



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark U.S.A. N5866L	Serial No. AA-5-0066	
	Make American Aviation	Model AA-5	Series Traveler
2. Owner	Name (As shown on registration certificate) Rickman, Loy D.	Address (As shown on registration certificate) Address RR 3 Box 134	
		City Sunrise Beach	State MO
		Zip 65079-9308	Country USA

3. For FAA Use Only

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

CE-65 4-20-07 *J. M. [Signature]*
District Office Date Signature of FAA Inspector

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Richard Rhea		<input checked="" type="checkbox"/>	U. S. Certificated Mechanic
Address Roy Otten Airport 10998 Hwy 52			Foreign Certificated Mechanic
City VERSAILLES State MO			Certificated Repair Station
Zip 65084 Country USA			Certificated Maintenance Organization
			Manufacturer
			C. Certificate No.

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>[Signature]</i> 6/07
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

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.)

USA N5866L

03/26/07

Nationality and Registration Mark

Date

Removed existing PAR 36 landing light from the cowl. Installed XeVision High Intensity Discharge (HID) light assembly (kit # XV-36-SL) into the vacated position. The ballast was mounted on the firewall. The existing switches, wiring, and circuit protection were reused. The provided HID wire harness from the ballast to the light was routed directly and secured for chafe protection. All work was performed in accordance with AC43.13-1B CH. 11 (SEC 3) PAR 11-31, 32, 37 (SEC 4) PAR 11-48 and XeVision installation instructions. Amended aircraft Weight & Balance and Equipment List.

The following are instructions for continued airworthiness for this altered airframe:

1. INTRODUCTION: This installation was accomplished to increase landing light illumination, to increase the service life of the landing light, and to reduce the landing light power draw from 100 watts (stock) to 50 watts (XeVision HID)
2. DESCRIPTION: Removed existing landing light and installed XeVision HID light.
3. CONTROL OPERATION: The light is controlled with the existing aircraft landing light switch. There are no special procedures.
4. SERVICING INFORMATION: The components are not field repairable and must be replaced with approved components.
5. MAINTENANCE INSTRUCTIONS: This lighting system is to be maintained in accordance with FAR part 43.13. Inspections are to be performed in accordance with FAR part 43.15.
6. TROUBLESHOOTING INFORMATION: If the circuit breaker pops, replace the ballast unit. If the light does not illuminate, remove the lamp or ballast, verify function and replace as required. Bench testing must be done in accordance with the XeVision installation and operation instructions with contain warnings for bench testing.
7. REMOVAL AND REPLACEMENT INFORMATION: The HID lamp is removed and replaced in the same manner as the original lamp. The ballast is attached to the firewall using standard procedures and hardware. The wire harness between the ballast and the lamp shall be removed in accordance with the XeVision installation and operation instructions.
8. DIAGRAMS: Access is through the removal of the cowl. No diagrams are required.
9. SPECIAL INSPECTION REQUIREMENTS: N/A
10. APPLICATION OF PROTECTIVE TREATMENTS: N/A
11. SPECIAL HARDWARE: N/A
12. SPECIAL TOOLS: N/A
13. COMMUTER CATEGORY AIRCRAFT: N/A
14. RECOMMENDED OVERHAUL PERIODS: N/A
15. AIRWORTHINESS LIMITATIONS: There are no additional airworthiness limitations.
16. REVISIONS: To revise these 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 ICA.
17. IMPLEMENTATION AND RECORD KEEPING: These instructions for continued airworthiness are to be placed in the aircraft permanent records and referred to during aircraft systems inspections and maintenance.

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

Additional Sheets Are Attached