



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

SW-01

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 N6223U	Serial No. 2062	
	Make Mooney	Model M20	Series C
2. Owner	Name (As shown on registration certificate) Fischer, David L Fischer, M Sue		Address (As shown on registration certificate) Address 23 Cripple Creek Rd
			City Silver City State NM Zip 88061-8702 Country USA

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 by 14 CFR Part 43, Section 43.7

SW-01 **11-26-07** *Walter Johnson*
District Office Date Signature of FAA Inspector

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	
Name Lendell Lee Cocke		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address HC 68 Box 2552R		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Mimbres State NM		<input type="checkbox"/> Certificated Repair Station	2678300
Zip 88049-9300 Country USA		<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 <i>Lendell Cocke</i> 11-16-07
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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. 2678300	Signature/Date of Authorized Individual <i>Lendell Cocke</i> NOV. 29, 2007
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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

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N6223U	11-16-07
Nationality and Registration Mark	Date

Removed existing PAR36 (GE4509) landing light from forward cowl. Installed Xe Vision high-intensity discharge light assembly (Kit number XV-36-SL) in place of original light. New lamp is the same weight and size as original lamp. Mounted lamp in original lamp mounting socket with original lamp mounting hardware.

Ballast was mounted to inside of cowl just below landing light lamp socket. Mounting done with all AN hardware. Mounting done as per Xe Vision Installation and Operating Manual.

Ballast weight is 14.5 ounces. Ballast pull tested to 1.5 lbs. sideways, 3 lbs. upward, 9 lbs. forward and 6.6 lbs. downward as per AC 43.13-2A chapter 1. There was no deformation of cowl during test so no doubler was needed.

Electrical load was less than original landing light. Ballast steady state current draw is 4.6 amps. Max inrush current draw is 10 amps. Power supplied through original aircraft wiring and D7270-5-20 (20 amps.) circuit breaker and landing light switch.

No modification of existing aircraft sheet metal was necessary.

Lamp and ballast do not interfere with aircraft radios or any other system in the aircraft.

Aircraft equipment list and weight and balance updated.

ICA attached as separate document.

*****END*****

Additional Sheets Are Attached

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 that 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 cowl 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 to the local Flight Standards District 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 aircraft systems inspections and maintenance.

*****NOTHING FOLLOWS*****