutter Struter Strutter Strutter Strutter Struter Strutter Strutter Strutter
Kati ne		Cesona 3370 MAX. Formation manufacturer's instructions and proceedires, and the accurate approximation of ap
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S/N: 33701487

Supplemental Log Book Entry Airframe

Removed Aft Interior Panels for access to Rear Engine Pneumatic Pump. Found missing screws and other installed screws that were not properly Removed Aft Interior Panels for access to receive and and position from Aft Bulkhead to overhead. Removed Rear Engine Pneumatic Pump, P/N secured. Added attach holes as needed, adjusted for fit and position from Aft Bulkhead to overhead. Removed Rear Engine Pneumatic Pump, P/N secured. Added anach holes as here with Overhauled Rear Engine Pneumatic Pump, P/N 215CC, S/N 185685, Rapco W/O# 185685 1U128-005, S/N 1115555 and top top top the advance. (Note: Instrument Air Filter not replaced at this time. Filter replaced Feb 2019, 3.0. TACH OR RECORDING METER TIME

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DATE

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Reinstalled Rear Uphotslety Failes and print part of the provide the second sec hours ago). Instance new stop and added Cotter Key. This maintenance was performed in accordance with the manufacturer's instructions and P/N AN3-13 and Torquer and added Cotter Key. This maintenance was performed in accordance with the manufacturer's instructions and procedures, and the appeart is approved for return to service only with respect to the work performed. - END -An Timothy E. Armesy 328503774, A&P IA

S. Holf Orfeil construction

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Model: C-337G

Hobbs: 1643.3

Model: C-337G

Hobbs: 0.0

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0111610

Supplemental Log Book Entry Annual Airframe

Reg: N122WB Date: 5/20/20

Reg: N122WB

Date: 7/8/19

S/N: 33701487 ACTT: 3233.5

Performed an Annual Inspection in accordance with FAR Part 43, appendix "D. FAA Reregistration Due Jan 2022. Complied with all applicable Performed an Annual inspection in accordance with the spectro and Operation of Bendix Switches with no defects noted, Next Due 100.0 Hobbs AD's through 2020-10. Complied with AD76-07-12, by Inspection and Operation of Bendix Switches with no defects noted, Next Due 100.0 Hobbs AD 5 through 2020-10 complete the four or 3555.5 11. AD 75-05-05, Wild Spar Caps and Repeated Rear Engine Magneto Impulse Coupling. Front Engine Next Due 3629.4 TT and Rear Bendix Impulse Couplings. P/C/W by Inspection of Front and Rear Engine Magneto Impulse Coupling. Front Engine Next Due 3629.4 TT and Rear Benoix impuise couplings, the way inspection of the additional set of the set this time. Next due 100.0 Hobbs or 3333.5 TT. Performed Annual ELT Inspection IAW FAR Part 91.207(d). ELT battery expiration Dec this time. Next the 1000 Honos of 3000 Honos of 4000 Honos of 400 Hono 2024 Prior State Transponder (e.s. Frame Total Time Calculated using Last Year TT of 3168.5, plus 65 hours flown per owner/pilot flight records = 102033 at at 3233.5 Total Time. (Airframe Total Time Calculated using Last Year TT of 3168.5, plus 65 hours flown per owner/pilot flight records = 102053 at at 3255.5 Total Time, CARTHARE Total Fine Constituted using Air Filters with new, P/N BA24, Cleaned Housings and Safetied, Removed 3233.5 ACTT)Removed and Replaced Front and Rear Engine Induction Air Filters with new, P/N BA24, Cleaned Housings and Safetied, Removed and Replaced Central Vacuum Filter with new, P/N AA9-14-5 and Gyro Suction Relief Valve Filters with new P/N ARB3-5-1. Serviced Aircraft and replaced Central Vacadult filed with the value of the second of the Battery Fully, Disassentolo, hisperior of the electronics International Exchange Unit, P/N R1-6-G30R280, S/N 243710. Defueled aircraft, Removed and Replaced Rear Tachometer Gauge with Electronics International Exchange Unit, P/N R1-6-G30R280, S/N 243710. Defueled aircraft, Removed and Replaced Rear Fuction feed Gaage and Economic CMF776-4, S/N 0451 and Replaced with Overhauled Right Wing Fuel Wing Fuel Control Monitor, P/N C668004-01-02 / CMF776-4, S/N 0451 and Replaced with Overhauled Right Wing Fuel Wing Fuel Control Regnt wing Fuel Control Honoration and the Contr Fuel Quantity with reference to C337G Service Manual. Freed up and Lubricated Left Fresh Air / Heat Vent Valve. Removed and Replaced Left Heat/Vent Control Cable with new, P/N S1398-1. Removed and Replaced Hose from Muffler Heat Shroud Out to Heat In Mixer Valve with new, P/N SCAT12 using new Clamps, P/N's 6204036 and 6204020. Removed and Replaced Left Wing Pilot and Cabin Fresh Air Hose with new, P/N SCAT12 using new Gamps, S Right Flap Outboard, 1 Right Flap Inboard and 2 Left Flap Outboard Flap Anti Chafe Buttons with new, PN SCAT4. Removed and Replaced 5 Right Flap Outboard, 1 Right Flap Inboard and 2 Left Flap Outboard Flap Anti Chafe Buttons with new, PN SUCCER, Removed and Replaced Right Aileron Outboard Static Wick with new, P/N SW10-96. Removed, Sandblasted/Cleaned Nose Gear Aft Door S1093-1. Removed and Replaced Right Aileron Outboard Static Wick with new, P/N SW10-96. Removed, Sandblasted/Cleaned Nose Gear Aft Door Rods and Rod Ends, Freed Up frozen Rod Ends and Lubricated, Primed with Zine Chromate, Painted and Reinstalled Nose Gear Aft Door Rods and Rods and Kod Enos, Freed Op Hozer Kou Ends and Eutoreated France on Place Caronace, Fance and Remsance Rose Gear Art Door Rods and Rod Ends with new Bolts P/N's AN3-7A, AN4-6A, Nuts P/N's MS21045N3, MS21045C4 and Washers P/N's AN960-416, AN960-10. Removed and Rod Lines with new Bons Trive Abor 10, and the Branch and Trive Abor 101-10, and Washers Trive Abor 10, AN900-10, Removed Replaced Right Side Nose Wheel Bearing with new, P/N LM29749-20629 and Right Side Nose Wheel Bearing Race with new, P/N LM29710-Replaced regin State 1996 (Find) dearing Reservoir with MILH5606 Hydraulic Fluid. Treated Front and Rear Engines and Engine Hardware with 20629. Serviced Landing Gear Hydraulic Reservoir with MILH5606 Hydraulic Fluid. Treated Front and Rear Engines and Engine Hardware with ACF-50 Anti Corrosive. Disassembled Copilots Seat for access, welded Copilot's Seat Back Adjust Weldment with reference to AC43.13-1B, Painted repair, Reassembled and Reinstalled Copilot's Seat. Removed and Replaced Rear Engine #5 Cylinder EGT Probe with new, P/N 1280. Performed landing gear extension/retraction and emergency extension tests with reference to C-337G M.M. and landing gear operated normally at rentormed ranging gear extension current and entogency extension core and reactive to estarte many and anothing gear operated normall this time. I certify that this Aircraft has been inspected/repaired in accordance with an Annual Inspection and has been determined to be in an any une. I certury that this estimate his open imposed reported in the end of a conduct with earrent FAA regulations and is approved for airworthy condition and that work described above was accomplished and inspected in accordance with earrent FAA regulations and is approved for

return to service. -END-

David A. Johnson, 3638866, A&P IA

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