



U.S. 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 such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Republic	Model RC-3 Seabee
	Serial No. 462	Nationality and Registration Mark N6255K
2. Owner	Name (As shown on registration certificate) Robert Allen Gould	Address (As shown on registration certificate) 44-365 Kaneohe Bay Drive Kaneohe, HI 96744-2664

3. For FAA Use Only

The data/entries 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 Part 43, section 43.7.

APR 04 1997

Scott Chisholm

4. Unit Identification

WP-HNL-FSD

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	B. Kind of Agency	C. Certificate No.
Denis Balczeniak 322 Aolaa Street #1708 Kailua, HI 96734	<input checked="" type="checkbox"/> U.S. Certified Mechanic	A&P 332400733
	<input type="checkbox"/> Foreign Certified 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 31 March 1997	Signature of Authorized Individual <i>Denis Balczeniak</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	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 8 April 1997	Certificate or Designation No. AI 332400733	Signature of Authorized Individual <i>Denis Balczeniak</i>
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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.)

Republic RC-3 Seabee N6255K, Time in service 769.2
27 March 97

1. Installed Precise Flight, Inc. Pulselite Control Unit in the landing light system in accordance with Precise Flight Installation instructions No. PPRI-1000, Rev #5, and PPRI-2000, both dated 14 July, 1987 and PPRI-3000 dated 4 April, 1989 as per Supplemental Type Certificate Number SA4005NM.
2. Control Unit attached to aircraft sidewall at Station 21 per drawing #1.
3. System wired in accordance with Precise Flight, Inc. drawing number OOP019M dated 3-24-89 and drawing #1 (attached)
4. Functional and operation checked. The installation has been inspected and found to not adversely affect the airworthiness of the aircraft.
5. Weight and balance data to be incorporated into the Equipment List.

-----Last Item-----

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA4005NM

This certificate, issued to Precise Flight, Inc.

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the * Regulations.*

Original Product — Type Certificate Number: *

Make: *

Model: *

*See Attached Approved Model List (AML)
No. SA4005NM for List of Approved
Airplane Models and Applicable
Airworthiness Regulations.

Description of Type Design Change: Installation of Precise Pulselite Control Unit in the Landing/Taxi System in accordance with Precise Flight Installation Instructions No. PPRI 1000, revision #5, and PPRI-2000 both dated July 14, 1987, and PPRI-3000 dated April 4, 1989, or later FAA Approved Revisions.

NOTE: This Pulselite system is considered optional equipment and the aircraft may be dispatched with the system turned off. In case of malfunction, an alternate means of deactivating the system by pulling the circuit breaker has been evaluated as an alternate configuration and is considered acceptable for dispatch.

Limitations and Conditions: Approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate and AML No. SA4005NM shall be maintained as part of the permanent records for the modified aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: July 21, 1984

Date issued:

Date of issuance: August 19, 1987

Date amended: March 31, 1988; May 4, 1989



By direction of the Administrator

Chuan R. Halperstam
(Signature)

