

FAA 337 JUNE 12, 2006
 TTSN 61.8 HOURS

2 XE-VISION 50WATT LANDING LIGHTS INSTALLED AT 61.8 TTSN
 (JUNE 12, 2006) TO REPLACE FACTORY LANDING LIGHTS. (TAXI LIGHTS ARE FACTORY)

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification				
U.S. Department of Transportation Federal Aviation Administration						
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 a civil penalty not exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).						
1. Aircraft	Make Mooney Serial No. 29-0412	Model M-20R Nationality and Registration Mark N71BF				
2. Owner	Name (As shown on registration certificate) BIG SKY MANAGEMENT SERVICES LTD	Address (As shown on registration certificate) 135 W MAIN ST MISSOULA MT 59802-4311				
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 in FAR 43.7. Date: <u>6-8-06</u> Signature: <u>[Signature]</u>						
4. Unit Identification		5. Type				
Date: _____ Signature: _____ Title: _____ Authority: _____		FAA Inspector, DPA-FSDO				
	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			B. Kind of Agency		C. Certificate No.	
LYNN HADLER 11 WOODVIEW LANE ALGONQUIN, IL 60102-3037			<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		<input type="checkbox"/> [Redacted]	
D. 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			Signature of Authorized Individual			
6/12/2006			[Signature]			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA Fit Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual		
6/12/2006		[Redacted]		[Signature]		

(50WATT) HID LANDING LIGHTS

XE-VISION
(877) 735 4374

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.)

REMOVED EXISTING LANDING LIGHTS FROM THE BOTH WING LEADING EDGES. INSTALLED XeVISION HIGH INTENSITY DISCHARGE (HID) LIGHTING LANDING LIGHT ASSEMBLIES INTO THE VACATED POSITIONS. THE BALLASTS WERE MOUNTED TO THE WING RIBS OUTBOARD OF THE LANDING LIGHT OPENINGS, UTILIZING CLICK BOND STUD KIT P/N 04-06020 FASTENERS. NO HOLES ARE DRILLED INTO ANY STRUCTURE. THE EXISTING SWITCHES, WIRING, AND CIRCUIT PROTECTION WERE REUSED. THE PROVIDED HID WIRE HARNESS FROM THE BALLASTS TO THE LIGHTS WERE ROUTED DIRECTLY AND SECURED FOR CHAFE PROTECTION. 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.

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 EXISTING LANDING LIGHTS AND INSTALLED XeVISION HID LIGHTS.
3. CONTROL OPERATION: THE LIGHTS ARE CONTROLLED WITH THE EXISTING AIRCRAFT LANDING LIGHT SWITCHES. 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 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 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. THE BALLAST IS ATTACHED WITH CLICKBOND FASTENERS, INCORPORATING THREE STUDS WITH STANDARD NUTS. THE WIRE HARNESS BETWEEN THE BALLAST AND THE LAMP SHALL BE REMOVED IN ACCORDANCE WITH XeVISION INSTALLATION AND OPERATION INSTRUCTIONS.
8. DIAGRAMS: ACCESS IS THROUGH THE MOONEY PROVIDED INSPECTION PANELS. 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. REVISION: 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 *****

THE FACTORY ACCESS PANEL NUT PLATES
MUST BE REMOVED (DRILL OUT
POP RIVETS) TO INSTALL
UNITS. REPLACEMENT LAMPS
CAN BE INSTALLED (IN THE FUTURE)
THROUGH THE NORMAL ACCESS PANEL
WITHOUT REMOVING THE NUT PLATES
FRED STROBL (847) 639-4000

Additional Sheets Are Attached