



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 AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177B</b>
	Serial No. <b>17702359</b>	Nationality and Registration Mark <b>N999HR</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Edward C. Page Frances C. Page</b>	Address (As shown on registration certificate) <b>101A River Rd Thornhurst, PA 18424 USA</b>

**3. For FAA Use Only**

**"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft only, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.7"**

AEA-FSDO-05      1-18-2007      Willie H. De  
 Date                                      Signature of FAA Inspector

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	<i>(As described in Item 1 above)</i>				<b>X</b>
<b>POWERPLANT</b>					
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> O&N AIRCRAFT MODIFICATIONS, INC. SEAMANS AIRPORT FACTORYVILLE, PA 18419 ONR798K	<b>B. Kind of Agency</b> <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> Airframe Class 1 & 3 <span style="background-color: black; color: black;">[REDACTED]</span>
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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.

<b>Date</b> 18-January-2007	<b>Signature of Authorized Individual</b> Dennis E. Johnson
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**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**

<b>BY</b>	FAA Flt. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
<b>Date of Approval or Rejection</b> 18-January-2007		<b>Certificate or Designation No.</b> <span style="background-color: black; color: black;">[REDACTED]</span>		<b>Signature of Authorized Individual</b> Dennis E. Johnson	

**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.)*

C177B 17702359 N999HR 1/10/2007 2309 tach Hrs.

Removed landing light bulb.

Installed Aero Visions International, Inc. XeVision 14V Landing Light Kit XV-46-SL using existing wiring and existing structure not altered.

Installation performed in accordance with XeVision's installation instructions and I/A/W standard practices of AC 43.13-1B.

Instructions for Continued Airworthiness.

- 1) Introduction: Aero Visions International, Inc. XeVision 14V HID Landing Light. Kit XV-46-SL. XeVision HID landing and taxi lighting system is standard equipment on Diamond Aircraft's DA42 Twin Star, a production aircraft approved for IFR operations.
- 2) Description: This assembly replaces the original landing light with an HID Xenon lamp in the pre-existing lamp location and a ballast located on the firewall. The new system utilizes the pre-existing circuit breaker.
- 3) Control, Operation Information: When bench testing the lamp do not start or shut down the lamp with the light beam oriented at an angle more than 45 degrees above or below horizontal during the first minute of startup or cool down. If the lamp is turned off and left in the vertical or near vertical position during the cooling cycle metal halide salts (yellow looking material in the center of the arc tube) will form rendering the lamp inoperable and will ruin the bulb.
- 4) Servicing Information: Components are not repairable and must be replaced with approved components.
- 5) Maintenance: For repairs or replacement contact Aero Visions International, Inc. 4245 Airport Rd, Ogden, UT 84405. Phone: 801 622 7000. 100 Hr and annual inspections I/A/W AC43.13-1B ch. 17. Switches to be maintained I/A/W service manual.
- 6) Troubleshooting Information: A) Should circuit breaker frequently pop, replace ballast unit. B) If HID bulb does not illuminate, illuminates slowly or is weak, remove bulb and/or ballast, verify function, replace as required.
- 7) Removal/Replacement: Refer to applicable FAA form 337 for information concerning removal and replacement. The HID light to be removed and installed in the same manner as the original equipment per applicable aircraft service manual. The starter/ballast is attached with standard hardware using standard torque values.
- 8) Diagram: See attached electrical diagram and attached photo diagram for ballast location.
- 9) Special Inspection: N/A
- 10) Protective Treatment: N/A
- 11) Data: AC43.13-1B Par.7-40 for torque values of mounting hardware. Chap. 11 for inspection and care of electrical systems. Aircraft service manual for switches and wiring. XeVision Installation Manual.
- 12) Special Tools: None.
- 13) Commuter Category Aircraft: N/A
- 14) Recommended Overhauls: No additional overhaul time limitations or replacement times.
- 15) Airworthiness limitations: N/A
- 16) Revisions: Revisions to the above installation to be submitted to local FSDO with a copy of this 337 for approval.

