

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

2. DESCRIPTION OF WORK ACCOMPLISHED.

Removed wings from aircraft and stripped old fabric. Both wing structures inspected and found free of defects. Structures cleaned and painted with zinc chromate. Each wing was put in a jig that held the root and strut attaching points in the same relative position as they were before removal from aircraft. Both wings recovered with 24ST3 aluminum per supplemental type certificate (T.C.799) SA-134. All work accomplished per aviation engine and modification co. drawing #1214170 and C.A.M.18. Wing structures inspected and approved for recovery by

Island Flanor June 10, 1961

The following items pertaining to the modification work on these wings is noted:

1. Spacers between 24ST3 skin and both front and rear spars were used to maintain flat surface.
2. The inner surfaces of all skins painted with zinc chromate.
3. Anchor nuts (AN) were installed in place of riv nuts and 10-32 (AN) screws used to install inspection covers.
4. The Grimes retractable landing light in the left wing was removed and a leading edge landing light installation consisting of two 100 watt lights installed. Separate #14 wires were run from switches on the aircraft instrument panel to allow either or both light operation. Installation was per Cam 18 practice and a sketch drawing is attached.
5. The aircraft was weighed with empty gas tanks and ~~empty~~ Fuel oil sump to obtain the new weight and balance data. Because the Wright 90 and GE MT16 radio installations were removed and to have the best weight and balance data possible, a complete list of installed equipment is attached.
6. N2669V painted on sides of fuselage - 12" high and 2" wide numbers and letters.

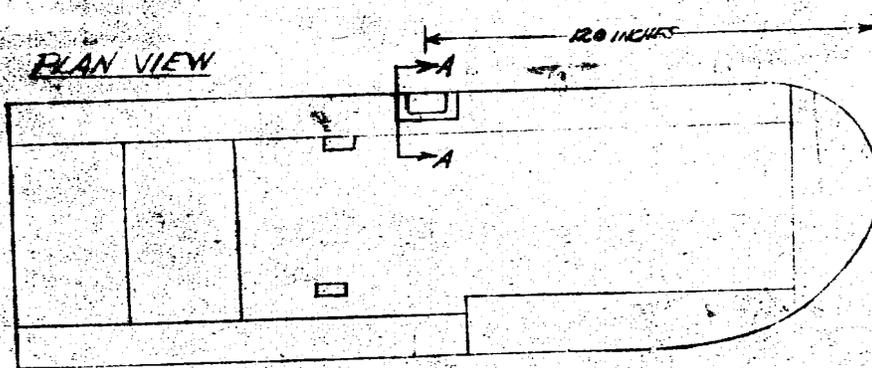
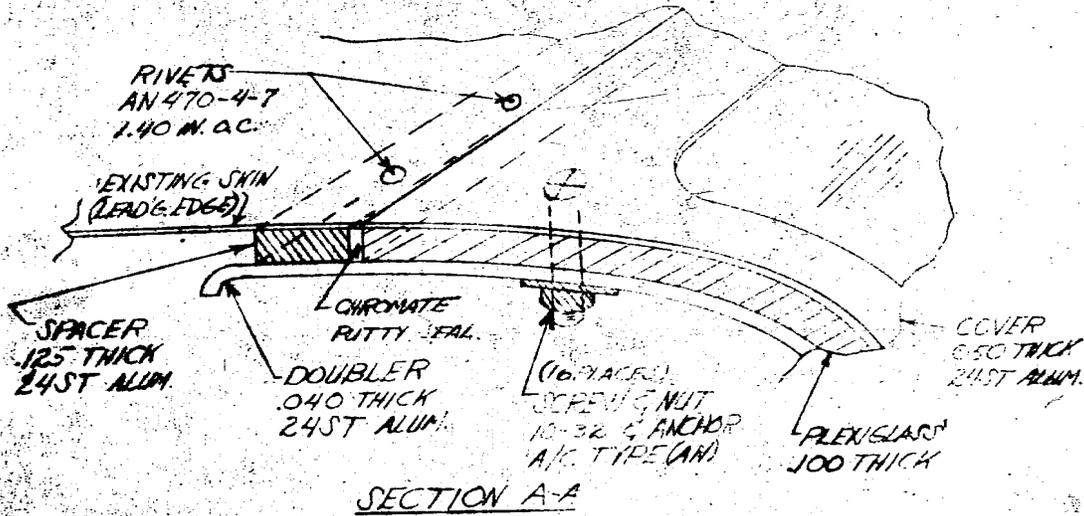
The following equipment was removed from the aircraft prior to weighing for an actual weight on the 337 form.

Item	Description	Weight	ARM
305	Landing light, Grimes E-3040-8	-6	7.44
	Wright transceiver/case	-5	-60
	Dynamotor Power Supply	-45	2.0
	Wright cables	-1.25	5.0
	GE4EC27A1 Control Head	-1.25	16.0
	GEB7487952G4 Relay Assembly	-.50	1.0
	GE MT16 transceiver/case	-25	95
	GE transceiver mount	-2.0	95
	GE 7147299G3 Power cable	-2.0	50
	GE VHF antenna	.2	4

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

LEADING EDGE LANDING LIGHT INSTALLATION - CESSNA 170 - N2669V



LEFT WING BOTTOM VIEW
NOT TO SCALE (SIZE)

INSTALLED TWO 100 WATT LIGHTS IN BRACKETS SUPPLIED FROM
FRICKS, SELMA, CALIF. PER INSTRUCTIONS SUPPLIED & MANUAL-18
PRACTICE. *14 INSULATED WIRES RUN TO LIGHTS INDIVIDUALLY
FROM SEPERATE SWITCHES ON INSTRUMENT PANEL