OCT 17 2006

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 1958)

1. Aircraft	Make: Grumman American AVN.	Model: AA-5B
	Serial No.: AA5B-0221	Nationality and Registration Mark: N74418
2. Owner	Name *(As shown on registration certificate)*: Rubino, Daniel A.	Address *(As shown on registration certificate)*: 977 Royal Glen Lane, Carol Stream, IL 60188

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 on FAR Part 43, Section 43.7

SBN FSDO 10-18-06
Date

Signature of FAA Inspector

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
John Sjaardema 2326 W. Clark Street Rensselaer, IN 47978	X U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	[redacted]

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	Signature of Authorized Individual
11-24-2006	[redacted]

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 Flt Standards Inspector	☐	Manufacturer	☐ Inspection Authorization	Other *(Specify)*
	☐	FAA Designee	☐	Repair Station	☐ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-24-2006	[redacted]	[redacted]

FAA Form 337 (12-88)

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.)

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 and to increase the service life of the landing light.
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 t the local Flight Standards District Office with a copy of tne 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

U.S.GPO:1989-0-663-171