FIELD APPROVAL PIRS NE03326605173

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No.2120-0020
For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: New Piper	Model: PA-28RT-201
	Serial No.: 28R-7918096	Nationality and Registration Mark: N2249X
2. Owner	Name (As shown on registration certificate): ELWOOD, ANDREW D.	Address (As shown on registration certificate): 9 PARKER TERRACE ESSEX, CT 06426-1060

3. For FAA Use Only

THE *TECHNICAL DATA* IDENTIFIED HEREIN HAS BEEN FOUND TO COMPLY WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS HEREBY APPROVED FOR USE ONLY ON THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO A CONFORMITY INSPECTION BY A PERSON IN § 43-7.
NE-FSDO-03 APPROVING INSPECTOR ___STEVEN L. LEVINE_____ DATE__11/14/2005___

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	_____ (As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type Manufacturer				

RECEIVED NOV 14 2005 WINDSOR LOCKS, CT

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ALBERT A. JOHNSON, JR. 256 ESSEX ROAD OLD SAYBROOK, CT 06475	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	[redacted]

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 20 OCTOBER 2005
Signature of Authorized Individual: [redacted]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization	Other *(Specify)*
	☐ FAA Designee	☐	Repair Station	☐	Person Appoved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-15-05	[redacted]	[redacted]

FAA Form 337 (12-88)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

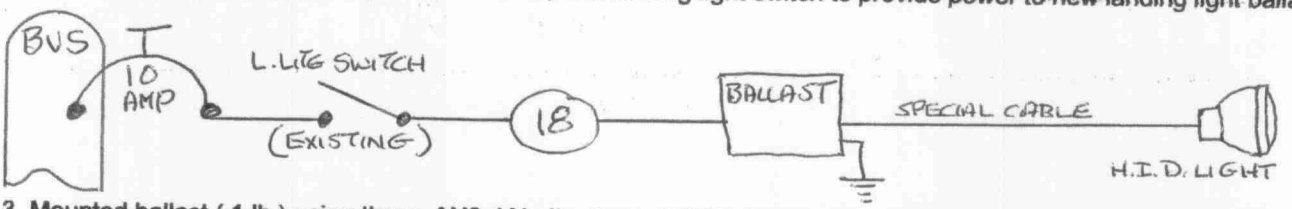
8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

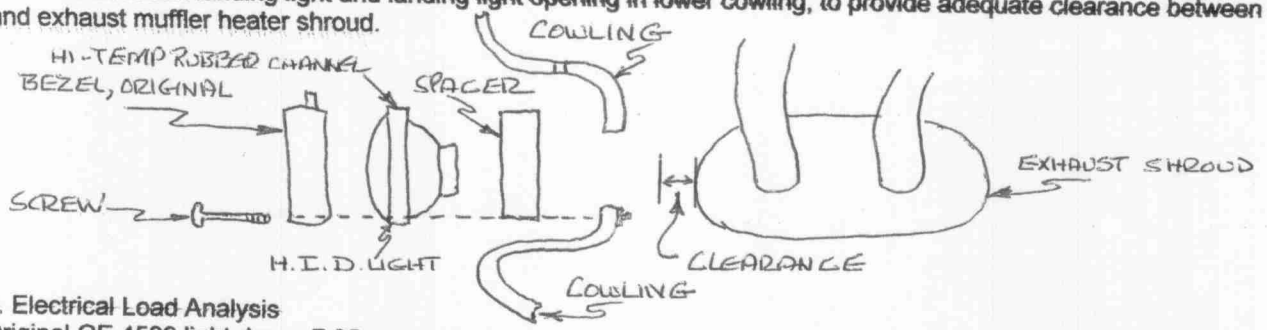
PIPER PA28RT-201 S/N 28R-7918096 N# 2249X TT: 4378 hrs. DATE: 20 OCT 05

1.Replaced original aircraft landing light (GE4509) in lower/middle engine cowling with XeVision High Intensity landing light Kit# XV-36-SL H.I.D.

2. Utilized existing wiring, 10 amp circuit breaker, and landing light switch to provide power to new landing light ballast.



3. Mounted ballast (1 lb.) using three AN3-4Abolts, three AN960-4 washers and three MS21045-3 self locking steel nuts,to the top face of the oil cooler aluminum plenum box (station 36) that is mounted to the firewall and is adjacent to the lower cowling. Routed and clamped power cable from ballast to new landing light inside of lower cowling using adel clamps and bonded fiberglass clamp strips. Installed new landing light using a fabricated PVC plastic spacer/adapter, mounted between landing light and landing light opening in lower cowling, to provide adequate clearance between bulb and exhaust muffler heater shroud.



4. Electrical Load Analysis
Original GE 4509 light draws 7.25 amps at 14 volts. XeVision landing light load at startup was 6.3 amps, after 10 seconds load dropped to 3.3 amps for normal operation.

5. All work was accomplished in accordance with XeVision Installation and Operation Manual and AC43.13-1B, chap. 11, Sections 3, 4, 8, 9, and 11.

6. Weight and Balance changes were made and entered into the aircraft's permanent records.

7. Instructions for Continued Airworthiness are provided and made part of the aircraft's records.

********** NOTHING FOLLOWS **********

☒ Additional Sheets Are Attatched

*U.S.GPO:1994-568-012/00019