MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

INSTRUCTIONS: Print or type all entries. See FAR 43.9, 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 $5,000 for each such violation (Section 991 Federal Aviation Act of 1958).

1. Aircraft
   Make: Grumman American AVN
   Model: AA-5B
   Serial No: AASB-0583
   Nationality and Registration Mark: N384LV

2. Owner
   Name (As shown on registration certificate): Vernick, Lee C.
   Address (As shown on registration certificate): 96 Marylin Place, Clifton, NJ 07011

3. For FAA Use Only
   Date: December 5, 2006
   Signature of FAA Inspector: [Redacted]

4. Unit Identification
   Unit: 
   Make: 
   Model: (As described in item 1 above)
   Serial No: 
   Repair Alteration: X

5. Type
   AIRFRAME
   POWERPLANT
   PROPELLER
   APPLIANCE
       Type: 
       Manufacturer:

6. Conformity Statement
   A. Agency’s Name and Address
      John Sjaardaema
      2326 W. Clark St.
      Remsnyder, IN 47975

   B. Kind of Agency
      [Redacted]

   C. Certificate No.
      [Redacted]

   D. I certify that the repair and/or alteration made to the unit identified in item 1 above and described or the reverse or attachments thereto 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: December 5, 2006
   Signature of Authorized Individual: [Redacted]

7. Approval for Return to Service
   Pursuant to the authority given persons specified below, the unit identified in item 1 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [ ] APPROVED [ ] REJECTED

   Approved by: [Redacted]
   Manufacturer: [Redacted]
   Inspection Authorization: [Redacted]
   Other (Specify): [Redacted]
   Person Approving: [Redacted]
   Repair Station: [Redacted]
   FAA/Designee: [Redacted]
   Person Approving: [Redacted]

   Date of Approval or Rejection: December 5, 2006
   Signature of Authorized Individual: [Redacted]

FAA Form 337 (02/86)

[Signature]

Electronic Signature:
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 Accompanying

Removed existing FAR 36 landing light from the cowling and replaced it with a 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 retained. The provided HID wire harness from the ballast to the light was routed directly and secured for safe and XeVision installation instructions. Attached Aircraft Weight & Balance and Equipment List.

The following are instructions for continued airworthiness for this altered x-frame:

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 by the existing aircraft landing light switch. There are no unusual 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.
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 operation instructions. Permanent wiring harness between the ballast and the lamp shall be removed in accordance with XeVision installation and operation instructions.
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 firewall using standard procedures and hardware. The wire harness between the ballast and lamp shall be removed in accordance with XeVision installation and operation instructions.
8. Diagrams: Access is through the removal of the cowling and access is required.
9. Special Inspection Requirements: Not Applicable.
10. Application of Protective Treatments: Not Applicable.
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.

END

| Additional Sheets Are Attached |