
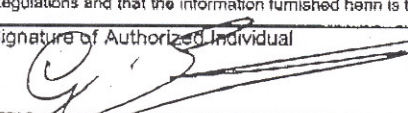
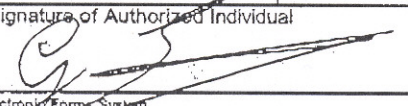


SW15 2006 10558

		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		Form Approved OMB No. 2120-0020 <b>For FAA Use Only</b> Office Identification	
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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	Beechcraft		Model	35-33
	Serial No.	CD		Nationality and Registration Mark	N638
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
				P.O. Box 398 Cordell OK. 73632	
3. For FAA Use Only					
The alteration or repair identified herein complies with applicable airworthiness requirements and is approved for use only on the aircraft described above subject to conformity inspection by a person authorized in § 43.7. <u>04/07/2006</u> <u>Joseph R. Bisher</u> Date: FAA Inspector, A3W-P380-15 (10/00)					
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. Kind of Agency		C. Certificate No.	
Craig Easter P.O. Box 2064 Weatherford OK. 73096		<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		452-13-5497	
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			
3-21-06					
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 Ft. 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		Certificate or Designation No.	Signature of Authorized Individual		
6-2-06		452-13-5497			

**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.)*

Installed XeVision High Intensity discharge Xenon landing light lamp system in existing location of landing light in nose bowl.

1. Removed existing 4313 landing light bulb from nose bowl.

2. Installation was performed using "Installation and operating instructions" Supplied with the XV36SL-1-14 kit.

3. Mounted the Electronic controller directly to forward side of web 35-410446-173 at location (F.S. 12.125) (B.L. 10.25) Described as between the nose bowl and forward web just above the air box on the right side.

4. Mounting of Electronic controller is by (3) AN3-10A bolts and (3) AN365-1032 nuts with (3) AN970-3 large area washers on the rear.

5. Existing wiring from original light was retained as it exceeds the requirement of new light see attached drawing.

6. The mounting for the old 4313 bulb and the new bulb are the same mounting dimensions. The same mounts were retained.

7. The system was installed with reference to 43.13-1B Chapter 11, sections 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 15, and 17.

8. Instructions for continuous airworthiness are contained in a document titled Instructions for Continued Airworthiness For a Beechcraft 35-33 Aircraft With XeVision H.I.D. Replacement Landing Light in Nose bowl dated 3/21/06

9. Functional checks performed.

10. Aircraft Weight and balance checked and updated.

11. Electrical Schematic drawing and ICA attached

-----End.-----

■ Additional Sheets Are Attached



Owner/Operator:

P.O. BOX 330  
Cordell OK. 73632

Document No. SW15 2006 10558

Registration No. N638V

March 21, 2006

Instructions for Continued Airworthiness  
For a Beechcraft 35-33 Aircraft  
With XeVision H.I.D. Replacement Landing Light in Nose bowl.

1. **Introduction:** This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and should be made reference to during the aircraft's scheduled maintenance program.
2. **Description:** A XeVision light was installed in replacement of the 4313 landing light in the nose bowl. The ballast is mounted on the forward side of web just aft and right of bulb. The existing wire and circuit breaker were retained.
3. **Control, operations information:** Reference XeVision installation and operations manual.
4. **Servicing Information:** The unit must be returned to XeVision in the event of a repair is needed.
5. **Maintenance Instructions:** Reference XeVision installation and operations manual.
6. **Troubleshooting Information:** Reference XeVision installation and operations manual.
7. **Removal and Replacement Information:** Reference XeVision installation and operations manual and standard practices.
8. **Diagrams:** There are no access plates that need to be removed for inspection. But note: The ballast is mounted on the forward side of web just aft and right of bulb and the bulb and air filter need to be removed for access to the ballast.
9. **Special Inspection Requirements:** N/A
10. **Application of Protective Treatments:** N/A
11. **Special Hardware Data:** N/A
12. **List of Special Tools:** N/A
13. **For Commuter Category Aircraft:** N/A
14. **Recommended Overhaul Periods:** N/A
15. **Airworthiness Limitation Section:** This installation remains airworthy provided it meets serviceability and security of the existing inspection guidelines for this aircraft. There are no additional inspections for continued airworthiness particular to this installation.
16. **Revision:** The instructions for continued airworthiness checklist (ICA) may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing block 3 and included the following statement: "The attached revised/new instructions for continued airworthiness (dated \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the instructions for continued airworthiness (dated \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date on the form 337.
17. **Assistance:** N/A
18. **Implementation and Recordkeeping:** For major alterations performed in accordance with FAA field approval policy, the owner/operator operating under FAR part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with FAR 43.9. This entry records the major alteration and identifies the original ICA location (E.g., block 8 of FAA form 337) along with inspection/maintenance requirements.

# Document No. SW15 2006 10558

## Landing Light Wiring Diagram