\*\*\*\*\*Nothing Follows\*\*\*\*\*

Additional Sheets Are Attached

**NOTICE**

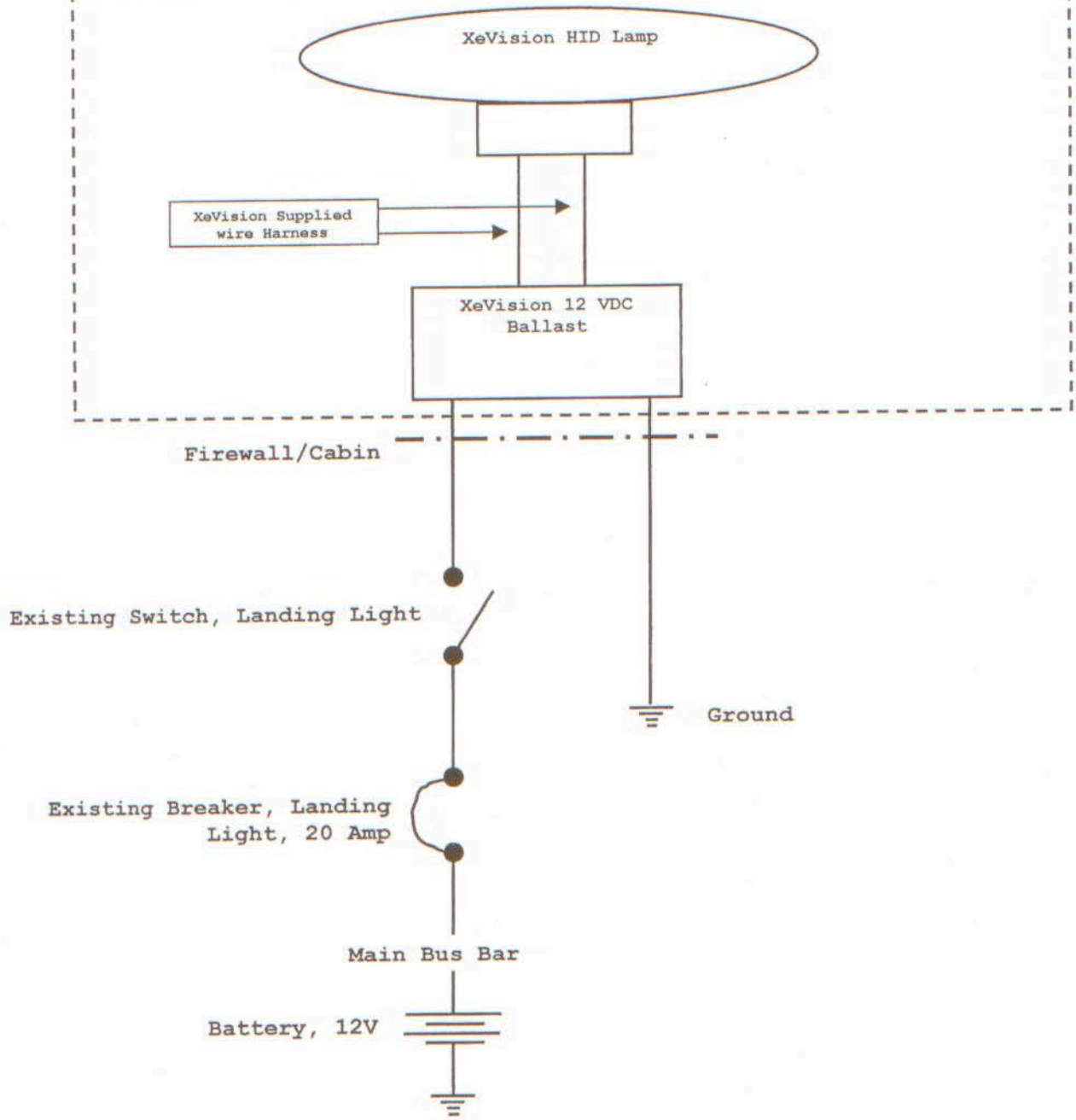
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

