

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
85	VOR 1	VOR 2		19__	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes -- Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Sept. 20					
Pack.					
Time					
1260.5					
<p style="font-size: 1.2em;">Removed Narco SA-11 nav. adaptor, SA-10 omni signal amp, CLC 60A computer, CLC 60 offset. Installed Sigtronics SPA-400 intercom, Texas Instruments Loran navigation system, mod. TI 9200. All work performed I/A/W manufacturer's installation instructions. Installation meets requirements of AC 43.131A, 2A. FAA form 337 submitted. A flight test confirmed Loran system meets requirements of AC 70.45A for IFR flight. For weight and balance see Weight and Balance Report this date.</p>					
<h3>MAINTENANCE RELEASE</h3> <p>The appliance identified on this form was repaired and inspected in accordance with current regulations of the Federal Aviation Adm. and is approved for return to service. Pertinent details of the repair are on file at this repair station under W.O.# <u>85-1505</u></p> <p>Date: <u>9/20/85</u> Signature: <u>Gordon L. Terry</u></p> <p>For Ron Collins Aviation Electronics FAA Repair Station 3283 6103 Flightline Dr. Evansville, Indiana 47711</p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
10-28-85	Recording Tach	12654	Replaced "O" rings + Service Spring clamp. Replace Magnetic Compass. Replace Clock.				
WO 85-71			William W Kessler	A+P	104	1202	
5/30/86	Tach 1329.3		Landing Gear won't extend - Jacked Aircraft Washed nose wheel well with solvent - found broken line to nose gear door actuator - made new w/ fittings + installed on APC - Cycled landing gear 3 times - checked out ok - topped rest. used Hytl. fluid (5006) -				
			Richard A. Placer	A+P	21136	5156	

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

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Date	Bearing error	Place		
VOR 1	VOR 2			19 ____
7-14-86			Recording Tach 1334	all Controls checked + lubricated. Brakes + Battery serviced. Aircraft hoisted + landing gear operation checked + OK. Exhaust system checked as per AD 71-09-07 applicable.
W.D.			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>annual</u> INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.	
86-57			William W Kessler Sr WILLIAM W. KESSLER A & P 1041202EA	
A-1+2+3+OK			Partly not applicable. To be rechecked each 50 hrs. ELT battery replaced. expires June 1988. ELT functionally checked + OK. Replaced original air filter Assy with Bricott BA 2410 air filter Assy. See 337 for this date. AD 84-26-02 no longer applies to this airplane.	
8-15-86			Tach 1339.9	Replaced nose tire Goodyear 5:00-5-6 ply and tube. Aired mains. James W. Volkel AP 351461775

AIRCRAFT LOG

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19 10-22-86	Tech	1342.2	Replaced nose strut o-ring kit 172-1F oiled & aimed.	James W. Valbel AWP 351461775			
12-24-86	Tech	1359.5	Installed new hyd pump motor. Did retract test. Checked OK. FN 12808 11-1	James W. Valbel AWP 351461775			
<div style="font-size: 4em; opacity: 0.5; position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); pointer-events: none;"> X </div>							

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REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

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DATE

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

19 ____

Performed Biennial check required by part 91.172 on Collins
TDR950 Transponder system #1 SN 3422 & #2 SN alt
 Specifications were met as per part 43 appendix F
 and recorded on W.O. # 87-172 Ron Collins Aviation
 Electronics, Evansville, Indiana, FAA Repair Station
 #3282 Authorized Signature 2-2-87 Aaron Ball

I Certify that the altimeter and static system tests required by FAR part 91.171 have been performed. The

Altimeter was tested to #1 35000 Ft on 2-2-87
 #2 35000 Ft on 2-2-87
 Data Correspondence to #1 35000 Ft on 2-2-87
 #2 NA Ft. on _____

Ron Collins Aviation Electronics, Evansville, Indiana.
 FAA Repair Station #3282 2-2-87 Aaron Ball

Date Authorized Signature

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
3-13-87	TACH	1384.2					
WO# 1731	Replaced R.H. Brake linings & Brass rivets. Replaced Co-pilots door handle & spline shaft PN 1217050-6. Adjusted same. Replaced R.H. Courtesy bulb. END -						Michael Gruen AP487661940
3-26-87	TACH	1388.4	RE-RIGGED ELEVATOR TRIM TABS AND INDICATOR TABS RIGGED FOR 25° UP TRAVEL AND 10° DOWN IN ACCORDANCE 210 NTC MANUAL.				W. R. Collins AP1440269 DONCO AVIATION 150 Aviation Dr. N. Naples, Florida 33942 (813) 643-2113

