



U.S. Department of Transportation  
Federal Aviation Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020  
11/30/2007

Electronic Tracking Number

For FAA Use Only

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 such violation (Section 901 Federal Aviation Act 1958)

<b>1. Aircraft</b>	Nationality and Registration Mark <b>N6047B</b>	Serial No. <b>34047</b>	
	Make <b>Cessna</b>	Model <b>182</b>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Rumfield, Scott G. Rumfield, Linda J.</b>		Address (As shown on registration certificate) <b>14800 Zircon Cir.</b>
			City <b>Anchorage</b> State <b>AK</b>
			Zip <b>99516-4335</b> Country <b>United States</b>

**3. For FAA Use Only**

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in § 43.7

*David Mathew*  
**05/29/2010**  
**FAA-AAL-CMO-07**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name <b>David Mathew</b>		<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <b>4201 Floatplane Dr.</b>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <b>Anchorage</b> State <b>AK</b>		<input type="checkbox"/> Certificated Repair Station	<b>3489472</b>
Zip <b>99502</b> Country <b>United States</b>		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>David Mathew</i> <b>7-1-2010</b>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

<b>BY</b>	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>3489472</b>	Signature/Date of Authorized Individual <i>David Mathew</i> <b>7-1-2010</b>
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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.)*

N6047B

7-1-2010

Nationality and Registration Mark

Date

- 1.) Description  
Replaced existing navigation light assemblies with AeroLED Pulsar NS series wingtip assemblies and the SunTail tail nav light assemblies. The installed nav lights are circuit protected through the use of a 1 amp circuit breaker switch which is appropriately placarded. The strobe light functions were wired in and use a 10 amp circuit breaker switch located adjacent to the nav light switch, and is appropriately placarded. All wiring & wires used meet criteria found in AC 43.13-1B Chapter 11, section 5 & 6, and AeroLED's installation instructions and associated wiring diagrams which are attached. The new nav light assemblies were installed in the same location as the original assemblies using mounts included with light assemblies. Installation was tested and found to meet all lighting requirements found in CAR 3.700 through CAR 3.703, including light angles, intensity, color and wiring. Aircraft bus voltage is 14 volts.
- 2.) Control & Operation Information  
No Change
- 3.) Servicing Information  
Appropriate Cessna 182 maintenance manual
- 4.) Maintenance instructions  
Appropriate Cessna 182 maintenance manual  
AC 43.13-1B Chapter 11
- 5.) Troubleshooting Information  
Not applicable
- 6.) Removal & Replacement Information  
Appropriate Cessna 182 maintenance manual
- 7.) Diagrams  
AeroLED installation instructions & wiring diagram
- 8.) Special Instructions  
None
- 9.) Application of Protective Treatments  
None
- 10.) Data  
Appropriate Cessna 182 maintenance manual  
AeroLED installation instructions & wiring diagram
- 11.) List of Special Tools  
None
- 12.) Commuter Category Aircraft  
Not applicable
- 13.) Recommended Overhaul Periods  
No additional overhaul limitations
- 14.) Airworthiness Limitations  
No additional airworthiness limitations
- 15.) Revision  
If a revision is required, revision is to be submitted to the local FAA Flight Standards Office in writing, including the referenced 337 and proposed changes to said document
- 16.) The above installed modification was found to not interfere with any other systems or equipment and does not exceed 80% of alternator output. RFI output on strobe function was tested and found to not interfere with radios or avionics.
- 17.) Aircraft weight & balance change negligible and the equipment list was revised.

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Additional Sheets Are Attached