



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

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 N74615	Serial No. AA5B	
	Make Grumman American	Model AA5B-0286	Series
2. Owner	Name (As shown on registration certificate) Robert Nuss		Address (As shown on registration certificate) Address 6871 W. 1350 N.
			City DeMotte State IN
			Zip 46310 Country US

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

SEN F8DO 2/27/07
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 John Sjaardema		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 2326 W. Clark St.		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City INDIANAPOLIS State IN		<input type="checkbox"/> Certificated Repair Station	2100539
Zip 47978 Country US		<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 John Sjaardema / March 10, 2007
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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 Flt. 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. 2100539	Signature/Date of Authorized Individual John Sjaardema / March 10, 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.)

N74615

Nationality and Registration Mark

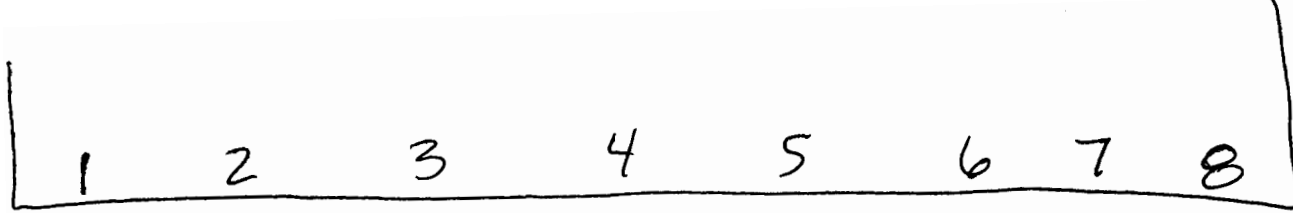
Date

A. Removed landing light from nosebow. Installed XeVision high intensity discharge (HID) landing light assembly in the pre-existing hole. Mounted ballast on firewall below vacuum line with quick stud kit. Installed additionally the XeVision pulsing unit inside on back side of firewall with rivnuts as needed. Installed three way switch in original existing landing light switch location. 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 the 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: Not Applicable.
10. Application of Special Treatments: Not Applicable.
11. Special Hardware: Not Applicable.
12. Special Tools: Not Applicable.
13. Commuter Category Aircraft: Not Applicable.
14. Recommended Overhaul Periods: Not Applicable.
15. Airworthiness Limitations: Not Applicable.
16. To revise these instructions for continued airworthiness, a letter will be submitted to the local flight standard 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.

Additional Sheets Are Attached



LEAVE EMPTY

SMALL WIRE #16 or #18

LEAVE EMPTY

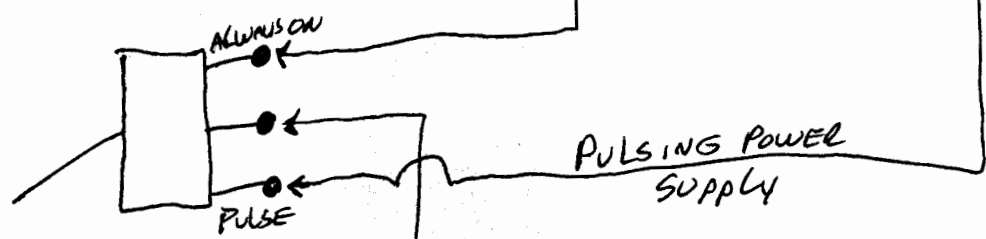
AIRCRAFT GROUND

Ballast Converter

12V TO BALLAST

GROUND

ALWAYS ON POWER SUPPLY



POWER IN FROM BREAKER OR FROM MAIN LANDING LIGHT SWITCH