Acting Assistant Manager, Seattle
Aircraft Certification Office

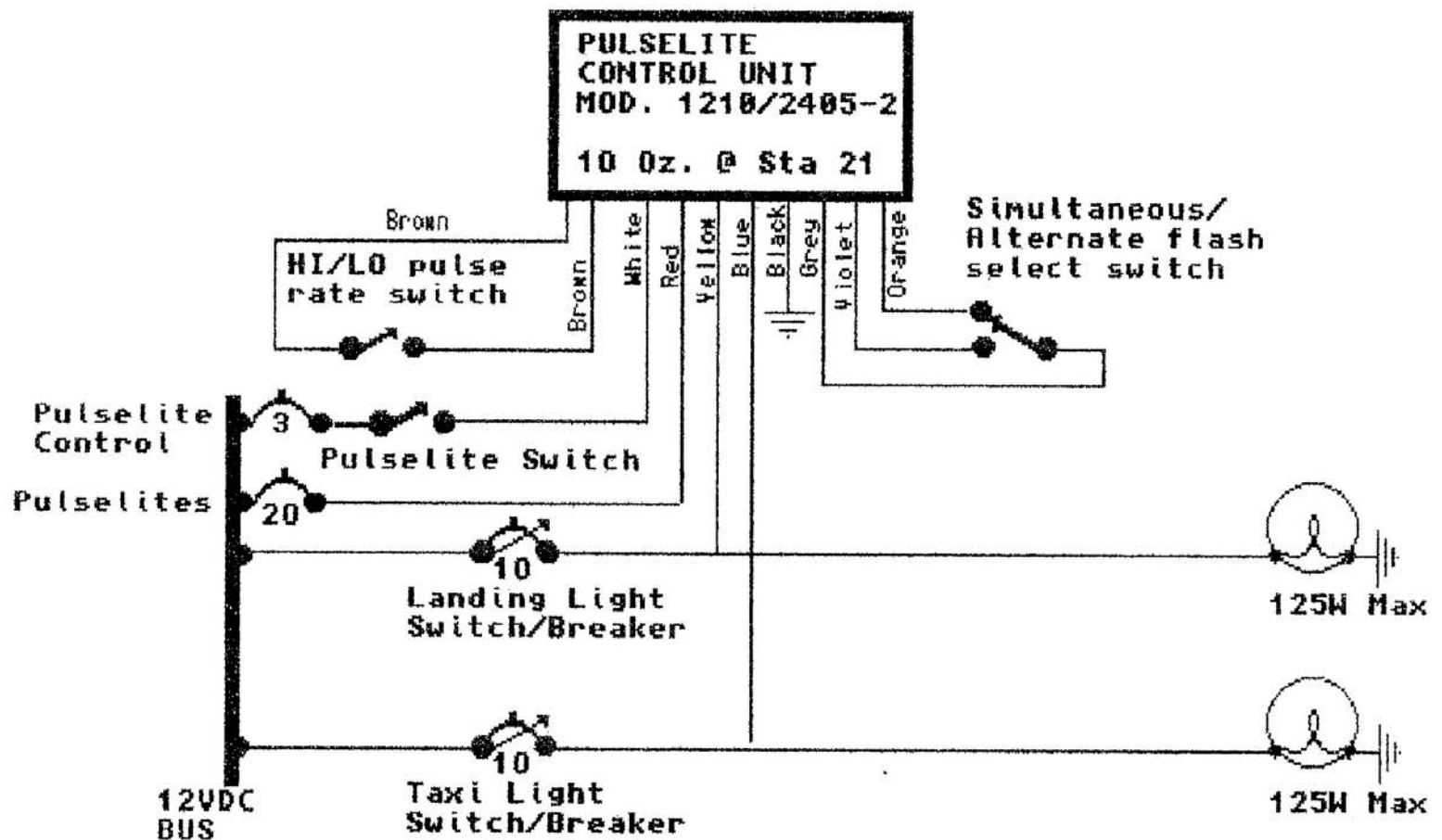
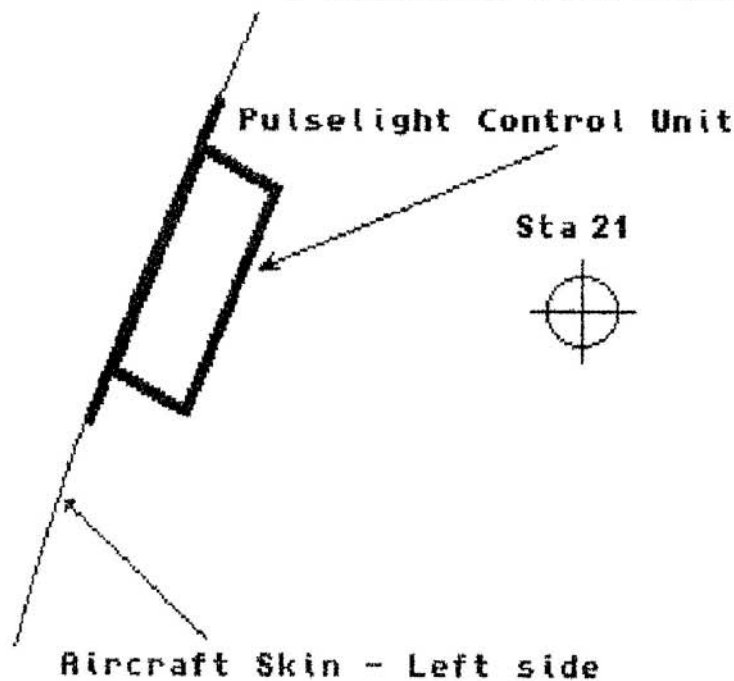
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

