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 civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Beechcraft	Model: A36 Bonanza
	Serial No.: E-957	Nationality and Registration Mark: USA N200ED
2. Owner	Name (As shown on registration certificate): Daryl A. Rosinbaum Tonya A. Rosinbaum	Address (As shown on registration certificate): 9834 Saxet Dr. Boerne, Texas 78006

3. For FAA Use Only

THE DATA [illegible] IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY PERSON AUTHORIZED IN FAR 43.7

Date: 5/15/2002

FAA Inspector, SAT FSDO

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type: 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.
Daryl A. Rosinbaum 9834 Saxet Dr. Boerne, Texas 78006	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	457022457

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
May 15, 2002	Daryl Rosinbaum

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 [X] APPROVED [ ] REJECTED

BY							
		FAA Flt. Standards Inspector		Manufacturer	X	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
5-15-2002	509628070	Joe Brannock Berry

FAA Form 337 (12-88)

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.)

Installation of Electronics International Dual Fuel Level FL-2RA-12 Instrument:

Removed both Beechcraft p/n 58-380075-11 fuel quantity indicators. Installed 2 1/4 inch instrument hole cover in place of right fuel quantity indicator position. Disconnected both p/n 58-324041 Fuel Quantity PC boards (2). Installed an Electronics International FL-2RA-12 Dual Fuel Level instrument s/n 053987 into the left fuel quantity position. Installed an EI CP-1 light dimmer pot adjacent to FL-2RA-12 indicator. Original fuel sender units in each wing tank used. All wiring and installation was accomplished per Electronics International Operating and Installation Instructions #OI- 0131941A dated 10/15/01and AC 43.13-1B Chapter 11 and AC 43.13-2A Chapter 11. Modification to EI wiring harness included fabrication of two new male connectors (AMP / TYCO p/n 1-480270-0) to mate with existing left and right female connectors from original fuel sender wiring harness. Both left and right fuel tanks were calibrated per EI Installation Instructions OI-0131941A dated 10/15/01. Installed the following two placards near the FL-2RA-12:

"DO NOT SOLELY RELY ON THE FUEL LEVEL INSTRUMENT TO DETERMINE THE FUEL LEVELS IN THE AIRCRAFT"

" DO NOT TAKEOFF IF FL-2 INDICATES IN YELLOW ARC(S) (LED'S) OR WITH LESS THAN 13 GALLONS IN EACH MAIN TANK"

For reference, see also previously approved form 337, dated 3-14-2002, reg. no. N71400.

A copy of the Electronics International Operating and Installation Manual # OI 0131941A dated 10/15/01 must remain in the aircraft at all times. Weight and balance updated. Equipment List updated.

Instructions for Continued Airworthiness attached.

----------END----------

Additional Sheets Are Attached

Owner / Operator:
Daryl Rosinbaum
9834 Saxet Dr.
Boerne, Texas 78006

Document No. FL-2-ICAW rev. IR
Registration No. N200ED
May 15, 2002

ACCEPTED
Date: 5/15/2002
Principal Airworthiness Inspector
SAT-FSDO

Instructions for Continued Airworthiness

for a Beechcraft A36 Aircraft

with an Electronics International Dual Fuel Level System FL-2RA-12

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: The Electronics International Dual Fuel Level Instrument consists of the FL-2RA-12 instrument mounted in the center instrument panel. It features a dual 90 degree analog display of fuel quantity as well as a single digital display of quantity. A single switch allows selection of left, right, or both fuel tank quantities. The digital display is calibrated in gallons. The analog display provides a quick reference to the left and right tank fuel levels. An advantage of the analog display is its ability to emit a green, yellow or red light corresponding to various levels of fuel. A red LED is for empty, two yellow LED's indicate 3/8 and less fuel quantity (13 Gallons) and the remaining LED's are green.

3. Control, operation information: Reference the Electronics International Operating and Installation Instructions # OI 0131941A dated 10/15/01, included in the maintenance records for the aircraft.

4. Servicing Information: The Dual Fuel Level Instrument is serviced on an on-condition basis and there is no periodic or scheduled maintenance required for continued operation of this system.

5. Maintenance Instructions: The scheduled Maintenance tasks required by this modification to be added to the aircraft owner/operators appropriate airplane maintenance program are as follows:

a. Perform, on at least an annual basis, a periodic inspection of the instrument mounting, wiring harnesses and connectors behind the instrument panel for integrity, security, wear and chaffing. Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion, etc.

b. Ensure that the following two placards are installed near the FL-2 instrument:

"DO NOT SOLELY RELY ON THE FUEL LEVEL INSTRUMENT TO DETERMINE THE FUEL LEVELS IN THE AIRCRAFT"

"DO NOT TAKEOFF IF FL-2 INDICATES IN YELLOW ARC(S) (LED'S) OR WITH LESS THAN 13 GALLONS IN EACH MAIN TANK"

6. Troubleshooting Information: Reference the following:

a. Electronics International Operating and Installation Instructions # OI 0131941A dated 10/15/01 for Error Codes. Note: on every power-up, the FL-2RA-12 checks the left and right tank

calibration data independently and if an error is found, the FL-2RA-12 will display it and locks the unit in a non-operating mode.The first error code that is found is shown in the digital display. Refer to pages 12 thru 15 of the Installation Instructions for error code resolution.

b. Electronics International Technical Notes # 0718971A dated 10/15/01, for Fuel Level System Issues (attached at the end of the Installation Instructions) which discusses troubleshooting scenarios for resistance type fuel senders.

7. Removal and replacement Information: Reference the Electronics International Installation Instructions # OI 0131941A dated 10/15/01, pages 6 thru 8. Should it become necessary to remove the FL-2RA-12, remove the associated cables and wiring connectors, replace the original Beech PC board connectors and reinstall Beech fuel quantity gauges. Remove the applicable placards and restore aircraft to the original configuration. Revise / update the weight & balance and equipment list as appropriate and make a logbook entry that the unit has been removed and replaced with the original Beechcraft fuel quantity indicators.

8. Diagrams: There are no access plates that need to be removed for inspection. However, an "Enter" button is on the reverse side of the unit for calibration purposes.

9. Special Inspection Requirements: N/A

10. Application of Protective Treatments: N/A

11. Data: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapters 8 and 11, and AC 43-13-2A Chapter 11.

12. List of Special Tools: N/A

13. For Commuter Category Aircraft: N/A

14. Recommended Overhaul Periods: N/A

15. Airworthiness Limitation Section: During each periodic or annual inspection, ensure the following two placards are installed near the FL-2RA-12 Indicator on the instrument panel:

a. "DO NOT SOLELY RELY ON THE FUEL LEVEL INSTRUMENT TO DETERMINE THE FUEL LEVELS IN THE AIRCRAFT"

b. " DO NOT TAKEOFF IF FL-2 INDICATES IN YELLOW ARC(S) (LED'S) OR WITH LESS THAN 13 GALLONS IN EACH MAIN TANK"

A copy of the Operating Manual, Electronics International #OI 0131941A dated 10/15/01 must be in the aircraft at all times.

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 includes the following statement: "The attached revised/new Instructions for Continued Airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifyingthe 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.