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4153885090 => RELIABLE EQUIPMENT; #1

Leachman Strong

4153885090

182 Q

07/09/2002 16:54

408-279-5448

SAN JOSE FSDO

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TRADE WINDS AVIATION

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| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | | Form Approved OMB No. 2120-0020 | |
|--|---|--|--|---|---|--|
| | | | | | For FAA Use Only | |
| | | | | | Circle Identification | |
| <p>INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.131 (or subsequent revision thereof) for instructions and disposition of the 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 1958)</p> | | | | | | |
| 1. Aircraft | Make CESSNA | | Model 182Q | | Serial No. 18267001 | |
| 2. Owner | Name (As shown on registration certificate) LEACHMAN JAMES S | | Address (As shown on registration certificate) 96 BUENA VISTA AVE MILL VALLEY CA 94041-1243 | | Nationality and Registration Mark N782DB | |
| <p>The date identified herein complies with the applicable Airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.</p> <p>07-09-2002 Date</p> <p><i>Dalton L. Mountz</i> Dalton L. Mountz FAA Inspector</p> | | | | | | |
| 4. Unit Identification | | | | | 5. Type | |
| Unit | Make | Model | Serial No. | Repair | Alteration | |
| AIRFRAME | (As described in item 1 above) | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| POWERPLANT | | | | <input type="checkbox"/> | <input type="checkbox"/> | |
| PROPELLER | | | | <input type="checkbox"/> | <input type="checkbox"/> | |
| APPLIANCE | Type | | | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Manufacturer | | | <input type="checkbox"/> | <input type="checkbox"/> | |
| 6. Conformity Statement | | | | | | |
| A. Agency's Name and Address | | | B. Kind of Agency | | C. Certificate No. | |
| RICARDO MARTINEZ 14788 WATERS DR SAN JOSE, CA 95127 | | | <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | | A&P [REDACTED] | |
| <p>I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or statements 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.</p> | | | | | | |
| Date 7/1/02 | | | Signature of Authorized Individual <i>[Signature]</i> | | | |
| 7. Approval for Return to Service | | | | | | |
| <p>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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED</p> | | | | | | |
| BY | | Inspection Authorized | | Other (Specify) | | |
| <input type="checkbox"/> FAA TSO Standards Inspector <input type="checkbox"/> FAA Designee | | <input type="checkbox"/> Manufacturer <input type="checkbox"/> Repair Station | | <input checked="" type="checkbox"/> Inspection Authorized <input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group | | |
| Date of Approval or Rejection 7/1/02 | | Certificate or Designation No. [REDACTED] | | Signature of Authorized Individual <i>[Signature]</i> | | |

