



US 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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make Mooney	Model M20K
	Serial No. 25-0239	Nationality and Registration Mark N322BB
<b>2. Owner</b>	Name (As shown on registration certificate) Vaughn, Barry C	Address (As shown on registration certificate) 12656 Dewey ST. Los Angeles, CA. 90066

### 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, Section 43.7

DATE: 1/16/2007      SIGNATURE: Thomas A. Rouch      OAK-FSDO

### 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.
Rouch, Thomas A 1212 Gary Way Carmichael, Ca. 95608	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	549-44-7166
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated 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 1/08/2007	Signature of Authorized Individual 
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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	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 1/16/2007		Certificate or Designation No. 549447166	Signature of Authorized Individual 		

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

Removed both landing lights from the lower cowl. Installed XeVision high intensity discharge (HID) lighting landing light assemblies into the vacated positions. The ballasts were mounted on the firewall using rivnuts.. Installed the XeVision Pulsing Unit inside the lower left side of the cabin by the pilot's footwell using rivnuts. Retained existing switch/circuitbreaker and installed a three position switch off, landing light only , and pulsing. The provided HID wire harness from the lights to the ballasts were routed directly and for chafe protection. All work was performed in accordance with AC43.13B, ch 11 (sec 3), PAR 11-31, (sec 4) para 11-48, and XeVision installation instructions.

THE FOLLOWING ARE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THIS ALTERED AIRFRAME:

- 1. Introduction: This installation was accomplished in order to gain better landing light illumination and to increase the service life of the landing lights.
- 2. Description: Removed existing landing lights and installed XeVision HID lights.
- 3. Control Operation: The lights are controlled with a three position switch with 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 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 XeVision installation and operating 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.
- 8. Diagrams: Access to the lamps and ballasts are by removing the cowling. See XeVision wiring diagram no. 104406 for details of wiring.
- 9. Special Inspections requirements: N/A
- 10. Application of special 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. To revise these instructions for continued airworthiness, a letter will be submitted to the local flight standards 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 systems inspections and maintenance.

\*\*\*\*\*NOTHIN FOLLOWS\*\*\*\*\*