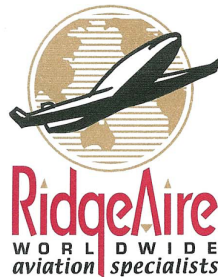


N5922S

2004 Diamond DA20-C1

FAA Form 337s

Aircraft S/N: C0273



Prepared by the worldwide aviation specialists at RidgeAire, Inc.



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
AEA-FSDO-23

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 Diamond Aircraft	Model DA20-C1
	Serial No. C0273	Nationality and Registration Mark N5922S
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)

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 IN 14 CFR PART 43.7.

DATE **MAY 19 2004**

APPROVING INSPECTOR
AEA FSDO 23

Robert J. ...

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 Diamond Aircraft Industries 1560 Crumlin Sideroad London, Ontario, N5V 1S2	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <p style="text-align: center;">AMO 161-93</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 MAY 21, 2004	Signature of Authorized Individual <i>[Signature]</i>
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**DA
R022**

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 Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection MAY 21, 2004		Certificate or Designation No. AMO 161-93	Signature of Authorized Individual <i>[Signature]</i>	

**DA
R06**

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.

B. Description of Work Accomplished

(If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work accomplished.)

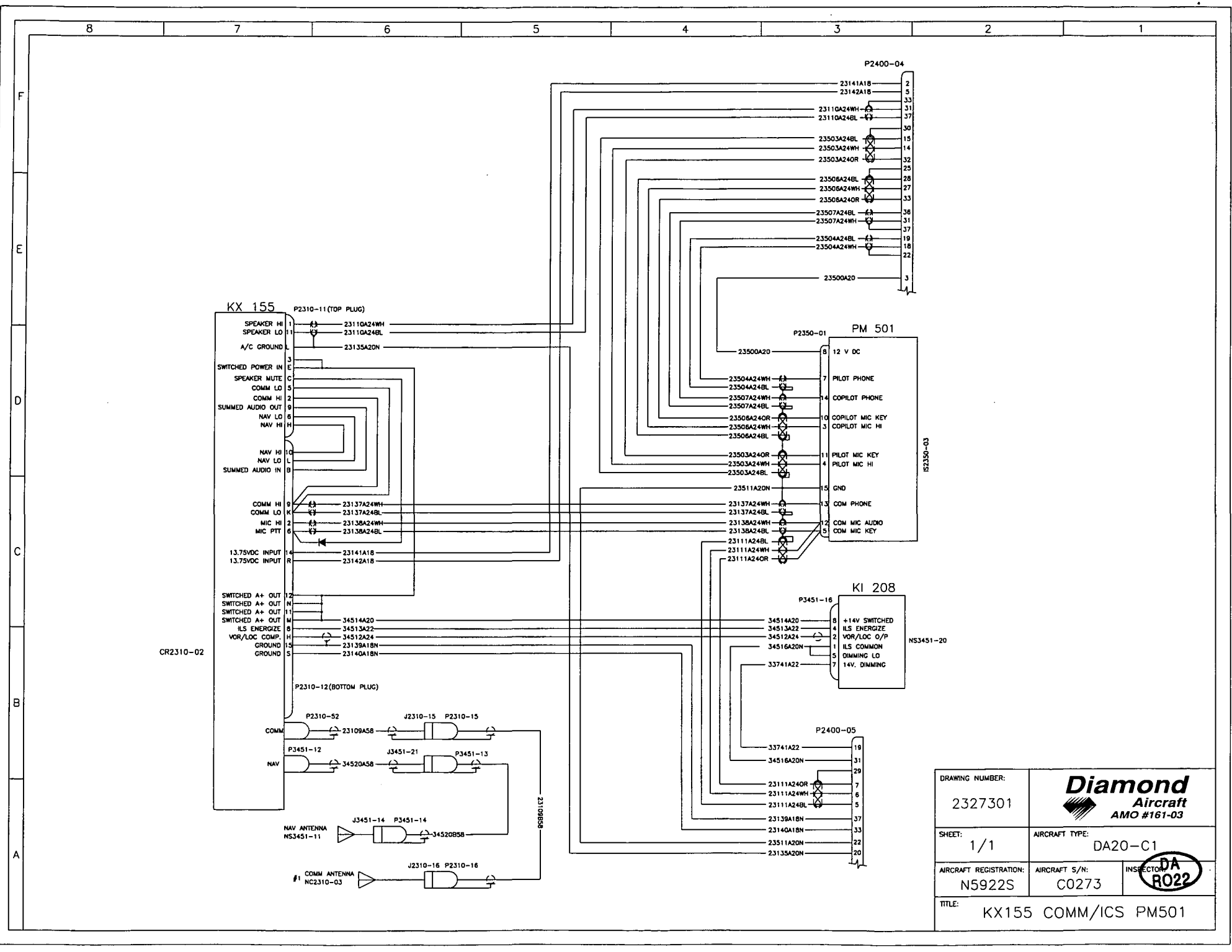
1. Introduction: The instrument panel mounted equipment installed was a Bendix/King KX155 Nav/Comm, a PS Engineering intercom and a Bendix/King KT76C Mode A/C transponder.
2. Description: The installation involved fabricating a wire harness in accordance with Diamond AMO 161-93 drawings 2327301 and 3427301. These interface the existing Transcal SSD-130A altitude digitizer with the KT76C and the KX155 Nav/Comm with the PM501 intercom. The materials used in this installation are either Mil. Spec or approved materials from the aircraft manufacturer or from Bendix/King and PS Engineering.
3. Control, Operating Procedures: Reference Bendix/King and PS Engineering Pilot's guides p/n 006-08329-0010 and p/n 200-118-0003.
4. Servicing: The KX155, KT76C & PM501 are located in the radio center stack.
5. Maintenance Instructions: It is recommended the system be tested annually or when ever deemed necessary by an authorized service center. Refer to the Bendix/King installation manuals p/n 006-10545-0000 & 006-00179-0006 and PS Engineering installation manual p/n 200-118-0003.
6. Troubleshooting: This should be performed by an authorized service center. Refer to Bendix/King manuals 006-10545-0000 & 006-00179-0006 & PS Engineering manual 200-118-0003.
7. Removal/Installation: This should be performed by an authorized service center.
8. Diagrams: The aircraft electrical system is protected through a 5 AMP circuit breaker for the KT76C, labeled "ATC", a 10 AMP circuit breaker for the KX155 labled "Nav/Comm 1" and a 1 AMP circuit breaker for the PM 501 Intercom labled "ICS". An electrical load analysis has been done and does not exceed 80% of the capacity for the generating system.
9. Special Inspection Requirements: N/A
10. Application of Protective Treatments: N/A
11. Data: All work was done in accordance with the Benix/King Installation Manuals p/n 006-00179-0006 and 006-10545-0000 and PS Engineering Installation Manual p/n 200-118-0003, Diamond Process Specification DPS-103 Soldering and Crimping Procedures and, AC 43-13-1B CH7, SEC2-5 & 11, CH11 SEC 1 to17, CH12 SEC 2 & 3, AC 43.13-2A CH1 & CH2.
12. Special Tools: TIC T-48D Mode A/C/S Transponder test set, TIC T-36 Nav/Comm test set, Barfield 1811H635-110 Pito/Static test set or equivalent.
13. Commuter Aircraft: N/A
14. Overhaul Period: There are no additional overhaul time limitations.
15. Airworthiness Limitations: N/A
16. Revisions: No revisions at this time.



