



US 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

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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make <p style="text-align: center;">Ryan</p>	Model <p style="text-align: center;">Navion B</p>
	Serial No. <p style="text-align: center;">NAV-4-2313B</p>	Nationality and Registration Mark <p style="text-align: center;">N5413K</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Putney, William W III Rodgers, Gail C</p>	Address (As shown on registration certificate) <p style="text-align: center;">5780 Balmoral Drive Oakland, CA 94619</p>

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, Section 43.7

05/29/2003 *S. Dennis* OAK-FSDO
 DATE SIGNATURE OAK-FSDO

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.
Pierre Borduas 875A Island Dr. #253 Alameda, CA. 94502	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A.P. 2020552 I.A.
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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 <p style="text-align: center; font-size: large;">6-2-03</p>	Signature of Authorized Individual <p style="text-align: center;"><i>P. Borduas</i></p>
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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 <p style="text-align: center; font-size: large;">6-2-03</p>	Certificate or Designation No. <p style="text-align: center;">A.P. 2020552 I.A.</p>	Signature of Authorized Individual <p style="text-align: center;"><i>P. Borduas</i></p>
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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.)

Description of alteration: This alteration installs an Air Wolf full flow remote oil filter.

Description of work: While the aircraft is not listed in the applicability list, this installation was performed in accordance with STC SA00024NY that does list the Lycoming GO480 engine series. The applicability list does include other Type Certificated aircraft which use this engine type.

The filter was mounted with hardware and the doubler plate and bracket provided in with the unit from Air Wolf. New Teflon fire sleeved hoses replaced all the existing oil hoses and the additional hoses required for this alteration. These hoses meet 23.1017(a)

The filter mounting unit was installed on the upper right firewall at station 54. Because the STC holder's kit for the GO480 engine is a universal type, no adapter was used to couple the filter to the engine. Instead the filter was installed in oil line between the engine oil output port and the oil coolers.

This installation was accomplished without deviation from the STC instructions with permission of the STC holder (See attachment) without.

The items associated with this alteration have been added to the aircraft equipment list and a new dry weight and balance calculated in accordance with 43.13-1B (10-20). This alteration does not place the aircraft's dry weight and balance outside the limits established in the aircraft's TCDS.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

- 1) **Introduction:** See above (Form 337 section 8).
- 2) **Description:** See above (Form 337 section 8).
- 3) **Control:** See Airwolf Filter Installation and Operation manual.
- 4) **Servicing information:** No service of the filter mounting is required. The associated filter canister should be replaced at each oil change (see 7 below).
- 5) **Maintenance Instructions:** Not applicable.
- 6) **Trouble shooting information:** Not applicable.
- 7) **Removal and replacement information:** The filter mounting may be replaced with a like unit supplied by Air Wolf or it's successors. The filter is a spin on type canister and can be replaced with any of the type and manufacturer listed in the STC or the Airwolf Filter Installation and Operation manual.
- 8) **Diagrams:** Not applicable.
- 9) **Special inspection requirements:** Not applicable.
- 10) **Application of protective treatments:** Not applicable.
- 11) **Data:** Fasteners used were part of the STC holder's installation kit. Should these need to be replaced refer to the Airwolf Filter Installation and Operation manual parts list.
- 12) **List of special tools:** No special tools are required to install or maintain any components associated with this alteration.
- 13) **For commuter category aircraft:** Not applicable.
- 14) **Recommended overhaul periods:** Not applicable.
- 15) **Airworthiness Limitation Section:** Not applicable.
- 16) **Revision:** A letter will be submitted 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 of the 337.

----- NOTHING FOLLOWS -----