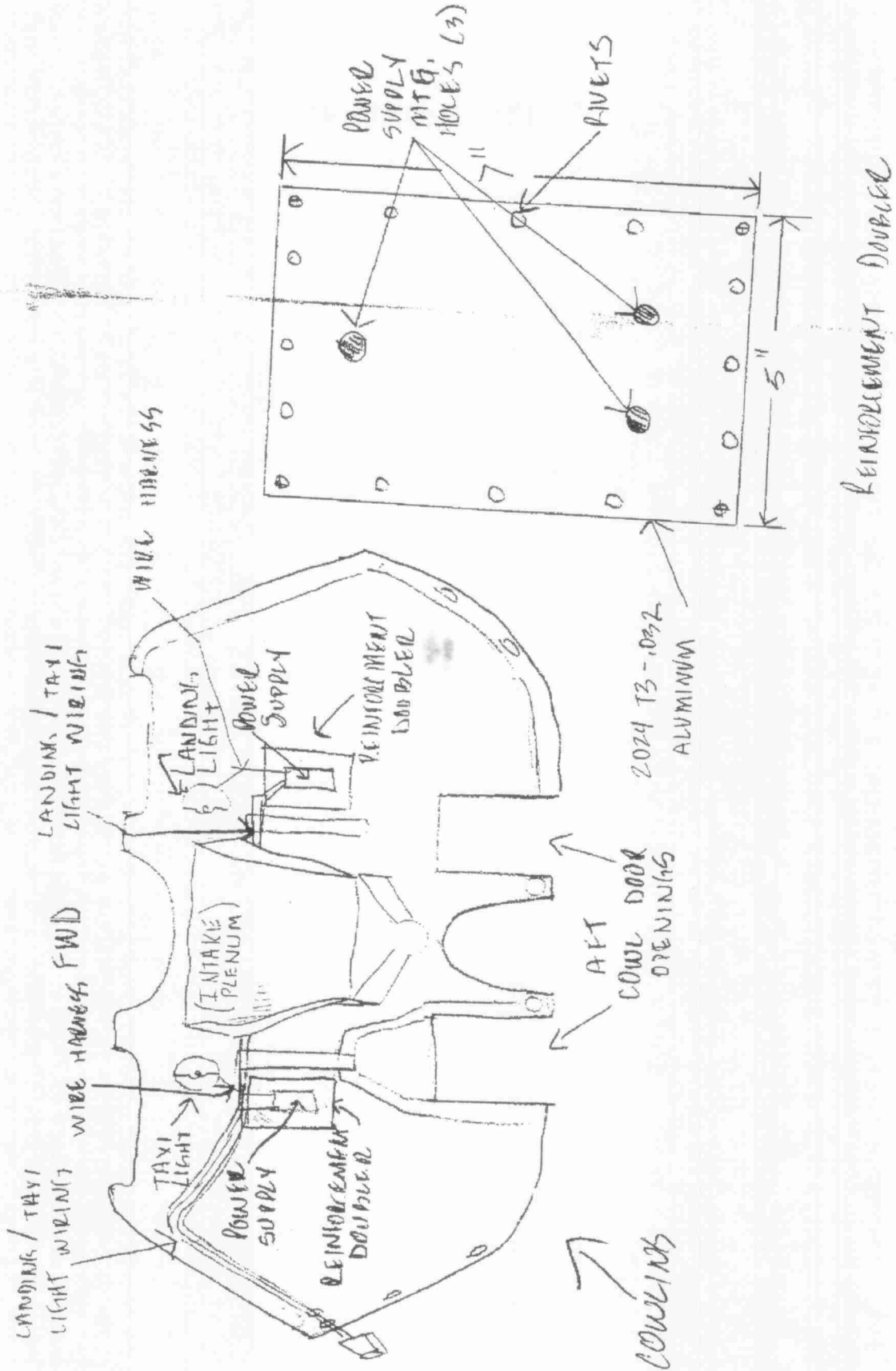
NOTICE

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.)