**8. Description of Work Accomplished**

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

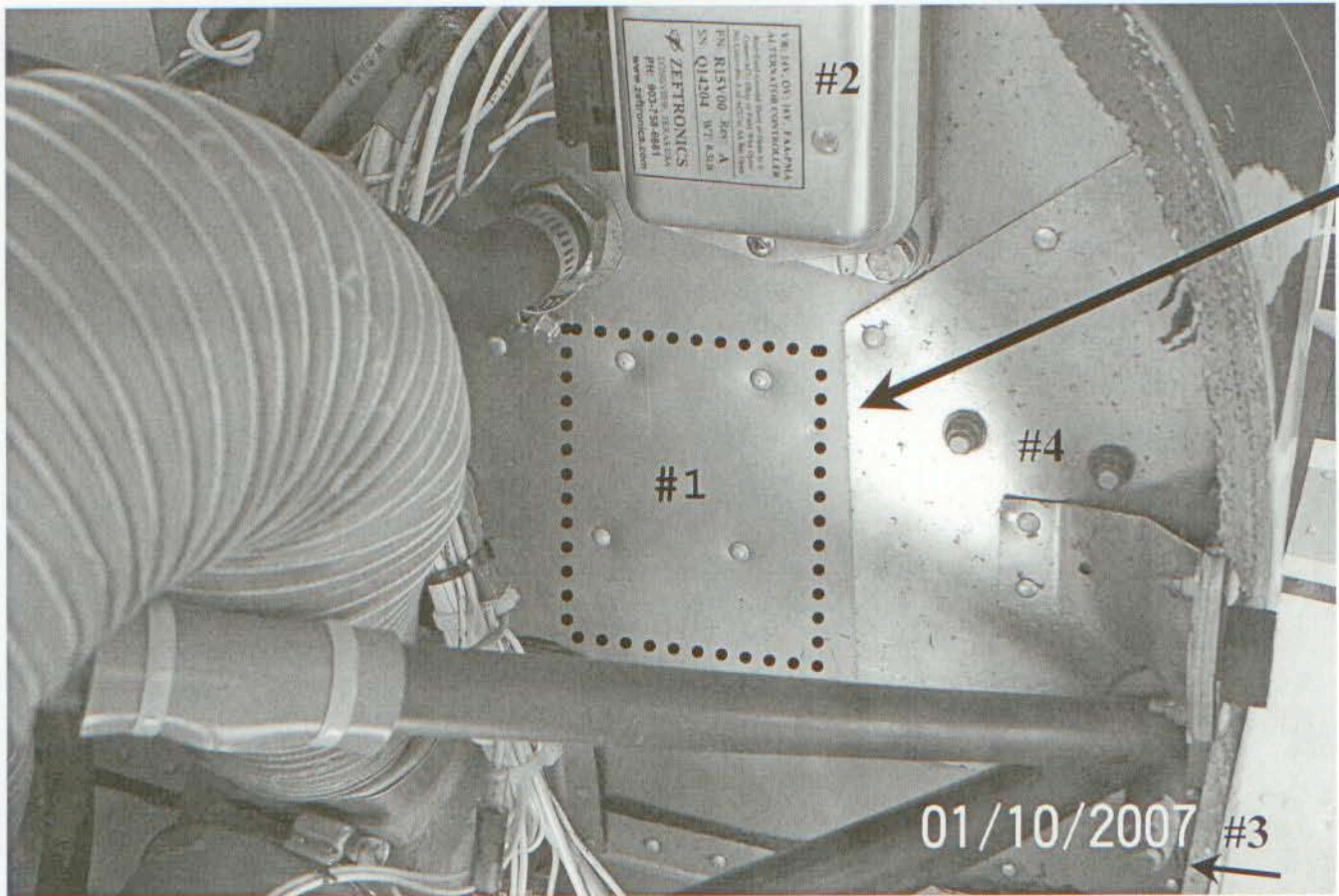
N999HR ser.# 17702359 • Cessna Cardinal 177B • 2309 tach hrs. • 1/10/2007

XeVision Landing Light Kit Parts XV-46-SL contained within this box.



Additional Sheets Are Attached

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Above photo depicts upper portion of the firewall on pilot's side (port). Photo is looking aft.

-- Long black arrow directs viewer to proposed mounting area for XeVision XV1A ballast.

-- Black dotted square outlines proposed location for XeVision XV1A ballast (#1 in photo). Ballast dimensions are: 3.5"L x 3.03"W x 1.26"D.

-- Rivets within proposed mounting area secure lightened firewall doubler located on cabin side of firewall.

-- Proposed mounting area is approximately two (2) inches below Zeftronics voltage controller (#2 in photo) and approximately five and one half (5 1/2) inches inboard of the port side upper engine mount attaching station (#3 in photo).

-- The two nuts visible between the proposed mounting position and the outer fuselage are two of the three nuts securing the port side aileron cable pulley (#4 in photo).

.....Nothing Follows.....