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91. 25				DATE	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
7-27-87			19__	1420	Recording Tach all controls checked + lubre Cat'd Brakes - Battery + Hyd- raulic System serviced. Air craft Hoisted + landing gear operation checked OK. Exhaust system checked as per AD 71-09-07 - par 1-2 + 3 + OK Par B not applicable. Replaced all 4 F391-82 fuel drains as per AD 86-19-11. Engine controls were previously shifted as per AD 86-24-07 with dulled bolts - Castle nuts + Collar pins. Installed SK 210-113A - reduced diameter fuel modification pins as per kit instructions neglect wt change. E L T functionally checked + OK. Battery exp pins 6-88. Skin doubly replaced on left Stabilizer cover skin due to Hangar rash.
W.C. 29 7-3	I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.				
William W. Kessler for WILLIAM W. KESSLER A & P 10412021A					
10-6-87				1450	Replaced EGT gage Overhauled by Alcor on frame W.O. 3B376 dated 8-12-87 Replaced Repaired 80 sq cloth William W. Kessler - A & P 10412021A

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 88							
1-12-88	Recording Tach 1464		Installed Ram air craft Modifications Dual Vacuum pump kit J-S/N 9AA 003949				
WO	See 337 & Wt & Balance		& Equipment list revision dated 1-9-88 Replaced Mill 242 battery (Independent own)				
88-1	Engine ground run up		& Vacuum system operates sat- is factory (Kit is STC-1 SA 4578-SW)				
			William W Kessler Jr A & P 1041202 TA				
5-4/88	TACH 1506.6		Replaced beacon bulb & brake linings on left & Right wheel.				
							Michael Huger A & P 87661940

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

DATE

REMARKS

Date	Bearing error	Place	Signature
VOR 1	VOR 2		

19__

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8 8 88 Recording Tach 1529

all Controls checked +
lubricated. Brake - Battery
& Hydraulic systems Serviced
Left main tire replaced
Right main tire rotated

I CERTIFY THAT THIS AIRPLANE HAS BEEN INSPECTED
IN ACCORDANCE WITH annual INSPECTION AND
WAS FOUND TO BE IN AIRWORTHY CONDITION.

William W. Kessler Sr
WILLIAM W. KESSLER A & P 1041202 EA

Handled + landing gear operation checked + OK. Step
Cable replaced. Exhaust system checked as per AD 71-109-07
per A - B + C per B not applicable. Seat tracks checked as
per AD 87-20-03. No cracks noted. Nuts not enlarged +
pins intact OK. ELT Battery replaced. Expires 8-90. ELT
functionally checked + operates Satisfactorily.

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					HOURS	10THS	
12/13/88	took taxi 1564.7		Sealed fuel tank per Low temp of wing's manual. James C. Bell AP 408822011				James C. Bell
			Performed Biennial check required by part 91.172 on COLLINS TDR950 Transponder system #1 SN 3422 & #2 SN NA Specifications were met as per part 43 appendix F and recorded on W.O. # 89-258 Ron Collins Aviation Electronics, Evansville, Indiana, FAA Repair Station #3283 Authorized Signature 2-6-89 <i>James C. Bell</i>				
			I certify that the altimeter and static system tests required by FAR part 91.171 have been performed. The Altimeter was tested to #1 35000 Ft. on 2-6-89 #2 35000 Ft. on 2-6-89 Static Correspondence to #1 35000 Ft. on 2-6-89 #2 NA Ft. on _____				
			Ron Collins Aviation Electronics, Evansville, Indiana. FAA Repair Station #3283 2-6-89 <i>James C. Bell</i> Date Authorized Signature				

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AERO SERVICE

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error	Place		
VOR 1	VOR 2		19 ____	
-1-	89			Recording Tach 20 all Controls checked + allocated. Brakes - battery + hydraulic system serviced. Aircraft hoisted + landing gear operation checked + OK. Exhaust system checked as per AD 71-09-07 per A-D+B per B not applicable. Seat tracks checked as per AD 87-20-03 R1. Holes not enlarged - no cracks noted + pins enter holes OK. ELT functionally checked + OK. ELT Battery expires 890. Log books do not indicate hoses in engine compartment replaced as per AD 88-22-07 per B-3 - no action taken.
I CERTIFY THAT THIS AIRCRAFT WAS BEING INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.				
WILLIAM W. KESSLER A&P 1041202IA				

