

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.)

C177B 17702359 N999HR 1/10/2007 2309 tach Hrs.

Removed landing light bulb.

Installed Aero Visions International, Inc. XeVision 14V Landing Light Kit XV-46-SL using existing wiring and existing structure not altered.

Installation performed in accordance with XeVision's installation instructions and I/A/W standard practices of AC 43.13-1B.

Instructions for Continued Airworthiness.

- 1) Introduction: Aero Visions International, Inc. XeVision 14V HID Landing Light. Kit XV-46-SL. XeVision HID landing and taxi lighting system is standard equipment on Diamond Aircraft's DA42 Twin Star, a production aircraft approved for IFR operations.
- 2) Description: This assembly replaces the original landing light with an HID Xenon lamp in the pre-existing lamp location and a ballast located on the firewall. The new system utilizes the pre-existing circuit breaker.
- 3) Control, Operation Information: When bench testing the lamp do not start or shut down the lamp with the light beam oriented at an angle more than 45 degrees above or below horizontal during the first minute of startup or cool down. If the lamp is turned off and left in the vertical or near vertical position during the cooling cycle metal halide salts (yellow looking material in the center of the arc tube) will form rendering the lamp inoperable and will ruin the bulb.
- 4) Servicing Information: Components are not repairable and must be replaced with approved components.
- 5) Maintenance: For repairs or replacement contact Aero Visions International, Inc. 4245 Airport Rd, Ogden, UT 84405. Phone: 801 622 7000. 100 Hr and annual inspections I/A/W AC43.13-1B ch. 17. Switches to be maintained I/A/W service manual.
- 6) Troubleshooting Information: A) Should circuit breaker frequently pop, replace ballast unit. B) If HID bulb does not illuminate, illuminates slowly or is weak, remove bulb and/or ballast, verify function, replace as required.
- 7) Removal/Replacement: Refer to applicable FAA form 337 for information concerning removal and replacement. The HID light to be removed and installed in the same manner as the original equipment per applicable aircraft service manual. The starter/ballast is attached with standard hardware using standard torque values.
- 8) Diagram: See attached electrical diagram and attached photo diagram for ballast location.
- 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 inspection and care of electrical systems. Aircraft service manual for switches and wiring. XeVision Installation Manual.
- 12) Special Tools: None.
- 13) Commuter Category Aircraft: N/A
- 14) Recommended Overhauls: No additional overhaul time limitations or replacement times.
- 15) Airworthiness limitations: N/A
- 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