1. INTRODUCTION: THE ORIGINAL LANDING LIGHTS, TWO GE-4591 ARE PAR36 INCANDESCENT SEALED BEAM LAMPS TOGETHER DRAWING 200W AT 28V (7.1 AMPS) AND HAS AN AVERAGE LIFE OF 25 HOURS.
2. DESCRIPTION: THIS SYSTEM HAS BEEN REPLACED WITH TWO ZENON GAS HIGH INTENSITY DISCHARGE LAMPS WITH AN EXPECTED LIFE OF OVER 5 YEARS TOGETHER DRAWING 60 WATTS (3.7 AMPS). PARTS INCLUDED IN THIS INSTALLATION ARE TWO PAR36 LAMP HOUSINGS, A PHILIPS XENDRIVE XLD924 BALLAST (LANDING LIGHT), AN AERO VISIONS INTERNATIONAL, INCL XV1-289 BALLAST (TAXI LIGHT) WHICH IS ALSO MANUFACTURED BY PHILIPS AND HAS THE SAME ELECTRICAL PROPERTIES AS THE XLD924 BALLAST. BOTH BULBS ARE PHILIPS ZENTRON D1S BULBS, AND BOTH BULB STARTERS ARE PHILIPS XENSTART XLS 924S STARTERS. THE LAMP HOUSING UTILIZES THE EXISTING AIRCRAFT MOUNTING SCHEME WITH NO MODIFICATION OTHER THAN SOME LIGHT FILING TO FIT.
THE BALLASTS ARE MOUNTED ON THE LOWER FORWARD ENGINE COWLING ADJACENT TO THE LANDING LIGHTS. INSTALLATION DONE USING AC43.13-2A, FIGURE 3.6 AS A GUIDE WITH RESPECT TO USE OF A REINFORCING DOUBLER OF THE SAME THICKNESS AND TYPE MATERIAL AS THE EXISTING SKIN. BALLASTS ARE MOUNTED USING AN525-10R10 STRUCTURAL SCREWS, AN960 WASHERS, AND MS21044-N3 NUTS.
CIRCUIT PROTECTION IS THE EXISTING AIRCRAFT LANDING LIGHT CIRCUIT BREAKER RATED AT 10AMPS.
BASIS FOR PARTS ELEGIBILITY: SUPPLEMENTAL TYPE CERTIFICATE SA02041AT CURRENTLY UTILIZES SIMILAR PARTS AS PART OF THEIR APPROVED AIRCRAFT LIGHTING SYSTEM.
3. CONTROL, OPERATION INFORMATION: LAMP IS CONTROLLED WITH THE EXISTING AIRCRAFT LANDING AND TAXI LIGHT SWITCHES AND THERE ARE NO SPECIAL PROCEDURES.
4. SERVICING INFORMATION: COMPONENT PARTS ARE NOT FIELD REPAIRABLE AND MUST BE REPLACED WITH SERVICEABLE COMPONENTS.
5. MAINTENANCE INSTRUCTIONS: LIGHT SYSTEM IS TO BE MAINTAINED IN ACCORDANCE WITH FAR PART 43.13. INSPECTIONS ARE TO BE PERFORMED IN ACCORDANCE WITH FAR PART 43.15. WIRING IS TO BE INSPECTED AT SCHEDULED ANNUAL OR 100 HOUR INSPECTIONS IN ACCORDANCE WITH AC43.13-1B CHAPTER 11. SWITCH IS TO BE MAINTAINED IN ACCORDANCE WITH APPLICABLE AIRCRAFT SERVICE PUBLICATIONS.
6. TROUBLE SHOOTING INFORMATION: TROUBLE SHOOTING OF ELECTRICAL WIRING IS TO BE DONE IN ACCORDANCE WITH ACCEPTED PRACTICES WITH THE POWER TO THE UNIT TURNED OFF TO AVOID POSSIBLE SHOCK ON THE HIGH VOLTAGE WIRES FROM THE POWER SUPPLY TO THE LAMP STARTER UNIT.
7. REMOVAL AND REPLACEMENT INFORMATION: THE PAR36 LAMP HOUSING IS REMOVED AND REPLACED IN THE SAME MANNER AS THE ORIGINAL LAMP AND SHOULD BE DONE IN ACCORDANCE WITH THE APPLICABLE AIRCRAFT SERVICE PUBLICATIONS. THE POWER SUPPLY IS MOUNTED TO THE LOWER FORWARD ENGINE COWLING ADJACENT TO THE EXISTING LANDING LIGHTS WITH AN525-10R10 SCREWS AND MS21044-N3 NUTS USING STANDARD TORQUE VALUES. WIRING IS INSTALLED IN ACCORDANCE AC43.13-1B CHAPTER 11.
8. DATA: AC43.13-1B PARAGRAPH 7-40 FOR TORQUE VALUES OF MOUNTING HARDWARE. AC43.13-1B CHAPTER 11 FOR INSPECTION AND CARE OF ELECTRICAL SYSTEMS. AIRCRAFT SERVICE MANUAL OR APPROPRIATE SERVICE PUBLICATIONS FOR MAINTENANCE OF SWITCH AND AIRCRAFT WIRING.
9. REVISION: IF IT BECOMES NECESSARY TO REVISE THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS A LETTER WILL BE SUBMITTED TO THE LOCAL FLIGHT STANDARDS DISTRICT OFFICE WITH A COPY OF THE REVISED FORM 337 AND REVISED INSTRUCTIONS FOR CONTINUED AIRWORTHINESS. THE FAA INSPECTOR ACCEPTS THE CHANGES BY SIGNING BLOCK 3 AND INCLUDING AN ACCEPTANCE ENDORSEMENT. A MAINTENANCE ENTRY WILL THEN BE MADE IN THE AIRCRAFT RECORDS IDENTIFYING THE REVISION, ITS LOCATION, DATE OF THE 337 FORM.
10. IMPLEMENTATION AND RECORDKEEPING: THESE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS ARE TO BE PLACED IN THE AIRCRAFT PERMANENT RECORDS AND REFERED TO DURING AIRCRAFT / SYSTEM INSPECTIONS AND MAINTENANCE. A MAINTENANCE ENTRY HAS BEEN MADE IN THE AIRCRAFT LOG BOOK REFERRING TO THESE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS. AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST HAVE BEEN UPDATED.



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