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 10-19-90			Recording Tach 1704 ³				
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>annual</u> INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION,</p> <p style="text-align: center;"> <i>William W Kessler Sr</i> WILLIAM W. KESSLER A & P 1041202 IA </p>			<p>all controls checked & lubricated Replaced discs with P/W 164-19600 Chrome Discs Replaced all brake lining, Replace lining plates Right Brake Brakes, Battery Shimmy dampener & Hydraulic System serviced. Aircraft Hoisted & landing gear operation checked + OK. Exhaust system checked as per AD 71-09-07 Par A-2+3. Par B not applicable Seat tracks checked as per AD 87-20-03 R1. No cracks noted, Holes not enlarged & pins enter holes OK. ELT Battery replaced expires 10-92. ELT functionally checked + OK</p>				

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Date	Bearing error VOR 1 VOR 2	Place	Signature	

NOVEMBER 1, 1990

REMOVED TEXAS INSTRUMENTS TI 9200 LORAN C NAVIGATION SYSTEM, INSTALLED BENDIX/KING KLN 88 LORAN C RECEIVER AND KA 83 LORAN ANTENNA. ALL WORK PERFORMED I/A/W AC 43.13-2A CHAPTER 1, PARA. 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, CHAPTER 2, PARA. 21, 22, 23, 27, CHAPTER 3, PARA. 36, 38, AND AC 20-121A PARA 7, 8. THE LORAN C INSTALLATION IS APPROVED FOR RETURN TO SERVICE PERSUANT WITH AC 20-121A, APPENDIX 1, PARAGRAPH 3. THE AIRCRAFT HAS BEEN PLACARDED "LORAN C NOT APPROVED FOR IFR", SEE FAA FORM 337 THIS DATE. AIRCRAFT WEIGHT AND BALANCE REVISED.

THIS INSTALLATION WAS PERFORMED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND IS APPROVED FOR RETURN TO SERVICE BY:

Gordon L. Terry, CERT. No. 2349708
 FOR: C.R.S.# PG2R082L RON COLLINS AVIATION ELECTRONICS
 6103 FLIGHTLINE DR, EVANSVILLE, INDIANA 47711 PHONE (812) 425-2603

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
<p>Performed Bisnial check required by part 91.413 on <u>Collins</u> <u>TDR 950</u> Transponder system #1 SN <u>3422</u> & #2 SN <u>NA</u> Specifications were met per part 43 appendix F and were recorded on W.O. # <u>91-105</u> Ron Collins Aviation Electronics Evansville, Indiana. FAA Repair Station #PG2R0821 <u>FEB. 5 1991</u> <u>Arion Bell</u> <div style="text-align: right; margin-right: 50px;"> Date Authorized Signature Repairman Cert# <u>2337929</u> </div> <p>I certify the altimeter and static system tests required by FAR part 91.411 have been performed. #1 Altimeter was tested to <u>30</u> K feet on <u>FEB. 5</u>, 1991 #2 Altimeter was tested to <u>25</u> K feet on <u>FEB. 5</u>, 1991 #1 Data correspondence to <u>30</u> K feet on <u>FEB. 5</u>, 1991 #2 Data correspondence to <u>—</u> K feet on _____ Ron Collins Aviation Electronics, Evansville, Indiana FAA Repair Station #PG2R0821 <u>FEB. 5 1991</u> <u>Arion Bell</u> <div style="text-align: right; margin-right: 50px;"> Date Authorized Signature Repairman Cert# <u>2337929</u> </div> </p> </p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19							
<p>AUGUST 16, 1991 INSTALLED FOSTER WX-1000+ STORMSCOPE WEATHER MAPPING SYSTEM. ALL WORK PERFORMED I/A/W AC 43.13-2A CHAPTER 1, PARAGRAPH 1,2,4,5,6,7,8, 9,10,11,12, CHAPTER 2, PARAGRAPH 21,22,23,27, CHAPTER 3, PARAGRAPH 36,43. SEE FAA FORM 337 THIS DATE. AIRCRAFT WEIGHT AND BALANCE REVISED.</p> <p>THIS INSTALLATION WAS PERFORMED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND IS APPROVED FOR RETURN TO SERVICE BY: <i>Gordon L. Terry</i>, CERT. NO. <u>2349708</u> FOR: C.R.S.# PG2R082L RON COLLINS AVIATION ELECTRONICS 6103 FLIGHTLINE DR, EVANSVILLE, INDIANA 47711 PHONE (812) 425-2603</p>							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AIRCRAFT LOG

