



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 N8982Y	Serial No. 39-147	
	Make Piper	Model PA-39	Series
2. Owner	Name (As shown on registration certificate) Covington, James P.	Address (As shown on registration certificate) Address 4447 E. State Highway 67	
		City <u>Beloit</u> State <u>WI</u>	Zip <u>53511</u> Country <u>USA</u>

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 FAR 43.7.

MAY 29 2009
Date

[Signature]
FAA Inspector, DPA-FSDO

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		C. Certificate No.
Name <u>Cliff Wilewski</u>	Address <u>1651 Grumman Drive</u> City <u>Rockford</u> State <u>IL</u> Zip <u>61109</u> Country <u>USA</u>	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic		
		<input type="checkbox"/> Certificated Repair Station		
		<input type="checkbox"/> Certificated Maintenance Organization		

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 <u>[Signature]</u> <u>6/19/2009</u>
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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

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No.	Signature/Date of Authorized Individual <u>[Signature]</u> <u>6/19/2009</u>
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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

N8982Y

Nationality and Registration Mark

Date

Removed existing landing lights from each wing. Installed XeVision High Intensity Discharge (HID) P/N XV3A36SL-2S-12-50-2 landing light assemblies in same positions (One in each wing located just inboard of the wing tip). The landing light ballasts were mounted to each outboard wing rib just outboard of the landing light position. The existing switches, wiring, and circuit protection were reused. The provided HID wiring from the ballasts were routed directly to the landing lights 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.

The following instructions are for continued airworthiness for this alteration.

1. Introduction: The installation was accomplished in order to gain better landing light illumination and to increase service life of the landing lights.
2. Description: Removed existing landing lights and installed XeVision lights.
3. Control Operation: The lights are controlled with the existing aircraft landing light switches. There are no special procedures.
4. Servicing Information: The components are not field repairable and must be replaced with approved components.
5. Maintenance Instructions: The lighting system is to be maintained in accordance with FAR Part 43.13. Inspections are to be performed in accordance with FAR 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 necessary. Bench testing must be done in accordance with XeVision installation and operation instructions which contain warnings for bench testing.
7. Removal and Replacement Information: The HID lamps are removed and installed in the same manner as the original lamps. The ballst is attached with click bond fasteners, incorporating 3 studs with standard lock nuts. The wire harness between the ballast and lamps can be removed per XeVision installation instructions.
8. Diagrams: Access is achieved by removing the wing tip and landing light lens. No diagrams are required.
9. Special Instruction Requirements: N/A
10. Application of protective coatings: N/A
11. Special Hardware: N/A
12. Special Tools: N/A
13. Commuter Aircraft Category: N/A
14. Recommended Overhaul Periods: N/A
15. Airworthiness Limitations: There are none.
16. Revision: 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 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.

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[] Additional Sheets Are Attached