



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).

<b>1. Aircraft</b>	Make CESSNA	Model 195
	Serial No. 7705	Nationality and Registration Mark N195U
<b>2. Owner</b>	Name (As shown on registration certificate) PAUL W. TERRELL	Address (As shown on registration certificate) 6000 SR 247 P.O. BOX 340 HILLSBORO, OH. 45133

### 3. For FAA Use Only

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

*[Signature]*  
RICHARD J. HERMANN

PRINCIPAL AIRWORTHINESS INSPECTOR **GL05**

NOV 21 2006

### 4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
DANNY E. MUSIC 1661 REDKEY RD. WINCHESTER, OH 45697	<input checked="" type="checkbox"/> U.S. Certified Mechanic	██████████
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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.

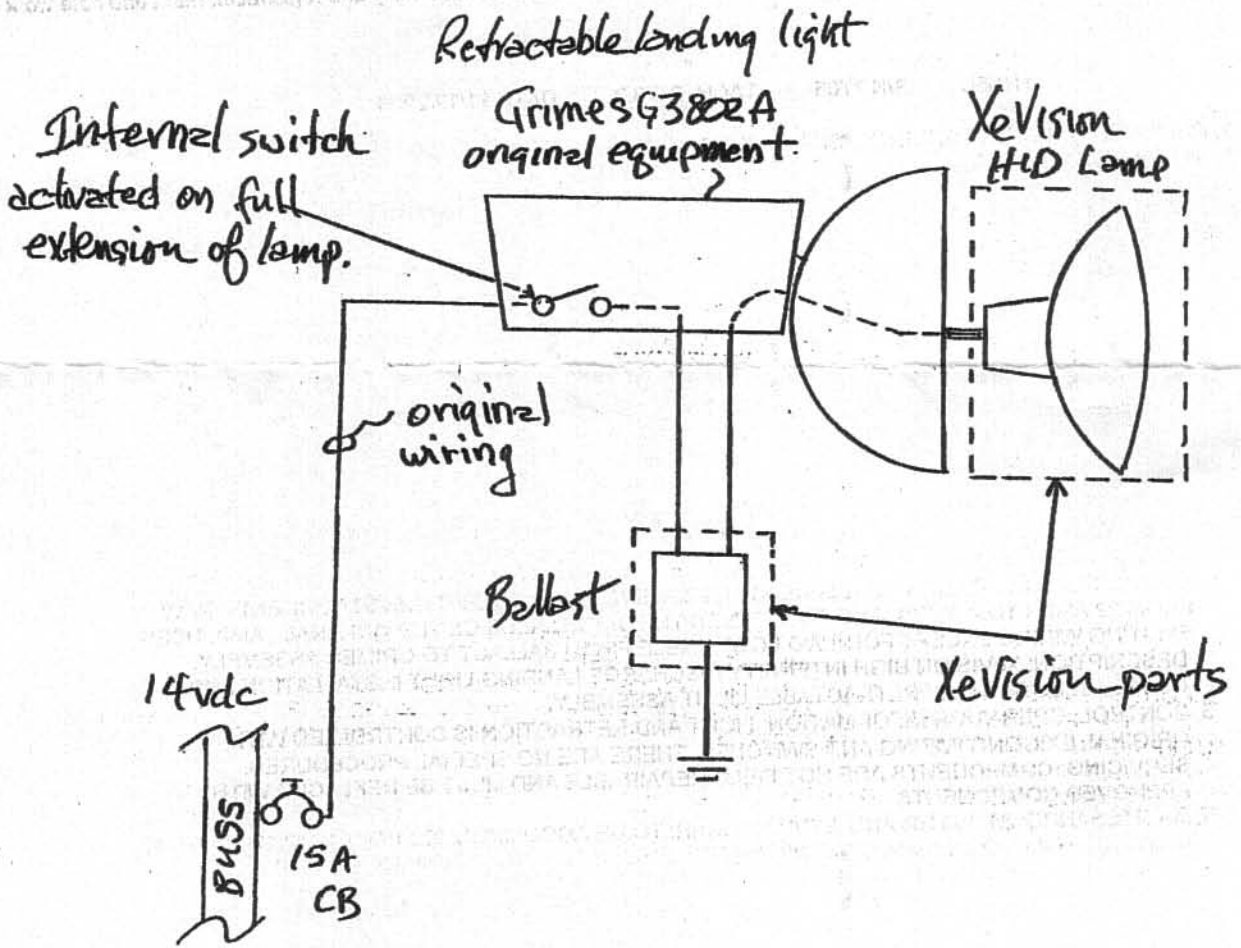
Date <i>11-24-2006</i>	Signature of Authorized Individual <i>[Signature]</i>
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### 7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>11-24-2006</i>		Certificate or Designation No. ██████████	Signature of Authorized Individual <i>[Signature]</i>		