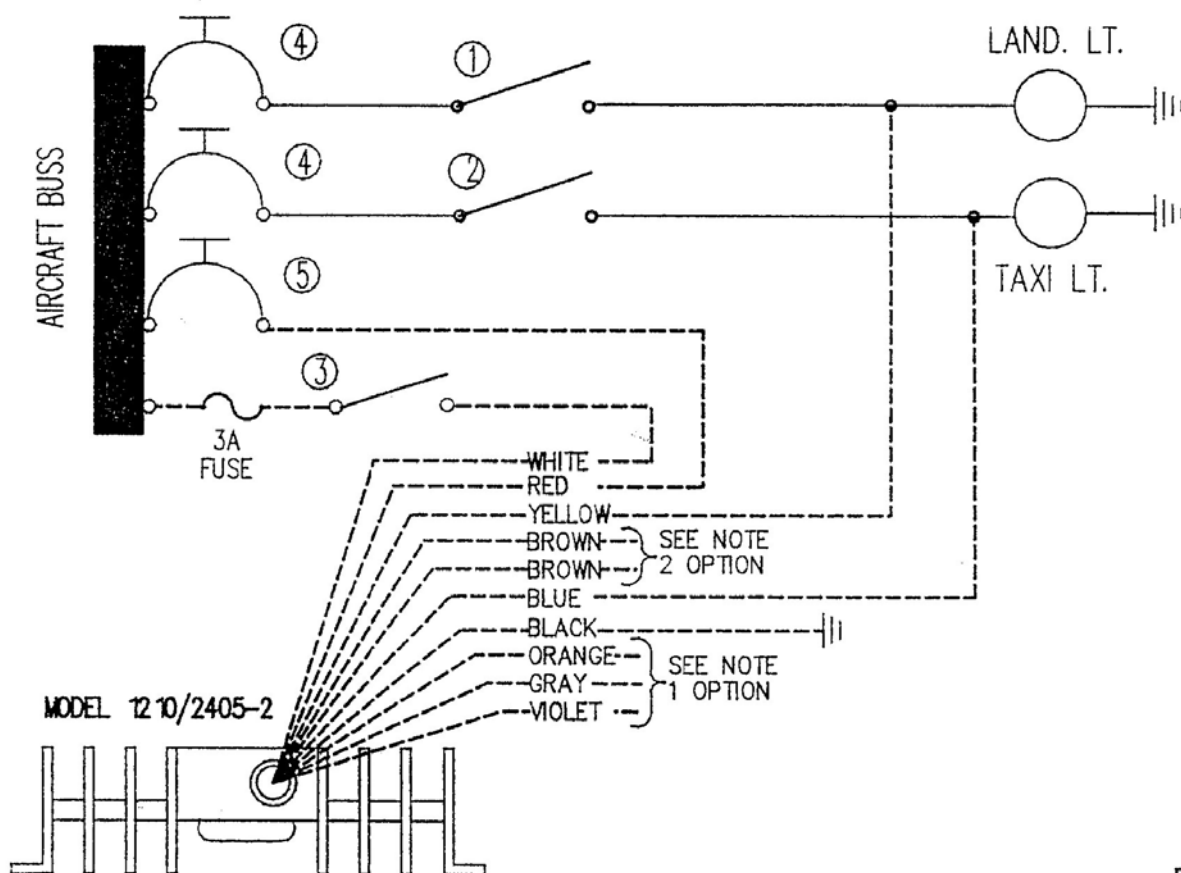
This certificate may be transferred in accordance with FAR 21.47.

