



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 1958)

1. Aircraft	Make Beech	Model F33A
	Serial No. CE-625	Nationality and Registration Mark N334DH
2. Owner	Name (As shown on registration certificate) Hemman Dale Hamman Eileen	Address (As shown on registration certificate) P.O. Box 88307 Steilacoom, Wa. 98388-0307

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 FAR 43.7

MAR 10 2005
DATE

[Signature]
FAA Inspector NM-FSDO-01

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				

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SEATTLE FSDO

E. Conformity Statement

A. Agency's Name and Address Curtis Guttromson SpanaFlight 16715 Meridian St. E. Puyallup, Wa. 98375	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 539607576
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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 4-6-2005	Signature of Authorized Individual <i>Curtis Guttromson</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 FR Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 4-6-2005	Certificate or Designation No. 539607576 IA	Signature of Authorized Individual <i>Curtis Guttromson</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.

2. Description of Work Accomplished

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

Installed Smoking Airplanes, model SA-100, smoke system as a complete kit as supplied by Smoking Airplanes. The oil tank and electric oil pump are self contained and mounted on the floor of the baggage compartment. Oil is pumped through an Aeroquip 305-4 hose up the Lt side wall to the control panel mounted to the lower sub frame of the instrument panel. The system oil control valve, pump switch and indicator light are attached to this control panel. The oil hose then routes through the Lt side of the firewall via an AN bulkhead fitting to a Stainless steel exterior braided teflon hose. This hose attaches to the injector fitting that is clamped to the Lt exhaust stack. The oil pump obtains its power from a 16 guage wire that is routed next to the oil hose along the Lt side wall and connects (at the control panel) to a 15 amp circuit breaker switch. The breaker switch power wire is attached to the main bus. The red LED light mounted in the control panel illuminates any time the CB switch is turned on.

The tank/pump unit is mounted to the aft baggage floor at fuselage station 144.1. The tank mounting brackets (supplied with the kit) were riveted to an 11"x12" .090" thick sheet of 2024-T3 aluminum as a base plate. Tiedown rings are mounted to this plate and have 2 tiedown web straps as an additional anchor that lap over the top of the tank. The base plate is bolted to the floorboard longerons with 12 equally spaced AN3-4a bolts. (4 on the Lt side, 4 on the Rt side, and 4 on the aft edge.) The floor ribs have MS21047L3 nutplates riveted on the under side. This installation conforms to AC43.13-2A chapter 1. Load tests were performed per the AC and found to be satisfactory.

The electrical system employs aircraft approved wire, circuit breaker (Potter Brumfield W31-X2MIG-15), connectors, etc from the bus to the tank/pump unit. All routing, connections, wire size, etc. conforms to AC43.13-2A chapter 11, section 2 and 3. Electrical load limits are not a factor due to this being an intermittent load.

Smoking Airplanes installation and operations manual was strictly adhered to in all aspects of the installation. A copy of this manual is included with this 337 packet.

Incorporated in Smoking Airplanes installation and operations manual are the operating instructions that must be present in the aircraft. A copy of this is attached.

Instructions for Continued Airworthiness are also incorporated in the Smoking Airplanes manual as part of the installation and operating instructions.

Wt. Balance and equipment list is amended.

1- The attached instruction for Continued Airworthiness is FAA approved and will require FAA approval of any revisions.

2- The removal and reinstallation of this unit requires a logbook entry in accordance with FAR 43, and shall be accomplished by property certificated personnel, holding at least an airframe certificate, or a property trained owner/pilot

3- The intent of this unit is to provide assistance to other aircraft in a flight through rural country for visual identification of other aircraft. It is not approved for any other purpose other than operational testing.

4- This is a one time approval for this aircraft 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

MAR 10 2005

DATE

FAA Inspector NM-FSDO-01

Additional Sheets Are Attached