

RECEIVED



U.S. 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

Harrisburg FSDO

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 is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <b>GRUMMAN</b>	Model <b>AA-1B</b>
	Serial No. <b>AA1B-0164</b>	Nationality and Registration Mark <b>N9664L</b>
2. Owner	Name (As shown on registration certificate) <b>Steven J Roberts</b>	Address (As shown on registration certificate) <b>409 Wyoming Avenue Wilmington,, DE 19809</b>

3. For FAA Use Only

The repairman identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to compliance instruction by a person authorized in FAR 43, section 43.7.

APPROVING INSPECTOR

DATE

*[Signature]*  
3/22/07

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 <b>Shearer Aviation Services, Inc. 398 C South Ramona Road Lebanon, PA 17042</b>	B. Kind of Agency <input checked="" type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. [REDACTED]
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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 <b>4-20-2007</b>	Signature of Authorized Individual [REDACTED]
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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 <b>4-20-2007</b>	Certificate or Designation No. [REDACTED]	Signature of Authorized Individual [REDACTED]		



## 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 original landing light from the cowl. Installed XeVision High Intensity Discharge ( HID ) light assembly ( kit # XV-36-SL) into vacated position. The ballast was mounted on the firewall. The existing switch, wiring and circuit protection were reused. The provided HID wire harness from the ballast to the light was routed directly and secured for as per XeVision installation instructions. Revised aircraft Weight and Balance and Equipment list. The current draw is slightly less than the original landing light so the circuit protection is of proper amp rating.

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 with contain warnings for bench testing.
7. Removal and Replacement Instructions: 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 the lamp shall be removed in accordance with the XeVision installation and operation and instructions.
8. Diagrams: Access is through the removal of the cowl. No diagrams required.
9. Special Inspection Requirements: Not applicable.
10. Application of Protective 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: 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.

ACCEPTED

*James H. [Signature]* 3/26/07  
Signature AEA-PD013 Don

ADDITIONAL SHEETS ARE ATTACHED