



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).

1. Aircraft	Make GRUMMAN AMERICAN	Model AA-5A
	Serial No. AA5A0487	Nationality and Registration Mark N26256
2. Owner	Name (As shown on registration certificate) HARRIS NORMAN C	Address (As shown on registration certificate) 702 MERRICK DR SUGAR LAND TEXAS 77478-3705

The data identified herein complied with applicable ~~§ 43.7~~ **For FAA Use Only**

worthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

APPROVING INSPECTOR *[Signature]*
DATE *2/22/2007*

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 JERRY B. PARKER 919 MCKEEVER ROAD ARCOLA, TEXAS 77583	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 456548682
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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>MARCH 2, 2007</i>	Signature of Authorized Individual <i>Jerry B. Parker</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>MARCH 2, 2007</i>	Certificate or Designation No. <i>A&P 456548682 117</i>	Signature of Authorized Individual <i>Jerry B. Parker</i>		

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

N26256
SN AA50487

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. THE AVERAGE AMPERE DRAW IS 4.2 AMPS. 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.

----- END -----

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

THIS DOCUMENT IS TO BE ATTACHED TO FAA FORM 337, DATED 03-02-07 FOR THE AIRCRAFT LISTED BELOW.

MAKE	GRUMMAN
MODEL	AA-5A
SERIAL NUMBER	AA5A0487
REGISTRATION	N26256

THE INFORMATION CONTAINED HEREIN PERTAINS TO THE CONTINUED MAINTENANCE FOR THE MAJOR ALTERATION DESCRIBED IN ITEM 1 BELOW.

1. DESCRIPTION:
INSTALLED XEVISION LANDING LIGHT FOR INCREASED LIGHT ILLUMINATION AND FOR INCREASED SERVICE LIFE.
2. CONTROL OPERATION:
THE LIGHT IS CONTROLLED WITH THE EXISTING AIRCRAFT LANDING LIGHT SWITCH. THERE ARE NO SPECIAL PROCEDURES. 3.
3. SERVICING INFORMATION:
THE COMPONENTS ARE NOT FIELD REPAIRABLE AND MUST BE REPLACED WITH APPROVED COMPONENTS.
4. 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.
5. 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 WHICH CONTAIN WARNINGS FOR BENCH TESTING.
6. REMOVAL AND REPLACEMENT INFORMATION:
THE HID LAMP IS REMOVED AND REPLACED IN THE SAME MANNER AS THE ORIGINAL. 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.
7. DIAGRAMS:
ACCESS IS THROUGH THE REMOVAL OF THE COWL. NO DIAGRAMS
8. SPECIAL INSPECTION REQUIREMENTS:
N/A
9. APPLICATION OF PR
N/A
10. SPECIAL HARDWARE:
N/A
11. SPECIAL TOOLS:
N/A
12. COMMUTER CATEGORY AIRCRAFT:
N/A
13. RECOMMENDED OVERHAUL PERIODS:
N/A
14. AIRWORTHINESS LIMITATIONS:
THERE ARE NO ADDITIONAL AIRWORTHINESS LIMITATIONS.
15. REVISIONS:
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 FORM 337 AND REVISED ICA.
16. 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.