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

**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 to exceed $1,000 for each such violation (Section 901 Federal Aviation Act 1958).

<table>
<thead>
<tr>
<th>1. Aircraft</th>
<th>Make</th>
<th>Cessna</th>
<th>Model</th>
<th>172N</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serial No.</td>
<td>17269876</td>
<td>N738CR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nationality and Registration Mark</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| 2. Owner | Name (As shown on registration certificate) | BBK Aviation INC. |
| Address (As shown on registration certificate) | 50 Clifwood DR. |
| Huntington, NY | 11743-2103 |

**3. For FAA Use Only**

The alteration identified herein complied with the applicable worthiness requirements and is approved only for the aircraft described aircraft subject to conformity inspection by a person authorized in FAR 43.9.

**02/02/2006**

**4. Unit Identification**

<table>
<thead>
<tr>
<th>Unit</th>
<th>Make</th>
<th>Model</th>
<th>Serial No.</th>
<th>Repair</th>
<th>Alteration</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRFRAME</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>POWERPLANT</td>
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<td></td>
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<tr>
<td>PROPELLER</td>
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<tr>
<td>APPLIANCE</td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

**5. Type**

<table>
<thead>
<tr>
<th>Type</th>
<th>Manufacturer</th>
</tr>
</thead>
</table>

**6. Conformity Statement**

A. Agency’s Name and Address

Michael Tarascio  
864 Schroeter Ave  
Franklin Square, NY 11010

B. Kind of Agency

- U.S. Certified Mechanic
- Foreign Certified Mechanic
- Certified Repair Station
- Manufacturer

C. Certificate No.

DA-9893660

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of this form 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  
02/02/2006

Signature of Authorized Individual

**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

- FAA Flt Standards inspector
- Manufacturer
- Inspection Authorization
- Other (Specify)

- FAA Designee
- Repair Station
- Person Approved by Transport Canada Airworthiness Group

Date of Approval or Rejection  
3/08/2006

Signature of Authorized Individual

FAA Form 337 (12-88)
8. Description of Work Accomplished
   (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N738CR Ser# 17299876

The Landing light circuit breaker will be the existing circuit breaker if 10/15/20 amp values for a 14 volt electrical system or 5/7.5/10 amp for 28 volt system. The minimum recommended breaker size is 10 amps for 14 volt systems or 5 amps for 28 volt systems. The minimum breaker sizes were selected to cover the initial inrush currents.