

N 52046

ACR ELECTRONICS, Inc.
Artex Products - CAGE Code 18560
Fort Lauderdale, FL 33312
LOG BOOK ENTRY 512928
E.L.T. BATTERY
REPLACEMENT DATE Oct. 2029

 *The Standard*
AVIONICS LOG

ASA-SA-V2



N 52046

 *The Standard*
AVIONICS LOG

ASA-SA-V2

The Standard Avionics Log
SA-V2

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ASA-SA-V2

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ISBN 978-1-61954-183-2



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Registration Number N 52046

Logbook Number #1

From _____

To _____

Aircraft Make _____

Model _____

Serial Number _____

Date of Manufacture _____



Waukesha County Airport / Crites Field
2441 Aviation Drive
Waukesha, WI 53188
(800) 443-4490
FAA# NC5D062N

BATTERY DATES

INSTALLED REPLACED

AIRCRAFT LOG ENTRY 1 of 15

N# 52046

DESCRIPTION OF WORK DONE:

Removed interior and inspection panels as needed for installation. Installed Molex's for headliner lighting and pedestal lighting as needed to facilitate removal. Removed the following equipment: Rapco Vacuum Pump (P/N 215CC) S/N 185677; Airborne Regulator (P/N 2H3-16) S/N 1 C; U.M.A. Suction Gauge (P/N 3-200-12) S/N B8742; Edo-Aire Attitude Gyro 5000 F-6 (P/N 23-501-017) S/N 33507F; Sigma-Tek Directional Gyro 4000 C-1 (P/N 1U262-004-15) S/N T47564K; ACK Encoder (P/N A-30) S/N 32866 and mounting tray; Bendix/King KX-155 #2 Nav/Com (P/N 069-1024-38) S/N 33450; NorthStar Avionics GPS-60 (P/N 6600-02-01) S/N AF11040; Garmin GI-106A #1 CDI (P/N 013-00049-01) S/N K07-10774; Bendix/King KI-209 #2 CDI (P/N 066-3056-01) S/N 83516; Antenna Technology, Inc. GPS Antenna (P/N AT575-32W-TNCF-000-05-12-NM) S/N 6937; Troll Avionics Inc. Cooling Fan FN-200 NSN; Comant CI-1125 Nav Splitter S/N 161350; J.P. Instruments, Inc. EDM-700 Engine Monitor (P/N EGT-701-4C-F) S/N 26056; Narco Avionics ELT 10 S/N 67817; ELT antenna NSN. Removed Nav Splitter mounting plate, trays, and old cooling hoses. Capped and sealed old external air vent.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: AJKell

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



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AIRCRAFT LOG ENTRY 3 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Installed, routed, and secured new wiring harness through aircraft. Modified circuit breaker arrangement as needed and installed new circuit breaker(s) into circuit breaker panel. Installed, routed, and secured wiring harness into aircraft, and connected to circuit breakers, grounds, dimmers, and any other circuits as needed. Installed chafe protection for wiring harness as needed. Installed connectors onto servos. Modified control wheel as needed to accommodate new autopilot switches. Removed foam covers to access switch mounting plates and cleaned off old silicone and glue residue. Removed existing switch mounting plates, painted, and reinstalled. Reinstalled foam covers, wired switches to disconnect behind yoke, and labeled switches. Installed chafe protection for wiring harness as needed. Fabricated and installed doubler as needed for GPS Antenna. Installed radio tray(s) into instrument panel. Shifted existing trays as needed. Fabricated and installed tray support straps. Removed all associated wiring for existing Audio Panel, #2 Nav and Com Systems, and Transponder Systems from aircraft.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: _____

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AIRCRAFT LOG ENTRY 4 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Cleaned up remaining wiring bundles including the following: Capped and securing uncapped and unused wires; repaired several splices; and removing old non-pull-type circuit breakers. Re-routed pedestal wiring to inside of pedestal, added spiral wrap for chafe protection as needed, and secured wiring. Replaced sections of wire that contained multiple splices over short lengths. Found Altimeter light ring broken and replaced light ring. Installed Molex disconnects for retained light ring wiring, two indicator lights, and pedestal light wiring. Also installed chafe protection for glareshield lights. Extended existing wiring as needed; re-terminated wiring as needed. Installed, routed, and secured new wiring for engine monitor. Installed chafe protection for wiring harness as needed. Found previous ground incorrect; installed engine ground, routed and secured. Found circuit breaker incorrect value; replaced circuit breaker with proper value. Installed chafe protection for wiring harness as needed. Installed, routed, and secured new fan wiring. Installed, routed, and secured cooling hose.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: [Signature]

