



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).

<b>1. Aircraft</b>	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>
<b>2. Owner</b>	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

05-29-03

DATE                      SIGNATURE                      OAK-FSDO

### 4. Unit Identification

### 5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in Item 1 above) -----				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
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; font-size: large;"></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

<b>BY</b>	FAA Flt. 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; font-size: large;"></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 a CO Guardian model Aero-352 (or Aero-452) carbon-monoxide cabin air monitor in the instrument panel at location 11b (see attached dwg N5413K Panel). This unit supplies supplemental information only and is not a required item. The manufacturer states that "Product is shielded to prevent EMI (Electro-Magnetic Interference) with Aircraft systems". After installation a check for interactions with other systems was made to comply with 23.1309 (a)(1).

**Description of work:** Installed Aero-352 CO monitor in accordance with CO Guardian installation instruction per CO Guardian "Install sheet AERO-352".

This unit is connected to aircraft power by a dedicated 3A fuse (Buss PN: GMA-3) labeled "CO Mon.". The fuse is located in a fuse block on the lower left side of the control panel. Connections to aircraft power comply with 23.1365 "Electrical cables and equipment" (a, d, e) and 23.1357 "Circuit protective devices". This unit interfaces to no other aircraft system.

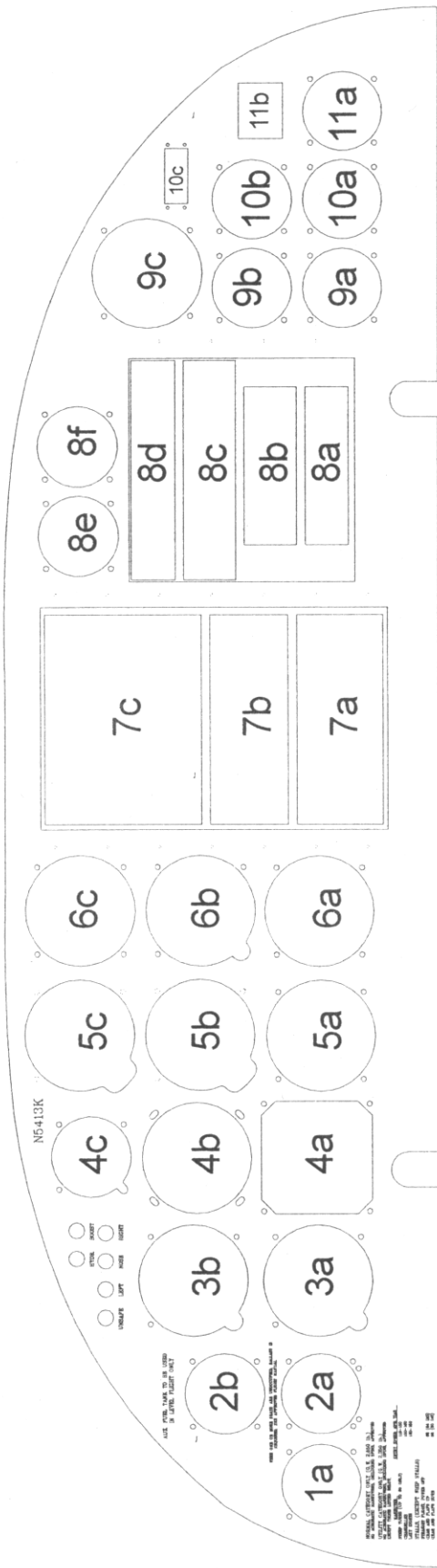
The total aircraft system electrical load does not exceed 80% of the generating capacity after this alteration.

A new weight and balance measurement in accordance with 43.13 chapter 10 has been done which includes this alteration

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### INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

- 1) **Introduction:** See above (Form 337 section 8).
- 2) **Description:** See above (Form 337 section 8).
- 3) **Control:** Operation of the Aero-352 is covered in the CO Guardian "Operating Guidelines For The Aero-352".
- 4) **Servicing information:** Not applicable.
- 5) **Maintenance Instructions:** Not applicable.
- 6) **Trouble shooting information:** Not applicable.
- 7) **Removal and replacement information:** Remove power by removing fuse. Unit is attached to the instrument panel with 2 #6-32 flat head screws. Mark fuse holder if unit is to be left out while aircraft is in operation. May be replaced by another CO Guardian model Aero-352 or Aero-452.
- 8) **Diagrams:** Not applicable.
- 9) **Special inspection requirements:** Not applicable.
- 10) **Application of protective treatments:** Not applicable.
- 11) **Data:** No structural fasteners were used in the installation of this unit.
- 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:** The manufacture recommends that the unit be returned to the factory every 60 months for recalibration.
- 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.



Material: 6061-T6  
 Thickness: 0.100"  
 Finish: Low reflectivity powder coating

Reg: N5413K  
 SN: NAV-4-2313B

# N5413K Panel

SIZE	FSCM NO.	DWG NO.	REV
A		NAV-2452781-13888	1.0
SCALE	1:5	DATE	22 May, 2003
		SHEET	1 of 1