The installed equipment was tested in accordance with the manufactures installation check out instructions and was found to be operating correctly and safely. It is not a source of E.M.I and does not interfere with other installed equipment.

Revised weight, balance and equipment list and carried out a Compass Swing.

***** End of Report *****
Attached, Diamond Aircraft Drawings 2327301 and 3427301

Additional Sheets Are Attached



DRAWING NUMBER: 2327301		 AMO #161-03	
SHEET: 1/1	AIRCRAFT TYPE: DA20-C1		
AIRCRAFT REGISTRATION: N5922S	AIRCRAFT S/N: C0273	INSPECTOR: 	
TITLE: KX155 COMM/ICS PM501			

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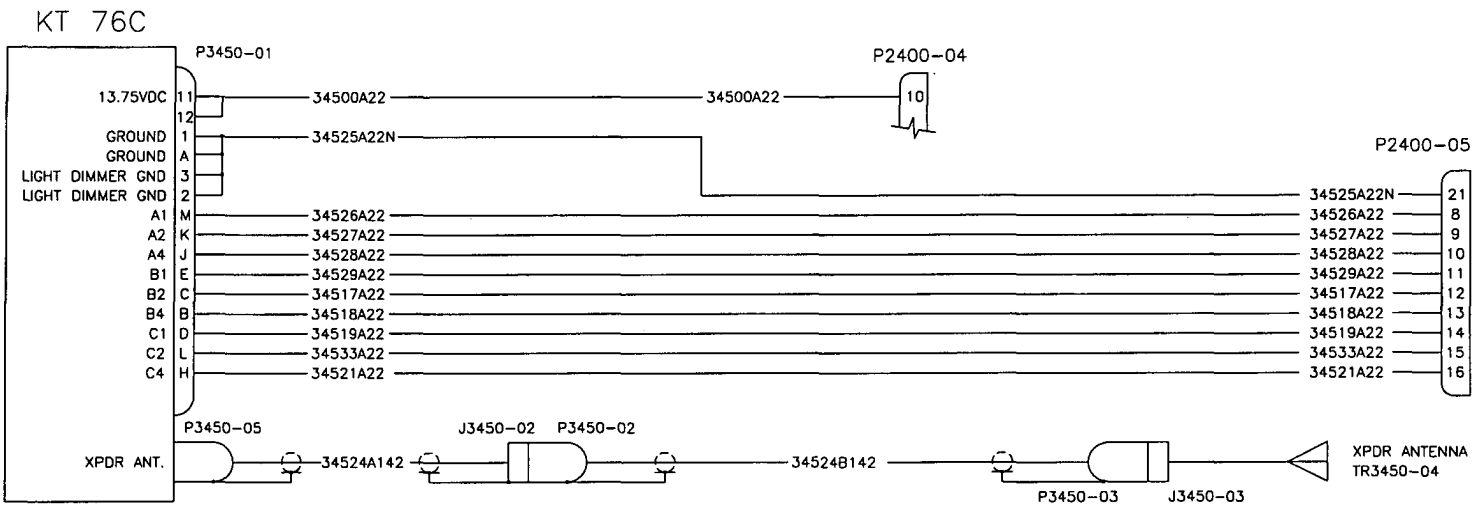
E

D

C

B

A



DRAWING NUMBER: 3427301		Diamond Aircraft AMO #161-03	
SHEET: 1/1		AIRCRAFT TYPE: DA20-C1	
AIRCRAFT REGISTRATION: N5922S	AIRCRAFT S/N: C0273	INSPECTOR: DA RO22	
TITLE: TRANSPONDER, KT76C			