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AIRCRAFT LOG ENTRY 5 of 15

N# 52046

DESCRIPTION OF WORK DONE:

Removed all old coaxes from aircraft. Connected, routed, and secured new #1 Com, #2 Com, Nav Antenna, #1 Nav, #2 Nav, and Marker Beacon coaxes into aircraft. Removed avionics cut out relay, avionics master switch, and circuit board. Removed associated wiring, capped, and secured wires heading to engine and tail. Fabricated bus bars and bus wiring. Installed new master switches with bus bars and wiring. Connected, routed, and secured wiring to aircraft. Removed old Comant CI-121 #1 Com Antenna NSN from aircraft. Cleaned and prepped aircraft skin as needed. Installed new Comant CI-121 #1 Com Antenna S/N 707484 onto aircraft. Torqued mounting screws to 20-25 in-lbs. and sealed antenna. Removed #2 Com Antenna from aircraft. Cleaned and prepped aircraft skin as needed. Reinstalled Antenna onto aircraft. Torqued mounting screws to 20-25 in-lbs. and sealed antenna. Tested and found to meet MPS in accordance with current manufacturer information. Swept Com, Nav, and Transponder Antennas with VNA and plotted results. Removed existing Beacon wiring. Installed new disconnect at Beacon.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: _____

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.




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AIRCRAFT LOG ENTRY 6 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Installed new Shielded 2-Conductor wiring and interfaced to existing system components. Routed and secured new wiring to forward of Battery. Connected low to ground and spliced high to existing Beacon power wire heading forward. Performed Magnetic Interference check and found okay. Removed old Coil Cords from aircraft. Installed, routed, and secured new CA3934-12 Coil Cord in aircraft. Removed old Marker Beacon Antenna NPN NSN from aircraft. Patched and sealed holes. Cleaned and prepped aircraft skin as needed. Fabricated and installed doubler as needed for new Marker Beacon Antenna. Installed new Comant CI-102 Marker Beacon Antenna S/N 700782 onto aircraft. Torqued mounting screws to 20-25 in-lbs. Sealed antenna. Tested and found to meet MPS in accordance with current manufacturer information. Installed Garmin GA-35 GPS Antenna (P/N 013-00235-00) S/N 215072 onto aircraft. Connected, routed, and secured coax cable into aircraft. Sealed antenna. Installed new Nav Splitter and serviceable Comant CI-507 #2 Nav Diplexer S/N 9940 onto support straps.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: 

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



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FAA# NC5D062N

AIRCRAFT LOG ENTRY 7 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Installed serviceable Troll Avionics, Inc. Single-port Fan (P/N FN-100B) NSN to back of glove box. Installed, routed, and secured cooling hose. Installed the following equipment: Garmin GSA-28 Roll Servo (P/N 011-02927-21) S/N 6N2006526; Garmin GSA-28 Pitch Servo (P/N 011-02927-21) S/N 6N2006601 and Installed tray; Garmin GMC-507 Mode Controller (P/N 011-04548-01) S/N 5H1102161; a serviceable used Astronautics Corporation of America TC-M(A) Turn Coordinator (P/N 303770-113MSN) S/N 0387129; Garmin GTN-650Xi Navigation System (P/N 011-04631-00) S/N 5FP007795; J.P. Instruments MAP sensor (P/N 604010) S/N 11617 and connected; J.P. Instruments, Inc. EDM-830 Engine Monitor (P/N EGT-701-6C-F-L) S/N 31199 into aircraft. Programmed unit to reflect current installation. Performed all checkouts in accordance with current J.P Instruments Installation Manual. Found no Fuel Flow read-out, and intermittent no RS232 messages. Troubleshoot and determined Fuel Flow signal and power wires were swapped. Re-pinned wires in Molex at Transducer to the proper connections.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: [Signature]