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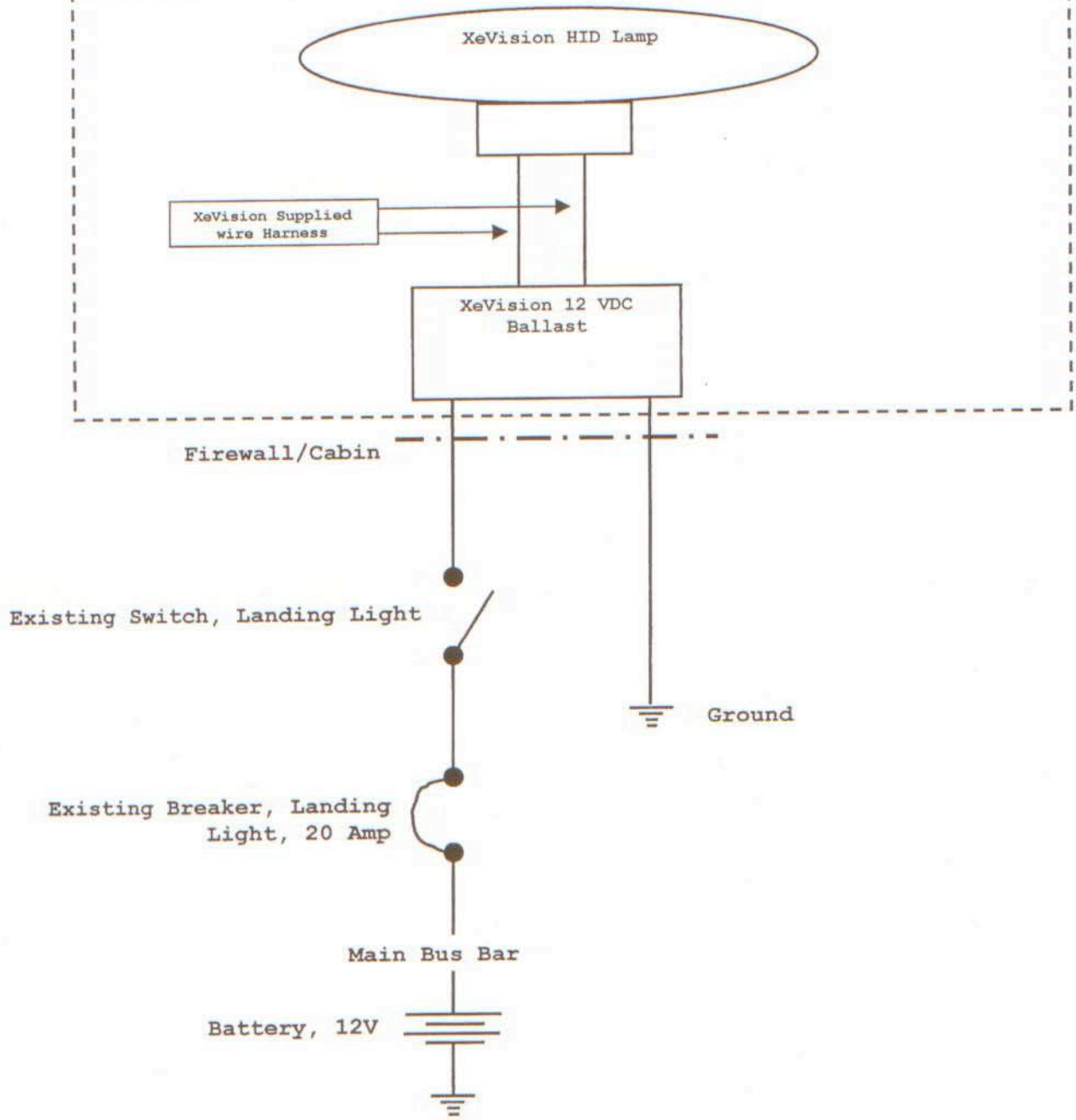
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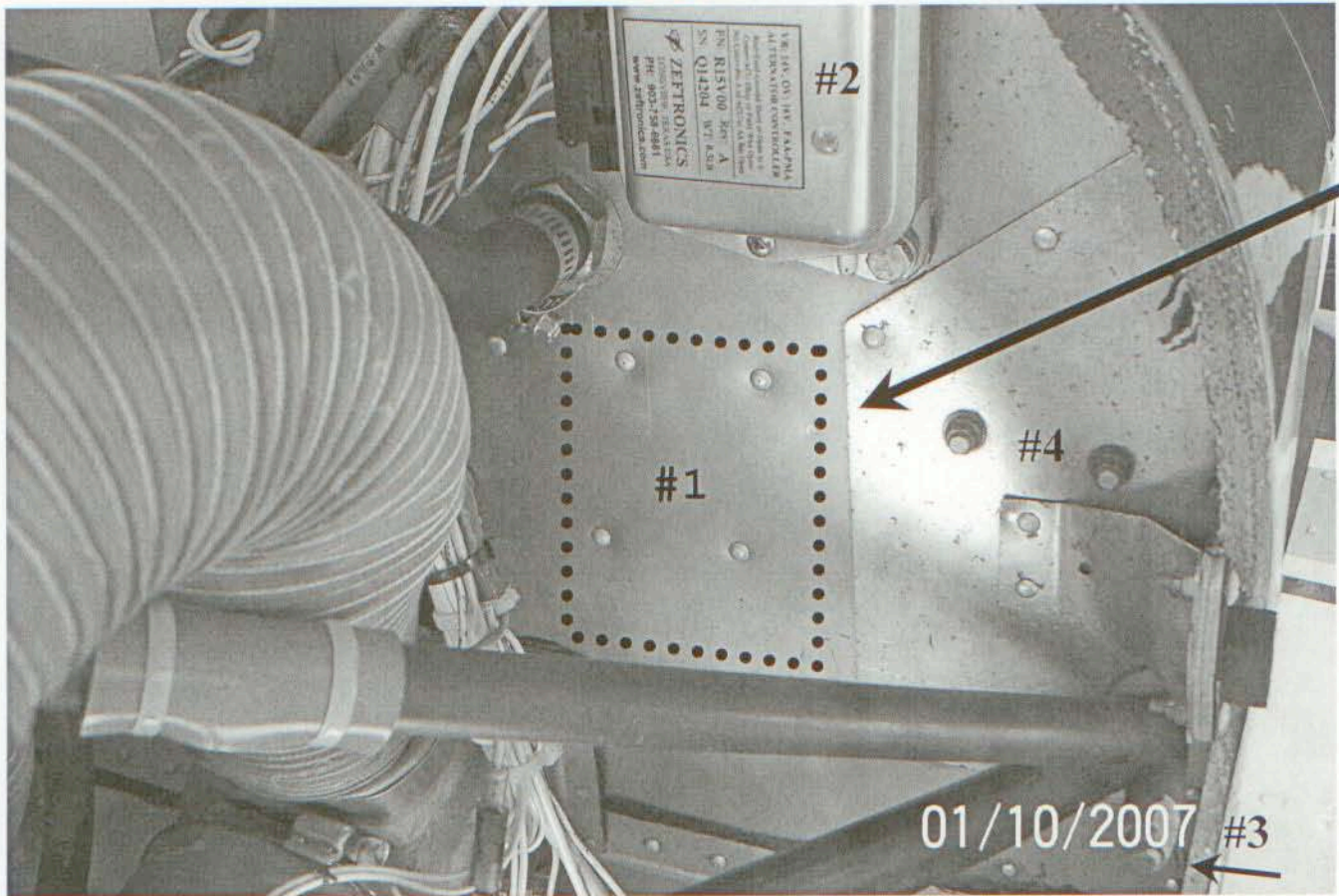
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XeVision Landing Light Kit Parts XV-46-SL contained within this box.



Additional Sheets Are Attached

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Above photo depicts upper portion of the firewall on pilot's side (port). Photo is looking aft.

-- Long black arrow directs viewer to proposed mounting area for XeVision XV1A ballast.

-- Black dotted square outlines proposed location for XeVision XV1A ballast (#1 in photo). Ballast dimensions are: 3.5"L x 3.03"W x 1.26"D.

-- Rivets within proposed mounting area secure lightened firewall doubler located on cabin side of firewall.

-- Proposed mounting area is approximately two (2) inches below Zeftronics voltage controller (#2 in photo) and approximately five and one half (5 1/2) inches inboard of the port side upper engine mount attaching station (#3 in photo).

-- The two nuts visible between the proposed mounting position and the outer fuselage are two of the three nuts securing the port side aileron cable pulley (#4 in photo).

.....Nothing Follows.....