



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

05-29-03 *[Signature]*
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 <p style="text-align: center;">Pierre Borduas 875A Island Dr. #253 Alameda, CA. 94502</p>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <p style="text-align: center;">A.P. 2020552 I.A.</p>
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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;">6-2-03</p>	Signature of Authorized Individual <i>[Signature]</i>
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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 Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <p style="text-align: center;">6-2-03</p>		Certificate or Designation No. <p style="text-align: center;">A.P. 2020552 I.A.</p>		Signature of Authorized Individual <i>[Signature]</i>	

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 removes the previous Narco ELT and replaces it with an Ameri-King model AK-450 ELT. The previously existing antenna was reused. A new remote indicator/control unit was mounted in location 10c on the instrument panel (see attached dwg N5413K Panel).

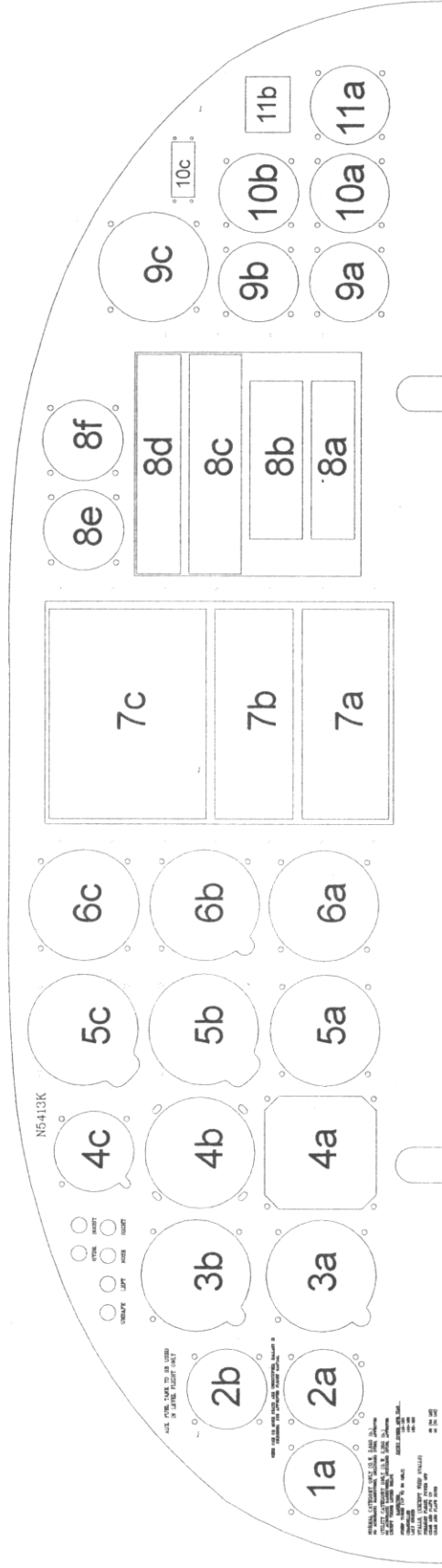
Description of work: The old ELT was removed from the upper cabin longeron. A new mounting plate was fabricated from 6061-T6 .090" thick and located between the battery trays between stations 179.75 and 198. Of the possible locations this was determined to be the most survivable (per RTCA DO-182 & DO-183). The installation and tests were conducted per Ameri-King Installation and Operation Manual (Document No: IM-450).

The new modular connecting cable between the control and the ELT was routed through the same frame holes and grommets as the previous ELT's wiring. This unit is not connected to aircraft power.

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

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 ELT is covered in Section 3.2 of the Ameri-King Installation and Operation Manual (Document No: IM-450).
- 4) **Servicing information:** Replacement of batteries is covered in section 2.5.1 of the Ameri-King Installation and Operation Manual (Document No: IM-450). Note there are batteries in both the ELT and the remote control units.
- 5) **Maintenance Instructions:** In compliance with 91.207 "Emergency locator transmitters" (d) the inspections called for in the Ameri-King Installation and Operation Manual (Document No: IM-450) Section 3.4 should be carried out at a maximum of 12-month intervals (during the annual inspection). The functional test called for in section 3.3 should be performed every 3 months.
- 6) **Trouble shooting information:** Not applicable.
- 7) **Removal and replacement information:** The ELT is located between the battery boxes behind the baggage curtain. The ELT can be removed by operating its mounting catch. The aircraft cannot be returned to service without the ELT. The ELT's remote control is mounted on the instrument panel. Disconnect the modular connector from the rear of the unit. It is attached to the panel by 4 - #4-40 flat head screws.
- 8) **Diagrams:** Not applicable.
- 9) **Special inspection requirements:** Not applicable.
- 10) **Application of protective treatments:** Not applicable.
- 11) **Data:** If fasteners must be replaced, the new fasteners must be capable of meeting the requirements of RTCA DO-182 and DO-183.
- 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.



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