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



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AIRCRAFT LOG ENTRY 8 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Completed installation of a new Artex ELT-345 406 MHz ELT System consisting of the following: Artex ELT-345 (P/N A3-06-2880) S/N 324-00135 with mounting tray P/N A3-06-2882 S/N 398732-051; Artex Antenna and cable assembly (P/N A3-06-2892-1) S/N 398644-061; Artex Son-alert (P/N 452-6505) S/N 398674-022; and Artex remote switch (P/N A3-06-2757) S/N 398652-087. Installed, routed, and secured wiring to switch and to GPS for serial position data. Installed chafe protection to wiring and cables as needed. Performed all ELT System checkouts in accordance with current Manufacturer Installation Manual, and checked and certified per FAR Part 91, Subpart C, § 91.207. Tested and found to meet MPS in accordance with current manufacturer information. Revised weight and balance information and completed Log Entries.

ELT HEX CODE ID: 2DC8A 2010E FFBFF / BATTERY DUE: October 2029.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: _____

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



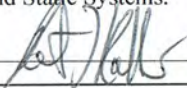
Waukesha County Airport / Crites Field
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FAA# NC5D062N

AIRCRAFT LOG ENTRY 9 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Performed magnetic interference survey for Garmin GMU-11 mounting location. Fabricated mounting brackets as needed to mount Garmin GMU-11. Installed Garmin GMU-11 Magnetometer (P/N 011-04349-01) S/N 56J107966 into aircraft. Determined mounting location for Garmin GAD-29B. Installed Garmin GAD-29B Adapter (P/N 011-03236-11) S/N 5DL018650 into aircraft. Installed mounting rings into pilot instrument panel. Installed Garmin G5 Attitude Indicator (P/N 011-03809-00) S/N 4JQ060380 into aircraft. Installed Garmin G5 HSI (P/N 011-03809-00) S/N 4JQ064936 into aircraft. Fabricated and installed doubler for OAT Probe. Installed Garmin GTP-59 (P/N 011-00978-00) S/N 47979529 into aircraft. Installed Molex disconnect for OAT Probe. Determined mounting location for GAD-13. Installed Garmin GAD-13 OAT Probe (P/N 011-04938-00) S/N 5YG101267 into aircraft. Tested and found to meet MPS in accordance with current manufacturer information. Plumbed Pitot and Static Systems to Garmin G5 System. Installed Pitot and Static tap points under panel. Checked Pitot and Static Systems.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: 

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



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AIRCRAFT LOG ENTRY 10 of 15

N# 52046

DESCRIPTION OF WORK DONE:

Ran aircraft, performed post installation vibration test, and Heading Calibration of Garmin Magnetometer. Removed cowl and leak checked engine where vacuum pump was removed. Found no evidence of leaks and reinstalled cowl. During Heading Calibration found unit off between one and four degrees. Suspected magnetic interference from hardware of tail cover. Removed old hardware and cover. Temporarily removed Magnetometer. Changed hardware, degaussed nut plates, and mounting brackets. Reinstalled Magnetometer. Reinstalled cover, ran aircraft, and performed Heading Calibration. Adjusted compass. Re-labeled compass correction card with new headings. Labeled pedestal and jacks. Checked Aileron Main Cable Tension and found at 18.3 lbs. Adjusted to 29.0 lbs. in accordance with Aircraft Maintenance Manual. Installed mounting brackets into aircraft in accordance with Gamin Installation Addendum P/N 190-02291-40 Rev 3. Checked Elevator Main Cable Tensions and found at 28.1 lbs. (upper) and 26.0 lbs. (lower); tensions are correct (within 30 +/- 10 lbs.) in accordance with Aircraft Maintenance Manual.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: [Signature]