DRAWING #1

Pulselite installation



TYPICAL AIRCRAFT WITH 2 LIGHTS CONTROLLED BY 2 SWITCHES CONNECTED TO 2 CHANNELS (YELLOW AND BLUE WIRES)



MAXIMUM WATTAGE: 125 WATTS PER CHANNEL

VOLTAGE CAPACITY: 12/14VDC OR 24/28VDC

WIRE SIZES: All wiring must conform to AC 43.13-1A, Chapter 11, Sec. 3.

Wire gauge used must be equal to or greater than existing wire gauge.

CONTROL UNIT WEIGHT: 10 OZ. @ 21"

NOTES:

1. Attach violet wire to gray wire for an alternating pulse, attach orange wire to gray wire for a simultaneous pulse. **CONTROL SWITCHED**
Insulate and tie off wire not used.
2. Connect brown wires for a high speed pulsing rate, disconnect brown wires for normal speed pulsing. **CONTROL SWITCHED**
3. Ground control unit to airframe (black wire).
4. The pulselite switch is connected to a 3 amp fuse on the white wire to a positive DC buss. **c/b**

- ① LANDING LIGHT SWITCH (ORIGINAL EQUIPMENT)
- ② TAXI LIGHT SWITCH (ORIGINAL EQUIPMENT)
- ③ PULSELITE (ON/OFF) SWITCH & 3A FUSE
- ④ CIRCUIT BREAKER (ORIGINAL EQUIPMENT)
- ⑤ A 20 AMP FUSEHOLDER IS PROVIDED, CIRCUIT BREAKERS ARE OPTIONAL.

PRECISE FLIGHT, INC.
63120 POWELL BUTTE ROAD
BEND, OREGON 97701 (503) 382-8684



TITLE: PULSELITE CONTROL UNIT 1210/2405-2

DR BY: JMR DATE: 3-15-89 DRAWING NO: 000P019M

CH BY: RGE DATE: 3-24-89 STC# SA4005NM

APP BY: RCS DATE: 3-23-89 RPT # PPRI-3000

REVISION
A ENGINEERING ORDER CHANGE # 142
DR/DATE
APP/DATE
JLP 8-8-91 LEE 8-9-91

FIGURE 1

Preliminary Load Analysis

<u>Equipment</u>		<u>Amps</u>
Transponder		0.75
Encoder		0.18
Nav		0.32
CDI		0.60
Com	(Peak Transmit)	2.50
Audio Panel	(Peak)	1.70
Intercom		0.25
EGT Gauge		0.98
Fuel Flow		0.10
Digital Tach		0.20
Gear Warning		0.30
Pulse Light		0.02
Horizon		0.92
DG		0.92
Turn Coordinator		0.50
Instrument Lighting		2.00
Landing Lights	(Intermittent) - (in pulse mode)	7.50
Strobe Lights		7.00
Nav Lights		1.83
Fuel Boost Pump	(Intermittent) <	5.00
Entertainment System	(Peak) <	3.00
Engine Instruments		0.20
Bilge Pumps (Intermittent-total worst case all 3)	<	4.83
Interior light	(Normally not used in flight)	0.67
Anchor light	(Normally not used in flight)	0.61
Total Load, Maximum Possible Intermittent	<	52.88
Normal Total Intermittent Load	<	46.77
Normal Load	<	34.27
Alternator Output, Continuous Rated		50.00
Normal Load as percentage of Alternator output		68.54%
Normal Total Intermittent Load (as percentage of Alternator output)		93.54%
Max Intermittent Load as percentage of Alt output		105.76%