



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

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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model 172P
	Serial No. 17274572	Nationality and Registration Mark N52633
2. Owner	Name (As shown on registration certificate) Falcon Enterprises LLC	Address (As shown on registration certificate) 1791 Roscoe Turner Trl Daytona Beach, Fl. 32128

**3. For FAA Use Only**  
The technical data 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 section 43.7.

FEB 15 2005

FAA Inspector: Tony Og...

SO-FS-DO-15

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 Avionics Installation 1200 Flightline Blvd. Ste 4 Deland, Fl. 32724	B. Kind of Agency		C. Certificate No. G43R643N
	<input checked="" type="checkbox"/>	U.S. Certified Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated 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 <u>2-23-05</u>	Signature of Authorized Individual <u>Gary Rickett</u> Gary Rickett
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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 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 <u>2-23-05</u>	Certificate or Designation No. G43R643N	Signature of Authorized Individual <u>Gary Rickett</u> Gary Rickett
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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.)*

Removed Placards "GPS not approved for IFR" and "Navigation must not be predicated on the use of GPS alone".  
This GPS is a Garmin GNC300XL S/N 95102929

Installed FAA approved Flight Manual Supplement 190-00067-34 Rev A dated FEB 15 2005  
Performed flight test I.A.W. the requirements for GPS of A.C.20-138A. This flight test was performed to certify the above serial numbered GPS for IFR flight. The flight test was satisfactory. See attached flight test data sheet.

-----END-----

Additional Sheets Are Attached



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1. Aircraft	Make Cessna	Model 172P
	Serial No. 17274572	Nationality and Registration Mark N52633
2. Owner	Name (As shown on registration certificate) Wrightway Aviation Center	Address (As shown on registration certificate) 1585 Aviation Center Pkwy Daytona Beach, FL. 32114

**3. For FAA Use Only**

The data/alteration herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7

AUG 28 2002

*Tom O'Keefe*

FAA Form 337 (12-88)

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address Gary Rickett 501 John Thomas Ave.. Deland, FL. 32724	B. Kind of Agency	C. Certificate No. 520603694 A&P
	<input checked="" type="checkbox"/> U.S. Certified Mechanic	
	<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 8-31-02	Signature of Authorized Individual <i>Gary Rickett</i> Gary Rickett
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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 FL Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 8-31-02	Certificate or Designation No. 520603694 IA	Signature of Authorized Individual <i>Gary Rickett</i> Gary Rickett
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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.)

Removed the following equipment;

- 1 Ea. ARC 546E ADF System
- 2 Ea. ARC RT385A Nav/Comm
- 1 Ea. ARC RT359A Xpdr
- 1 Ea. ARC Audio Pnl
- 1 Ea. ARC IN386A Nav Ind
- 1 Ea. ARC IN385A Nav Ind
- 1 Ea. ARC R402B Mkr Rcvr
- 1 Ea. ARC R443B G/S Rcvr
- 1 Ea. PSEngineering ICS System
- 1 Ea. Apollo 602 Lm C
- 1 Ea. Apollo A-16 Lm C Ant
- 1 Ea. Mid-Cont T & B Ind
- 1 Ea. Cessna DG

Installed equipment

- 1 Ea. King KI209A Nav Ind
- 1 Ea. Garmin GNC 300XL GPS/Comm
- 1 Ea. Garmin GA56 GPS Ant
- 1 Ea. Century 52D54 DG
- 1 Ea. S-Tec ST-30 Auto Pilot
- 1 Ea. Garmin GMA340 Audio Panel
- 1 Ea. Garmin GTX327 Transponder
- 1 Ea. King KI208A Nav/GPS Ind
- 1 Ea. King KX155 Nav/Comm
- 1 Ea. BFGoodrich WX900 Storm Scope Display
- 1 Ea. BFGoodrich WX900 Storm Scope Ant
- 1 Ea. JPI FS450 Fuel Flow System

using King Installation Manuals 008-10543-0000 Rev 0 1996, 008-00179-0006 Rev 6 Oct 1994, Garmin Installation Manual 190-00067-22 Rev E Sept 2000 STC SA00639WI, 190-00149-01 Rev H May 2001, 190-00187-02 Rev F Nov 2001, STC SA09503AC-D, WX900 Installation Manual System Interconnect Fig. 2-7, JPinstruments Installation Manual Report #400 Rev NC 8-11-2000 STC SA00861SE and A.C.43.13-1B, chap 7, par 34-44, 63-70, chap 10, par 1, 2, 14-23, chap 11, par 30-33, 37, 47-56, 66-69, 76-78, 85-89, 96-108 and A.C.43.13-2A chap 2, par 21-27, chap 3, par 37-44 as a guide.