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



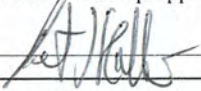
Waukesha County Airport / Crites Field
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(800) 443-4490
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AIRCRAFT LOG ENTRY 11 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Installed mounting brackets into aircraft in accordance with Gamin Installation Addendum P/N 190-02291-40 Rev 3. Downloaded and programmed current Garmin GTN-650Xi databases as follows: 2306 Nav; 23B3 Obstacle; 23S3 SafeTaxi; 22M1 Basemap; 20T1 Terrain. Installed data card in unit and verified databases. Downloaded and programmed current Garmin GNS-430W databases as follows: 2306 Nav. Customer opted to not update Obstacle, and Terrain is current. Installed data card in unit and verified databases. Provided customer with plastic overlays for scanning. Provided customer with metal for laser cutting of new parts. Customer provided file for AutoCAD. Entered panel into AutoCAD and laid out panel. Removed yokes and mocked up panel in aircraft to verify fit and positioning. Fitted new instrument panel into aircraft. Prepped new panel by countersinking all mounting holes. Primed mount bracket for right side circuit breaker panel and riveted in. Filled all rivets with putty filler. Sanded panel to 220 grit and prepped for paint. Gathered all hardware as needed for mounting and instruments and prepped for paint.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: 

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



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(800) 443-4490
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AIRCRAFT LOG ENTRY 12 of 15

N# 52046

DESCRIPTION OF WORK DONE:

Fabricated patches for above and below the stack. Fabricated patch mounts for bottom patch and installed. Painted patches and mounting hardware and installed. Installed new panel into aircraft. Reinstalled yokes and connected coil cords. Troubleshot system and found the whole system inoperative. Removed inverter to bench test. Found Inverter to be operational. Tested system without inverter using external static inverter and found system still inoperative. Isolated each panel and tested panels individually. Found all panels okay. Evaluated system wiring and found wire pulled out of splice for Pilot Switch Electroluminescent Panel. Found a section of insulation missing for Pilot Electroluminescent Panel ground, wire pulled out of splice for right side Electroluminescent Panels, incorrectly spliced wiring on feed to EL Panels from pot to 12V power to the inverter. Found no 12V connection to inverter. Installed disconnects for EL Panels and removed old wiring. Ran new power and ground wiring for Electroluminescent Panels. Found inverter case not properly grounded attached to firewall vinyl coating).

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: [Signature]

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



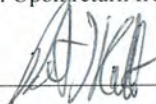
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(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY 13 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Shifted location to parking brake handle bracket to ensure proper ground, cooling, and ease of access. Reinstalled inverter with disconnect. Tested and found to meet MPS in accordance with current manufacturer information. Removed Garmin GSA-28 Autopilot Roll Servo (P/N 011-02927-21) S/N 6N2006526 from aircraft. Installed replacement Garmin GSA-28 Autopilot Roll Servo (P/N 011-02927-21) S/N 6N2008084 into aircraft. Removed Garmin GSA-28 Autopilot Pitch Servo (P/N 011-02927-21) S/N 6N2006601 from aircraft. Installed replacement Garmin GSA-28 Autopilot Pitch Servo (P/N 011-02927-21) S/N 6N2013942 into aircraft. All work was done in accordance with current Garmin Installation Addendum P/N 190-02291-40, Rev 3 for Cessna 177 series. This aircraft is in compliance with Garmin SB 23024 Rev A, dated May 4, 2023. Removed Garmin GTX-345 Transponder (P/N 011-03302-00) S/N 3EG025083 from aircraft. Sent unit out for factory repair. Upon return from service, performed incoming inspection of unit and found okay.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: 

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



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2441 Aviation Drive
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(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY 14 of 15

DESCRIPTION OF WORK DONE:

N# 52046

Installed Garmin GTX-345 Transponder (P/N 011-03302-00) S/N 3EG025083 into aircraft. Tested and found to meet MPS in accordance with current manufacturer information and Certified. Swung compass using Bill Johnson Instrument swing sight compass. Created new correction card with correction factors as follows (actual/measured): 000/000; 030/028; 060/058; 090/090; 120/120; 150/151; 180/180; 210/210; 240/240; 270/270; 300/300; 330/330. Engine was running; radios and lights were on during the test. Found Static System leaked variably from around 300 feet per minute to wide open. Troubleshoot and traced leaks. Pilot side sump bottle was leaking approximately 80 feet per minute. Replaced Pilot side sump bottle. Found variable leak caused by alternate static valve. Removed and disassembled valve, lubed O-rings, reassembled and exercised valve. Reinstalled valve and rechecked. Found both static ports leaking; on Pilot side approximately 100 feet per minute and on Copilot side approximately 80 feet per minute. Applied pro-seal to ports and rechecked. Found Static leak now within limits and certified.

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: [Signature]

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.