N195U S/N 7705 11/12/06 Tach 2473.2



## 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.)

N195U S/N 7705 TACH. 2473.2 DATE 11/12/2006

- 1, REMOVED ORIGINAL LANDING LIGHT ASSEMBLY.
- 2, INSTALLED AERO VISIONS INTERNATIONAL, INC. Xe VISION 14V LANDING LIGHT KIT (HID) HIGH INTENSITY DISCHARGE AND GRIMES G-3800A RETRACTABLE LANDING LIGHT ASSEMBLY, USING EXISTING ELECTRICAL WIRING AND EXISTING STRUCTURAL NOT ALTERED.
- 3, DATA:
  - CESSNA 195 SERVICE MANUAL
  - AC 43.13-1B CH. 7 (SEC. 3), CH. 10 (SEC. 2) PAR. 10 AND 20, CH 11 (SEC.3) PAR.11-31, 32, 36, 45 (SEC5) PAR. 11-48 (SEC 17) PAR. 11-231
  - AC 43.13-2A, CH. 1.
  - XeVISION INSTALLATION AND OPERATION MANUAL.
  - GRIMES INSTALATION AND PARTS CATALOG G-3800A SERIES ELECTRICAL RETRACTABLE LANDING LIGHT ASSEMBLIES.
- 4, OPERATIONAL TEST CHECKED GOOD.
- 5, LOG BOOK ENTRY, EQUIPMENT LIST, AND WEIGHT AND BALANCE UPDATED.
- 6, PER AC43-210, INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) CHECKLIST.
  - 1, INTRODUCTION:SEE BLOCK 1 OF THIS 337. THIS INST. WAS ACCOMPLISHED IN ORDER TO GAIN BETTER LANDING AND TAXI LIGHT ILLUMINATION. LONGER LAMP LIFE (2000 TO 3000 HRS) COMPARED TO 10-25 HRS OF A TUNGSTEN FILAMENT LAMP. REDUCTION IN CURRENT DRAW FROM 22 AMPS TO 4 AMPS, AND FOUR TIMES THE BRIGHTNESS OF THE ORIGINAL LAMP. USES EXISTING WIRING EXCEPT FOR TWO FOOT CABLE FROM BALLAST TO GRIMES ASSEMBLY.
  - 2, DESCRIPTION: XeVISION HIGH INTENSITY DISCHARGE LANDING LIGHT INSTALLATION AND GRIMES ELECTRICALLY RETRACTABLE LIGHT ASSEMBLY.
  - 3, CONTROL, OPERATION INFORMATION: LIGHT AND RETRACTION IS CONTROLLED WITH ORIGINAL EXISTING WIRING AND SWITCHES. THERE ARE NO SPECIAL PROCEDURES.
  - 4, SERVICING: COMPONENTS ARE NOT FIELD REPAIRABLE AND MUST BE REPLACED WITH APPROVED COMPONENTS.
  - 5, MAINTENANCE: AT 100 HR AND ANNUALS INSP. TO BE ACCOMPLISHED I/AW AC43.13-1B CH. 17. SWITCHES ARE TO BE MAINTAINED I/AW APPLICABLE AIRCRAFT SERVICE MANUAL.
  - 6, TROUBLE SHOOTING: (A) SHOULD CIRCUIT BREAKER POP FREQUENTLY, REPLACE BALLAST UNIT (B) HID DOES NOT ILLUMINATE, ILLUMINATES SLOWLY OR IS WEAK, REMOVE BULB AND OR BALLAST, VERIFY FUNCTION, REPLACE AS REQUIRED.
  - 7, REMOVAL/REPLACEMENT: REFER TO THE APPLICABLE FAA FORM 337 FOR INFORMATION CONCERNING REMOVAL AND REPLACEMENT. THE HID LIGHT IS TO BE REMOVED AND INSTALLED IN THE SAME MANNER AS THE ORIGINAL EQUIPMENT PER APPLICABLE ACFT SERVICE MANUAL.. THE STARTER/BALLAST IS ATTACHED WITH STANDARD HARDWARE USING STANDARD TORQUE VALUES. THE WIRE HARNESS BETWEEN THE LIGHT AND STARTER/BALLAST SHALL BE REMOVED AND RECONNECTED I/AW XeVISION INSTALLATION OPERATION MANUAL.
- 8, DIAGRAM: SEE ATTACHED ELECTRICAL DIAGRAM.
- 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 INSP AND CARE OF ELECTRICAL SYSTEMS. ACFT SERVICE MANUAL FOR SWITCHES AND WIRING. XeVISION INSTALLATION MANUAL.
- 12, SPECIAL TOOLS: N/A
- 13, COMMUTER CATEGORY ACFT: N/A
- 14, RECOMMENDED OVERHAULS: NO ADDITIONAL OVERHAUL TIME LIMITATIONS.
- 15, AIRWORTHINESS LIMITATIONS: NOT APPLICABLE
- 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