This installation meets the requirements of FAR 23.1301, 23.1309, 23.1431.

GPS is installed as a stand alone unit in accordance with the requirements of A.C.20-136. These Radios were installed into the radio stack vacated by other radios that were removed. GPS ant was installed on top of aircraft where the existing Lm C ant was. The GPS was fused with a circuit breaker labeled GPS.

GPS was placarded "GPS not approved for IFR" and "Navigation must not be predicated on the use of GPS alone".

Maintenance on the King KI209A, KI208A, KX155, and Garmin GNC300XL, GA56, GMA340, GTX327, S-Tec System 30 Auto Pilot, Century 52D54 DG, BFGoodrich WX900 Stormscope system, JPinstruments FS450 are "on condition only". Periodic maintenance is not required.

Electrical load was calculated and determined to be within limits of A/C manufacturers specifications per FAR 23.1351

Equipment list and weight & balance revised accordingly.

The Transponder/Encoder meets the requirements of F.A.R. 91.413 and F.A.R. 91.411 and was tested in accordance with F.A.R. 91.207 by Repair Station G43R643N

END

Additional Sheets Are Attached

# Avionics Installations

## GPS IFR CERTIFICATION WORKSHEET

- A EVALUATE ALL OPERATING MODES OF THE EQUIPMENT
- B EXAMINE INTERFACE OF OTHER EQUIPMENT
- C REVIEW FAILURE MODES AND ASSOCIATED ANNUNCIATIONS
- D EVALUATE STEERING RESPONSE WITH AUTOPILOT COUPLED
- E EVALUATE INSTRUMENT INTERFACE WITH HAS, CDI, ETC.
- F ASSESS ALL SWITCHING AND TRANSFER FUNCTIONS INCLUDING HIGH-POWER ELECTRICAL LOADS AND ELECTRICAL BUS SWITCHING
- G EVALUATE ELECTROMAGNETIC OR R.F.I. VHF FREQUENCIES 121.150, 121.175, 121.200, 131.250, 131.275, & 131.300 Mhz (MODULATED AND UNMODULATED FOR 20 SECOND TRANSMISSIONS)
- H EVALUATE ACCESSIBILITY OF CONTROLS
- I EVALUATION OF VISIBILITY OF DISPLAYS AND ANNUNCIATORS. NO DISTRACTING COCKPIT GLARE OR REFLECTIONS
- J ANALYSIS OF CREW WORKLOAD
- K ACCURACY SHOULD BE VERIFIED BY CONDUCTION OF AT LEAST 5 LOW-LEVEL OVERFLIGHTS OF KNOWN LANDMARKS

<u>WPT.</u>	<u>LAT/LONG</u>	<u>MEASURED LAT/LONG</u>	<u>ERROR</u>
	N/A	N/A	

<u>ACCURACY (FTE nm)</u>	<u>GPS/MULTI-SENS</u>	<u>LORAN-C</u>	NOTE: 1 MIN OF LAT=1NM
RANDOM RNAV ROUTES	2.0	2.0	1 Min of LON+1 nm XXOA LAT
ENROUTE AIRWAYS	2.0	3.0	e.g. 1 Min of LON @27=.8910
TERMINAL	1.0	2.0	e.g. 1 Min of LON @28=.8829
APPROACH	0.25	0.60	e.g. 1 Min of LON @29=.8748

- L VERIFY CONTINUITY OF NAV. DATA DURING NORMAL AIRCRAFT MANEUVERS, INCLUDING TURNS AT UP TO 30 DEGREES OF BANK FOR ONE MINUTE
- M LORAN RECEIVER SHOULD DEMONSTRATE THE ABILITY TO PROPERLY ACQUIRE THE LORAN-THE SIGNAL UNDER VARYING CONDITIONS, INCLUDING AT LEAST 5 ACQUISITIONS IN FLIGHT AND 5 ON THE GROUND
- N FOR EQUIPMENT APPROVED FOR APPROACH CONDUCT AT LEAST 3 PUBLISHED INSTRUMENT APPROACHES (RETRIEVED FROM THE DATABASE) TO VERIFY PROPER OPERATION

1.	APT _____	APT _____	
2.	APT _____	APT _____	
3.	APT _____	APT _____	

EQUIPMENT MFG: Garmin      MODEL: GNC 300XL      S/N: 95102929  
 AIRCRAFT N- 52633      MAKE: CESSNA      MODEL: 172P

HAS COMPLETED A FLIGHT TEST I.A.W. THE REQUIREMENTS FOR GPS OF AC20-138 PAR 8C(IV) GPS/MULTI SENSOR N8110 48 PAR 9A4, OR LORAN AC20-121A, PAR 10a(3)(I) & par 10B(6)

Signature: Gray Rickett      Date: 1-18-05