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AIRCRAFT LOG ENTRY 15 of 15

N# 52046

DESCRIPTION OF WORK DONE:

Configured and performed post Installation check outs and programming in accordance with manufacturer procedures. Function tested systems and found to meet MPS. Reinstalled interior and inspection panels and closed aircraft. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. Completed FAA Forms 337 and placed FAA AFMS in pilot's operating handbook. Revised weight and balance information. Completed Log Entries. Completed Altimeter, Static, Transponder, Encoder certification (see Altimeter, Static, Transponder, Encoder Certificate for full certification). All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

New Empty: 1,764.94 New CG: 104.55 New Useful: 1,035.06

Date: 06/15/23 Hobbs: 691.1 W.O.# 512928 Signed: _____

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16			
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	90	100	90	110			
ACTUAL FRICTION	+10	+20	+5	+30	60	+10	+5	+5	+5	60	+10	+30	+10	70	20	70	90		
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)									
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99		
ACTUAL FRICTION	30	50	90							1710	1330	855	380	0	530	995	995		
HYSTERESIS (TOL. ± 75 FT.): MAX.										50% +5		40% +15		AFTER EFFECT (TOL. 30 FT.): OK			CASE LEAK: OK		

ALTIMETER MAKE: United Instruments BLIND ENCODER MAKE: Garmin TRANSPONDER MAKE: Garmin
 MODEL: 5934P-A56 MODEL: G5 MODEL: GTX 345
 S/N: 98154 S/N: 4J0060380 S/N: 3EG025083

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 6-15-23 Tach/Hebb: 2401.0 W.O. 512928 Signed: [Signature]




Waukesha County Airport / Crites Field
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(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY

DESCRIPTION OF WORK DONE:

N# 52046

Completed flight test of newly installed avionics. Completed two (2) RNAV-13 approach at KETB (Coupled #1 and #2 GPS) and two (2) ILS-10 approach at KUES (Coupled #1 and #2 ILS). Completed functional test of the following: G5 System, GTN-650Xi Navigation System, GFC-500 Autopilot (HDG, Nav, ALT Preselect, VS Preselect). Found all systems meet MPS. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 06/23/2023 Tach: 2403.4 W.O.# 513413 Signed: 

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.

Skycom Form C (Rev. 0) 2-06

GPS Database

MAKE _____

MODEL _____

SERIAL NUMBER _____

PART NUMBER _____

DATABASE UPDATED

DATABASE EXPIRES

UPDATED BY

REMARKS



Waukesha County Airport / Crites Field
2441 Aviation Drive
Waukesha, WI 53188
(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY

DESCRIPTION OF WORK DONE:

N# 52046

Temporarily removed GPS to ohm connections. Traced the Ethernet wire and found the Ethernet wires were connected to the wrong holes. Fixed the wiring, tested, and found okay. Removed Garmin GNS-430W WAAS/GPS/Nav/Com (P/N 011-01060-00) mod 1-7 S/N 23403774 from aircraft to check unit in the diagnostic mode. Reinstalled Garmin GNS-430W WAAS/GPS/Nav/Com (P/N 011-01060-00) mod 1-7 S/N 23403774 into aircraft. Tested unit and found okay, but found display was bright for relatively mild ambient light. Set the slope for 40 to improve the range. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and Manufacturer's Installation/Service Manuals. ---END---

Date: 08/30/23Hobbs: 689.1W.O.# 513478

Signed: _____

A handwritten signature in black ink, appearing to read "A. Kull", is written over the signature line.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.

Skycom Form C (Rev. 0) 2-06

G

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16		
TOL. ± FT.	20	20	20	20	25	30	30	35	40	40	60	80	90	100	90	110		
ACTUAL FRICTION	+10	+10	5	+10	50	+20	+5	+20	50	+25	50	+20	+10	+10	5	90	+5	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)								
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99	
ACTUAL FRICTION	+5	30	100							1720	1825	860	375	0	+530	+895	+990	
HYSTERESIS (TOL. ± 75 FT.): MAX.										50% +40		40% MAX. +60		AFTER EFFECT (TOL. 30 FT.): OK			CASE LEAK: OK	

ALTIMETER MAKE: United Instruments BLIND ENCODER MAKE: Garmin TRANSPONDER MAKE: Garmin
 MODEL: 5934P-A56 MODEL: G5 MODEL: GTX 345
 S/N: 98154 S/N: 4J2060380 S/N: 3EG025083

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.
 The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 6-23-25 Tach/Hobb: 2476.5 W.O. 514282 Signed: [Signature]

(262) 521-8180

STANDBY
G5 HSI

SKYCOM AVIONICS, INC.

N # 52046

G

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16		
TOL. ± FT.	20	20	20	20 70	25	30 70	30 70	35	70	40	60	80 80	90	100	90	110		
ACTUAL FRICTION	+5	+5	+5	+5	+10	+10	+10	+15	0	+15	+15	+20	+25	+25	0	+35		
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)								
TOL. ± FT.	120	130 100	140	155 120	180 140	205 160	230 180	255	280 250	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99	
ACTUAL FRICTION	+35	+45								1720	1335	855	385	0	+545	+900	+980	
HYSTERESIS (TOL. ± 75 FT.): MAX.										50% 0	40% 0		AFTER EFFECT (TOL. 30 FT.): OK				CASE LEAK: OK	

ALTIMETER MAKE: Garmin BLIND ENCODER MAKE: _____ TRANSPONDER MAKE: _____
 MODEL: G5 MODEL: _____ MODEL: _____
 S/N: 432064936 S/N: _____ S/N: _____

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.
 The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 6-23-25 Tach/Hobb: 2476.5 W.O. 514282 Signed: _____
 WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC50062N

(262) 521-8180

STANDARD
G5 ATT

SKYCOM AVIONICS, INC.

N # 52046

GP:

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16		
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	90	100	90	110		
ACTUAL FRICTION	+5	+10	+10	+10	+10	+10	+15	+15	0	+15	+20	+25	+30	+30	0	+40		
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)								
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99	
ACTUAL FRICTION	+45	+50	0	0	0	0	0	0	0	1715	1830	853	385	0	+540	+905	+985	
HYSTERESIS (TOL. ± 75 FT.): MAX.										50% +5		40% +5		AFTER EFFECT (TOL. 30 FT.): OK			CASE LEAK: OK	

ALTIMETER MAKE: Garmin

BLIND ENCODER MAKE: _____

TRANSPONDER MAKE: _____

MODEL: G5

MODEL: _____

MODEL: _____

S/N: 4JQ060380

S/N: _____

S/N: _____

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 6-23-25 Tach/Hobb: 2476.5 W.O. 514282 Signed: [Signature]

WAUKESHA COUNTY AIRPORT / CRITES FIELD WAUKESHA, WI 53188 FAA NO. NC5D062N



Waukesha County Airport / Crites Field
2441 Aviation Drive
Waukesha, WI 53188
(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY

DESCRIPTION OF WORK DONE:

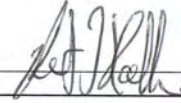
N# 52046

Updated Garmin G5 Attitude Indicator S/N 4JQ060380 and G5 HSI S/N 4JQ064936 main software from version 8.20 to current version 8.27 in accordance with Garmin G5 Installation Manual P/N 190-01112-10 Rev. 31, dated May 6, 2024. No change to aircraft documentation necessary.

Updated Garmin GTN-650Xi Touchscreen Navigation System S/N 5FP007795 main software from version 20.30 to current version 20.42, in accordance with Garmin SB24045 Rev. A, dated May 29, 2024. Supplied customer with updated AFMS P/N 190-01007-C2 Rev. 8, dated April 19, 2024, and updated ICA.

Updated Garmin GTX-345 ADS-B Transponder S/N 3EG025083 main software from version 2.80 to current version 2.85 and ADS-B software from version 3.41 to current version 3.51 in accordance with Garmin SB24042 Rev. B, dated November 11, 2024. Supplied customer with updated AFMS P/N 190-00734-15 Rev. 6, dated May 31, 2024, no change to ICA.

Completed Altimeter, Static, Transponder, Encoder certification (see Altimeter, Static, Transponder, Encoder Certificate for full certification). All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 06-23-25 Tach: 2476.5 W.O.# 514282 Signed: 

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.

56650336 P.O. 772089 : 30-19539
R5R STRANDRD HYTONICS LOG



01LB

13-02315