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					HOURS	10THS		
19			10-29-91, N21066 AIRFRAME, S/N21061651, TACH 1796.4. ACTT 2106.7, WD#91-1343. INSPECTED EXHAUST MANIFOLD HEAT EXCHANGER PER AD71-09-07R1, AMMENDMENT 39-5445. INSPECTED SEATS INSTALLATION PER ADB7-20-03 R2, AMMENDMENT 39-6669.					<div style="text-align: center; font-family: cursive; font-size: 1.2em; margin: 0;"> E E Brazil </div> INSPECTOR FOR TRI-STATE AERO. INC. CRS AHTR102C

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					HOURS	10THS	
19 <u>91</u> 16-30	I certify that this aircraft has been found airworthy for ferry flight						
		E. E. Brown, Chief Tri-State Air, Inc. C.R.S. AHTR 102E					

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91. 25

Date	Bearing error		Place	Sign
	VOR 1	VOR 2		

3/7/92 Recording Tach 1797.2 Cessna T210 S/N 2106-651

N210GG. Removed Continental TS10-520-R-1A S/N 512071

Installed Continental TSIC-520-R-(9) S/N 269804-R. Factory Remanufactured. See Engine & propeller logbook entrys this date for details. See entry 3-27-81 for lower skin replacement by CRS 711-19 on thier WO.# 905. Four missing structual screws installed in empty holes. Replaced missing clip nut on left tail fairing. Replaced 5 chaff buttions right flap & 2 buttions left flap. Replaced right & left elevator tips. Replaced 2 light bulbs in glare shield & right wing courtesy light and 2 other bulbs. Replaced nut on compass light conduit. Battery removed cleaned and recharged. Replaced zerk fitting nose strut. Serviced nose strut & Hyd. pack. Replaced right main tire. Removed damaged section of airhose under pilots inst. panel & replaced. Capped lines under co-pilot inst paneð is from disconnected primer and OK. Cabin air cable secured under control yoke. Replaced rusty screw in upper beacon retain-er ring. Tightened bolt elevator trim tab. No corrosion noted. Rudder petal attach bolt tightened, Bolt replaced in fire ext. attach bracket. Nose cowling & part of side cowl & part of belly repainted.

William W Kessler A+P 104 1202 IA

AIRCRAFT LOG

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					HOURS	10THS	
19							
10-23-92	Recording Tach	1867 ⁹	Service Shimmy dampers				
WO	Replace Hour meter	"0" meter	Replace throttles				
92-54	assy. Replace Battery	# 55 C1 7730 dated 9-28(92)	Willam W Kessler Sr				ATP 1041202
3-1-93	Recording Tach	1879 ⁸			1879 ⁸		TT as per log Books
WO	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Annual</u> INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.						all controls checked & lubricated
93-3			William W Kessler Sr				Removed Hydraulic power Pack P/N 9881200-1, S/N 879. Overhauled by Air Light Products Inc. Wichita, KS Repair Station
			WILLIAM W. KESSLER, A & P	1041202, IA			
# OU 22070L	on three W.O.	# 93-0080 dated 1-25-93	Reinstalled in airplane.	Air plane hoisted. Landing gear cycled 4 times and operates satisfactorily. Exhaust system checked as per AD 71-09-07 per A 243. Par B not applicable. Seat tracks checked as per AD 87-20-03R1. No cracks noted - Halls not enlarged & pins intact. Fuel lines & Wires			

AVIATION SERVICE

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	
				AD 91-22-01	
				2-1-93 (continued)	Hose good condition (replaced 3-7-92) wires have clearance. AD 92-26-04 not complied with - was suspended as per 93-01 biweekly supplement.
					Performed Biennial check required by part 91.413 on COLLINS TDR950 Transponder system #1 SN 3422 & #2 SN N/A Specifications were met per part 43 appendix F and were recorded on W.O. # 93-466 from Collins Aviation Electronics, Evansville, Indiana FAA Repair Station #P229021
				2-24-93	Arroyo Bill
				Date	Authorized Signature
				Repairman Cert#	2337929
					I certify the altimeter and static system tests required by FAR part 91.411 have been performed.
					#1 Altimeter was tested to 35 K feet on 2-24-93
					#2 Altimeter was tested to 35 K feet on 2-24-93
					#1 Data correspondence to 35 K feet on 2-24-93
					#2 Data correspondence to ___ K feet on ___
					Non Collins Aviation Electronics, Evansville, Indiana
					FAA Repair Station #P229021 2-24-93 Arroyo Bill
				Date	Authorized Signature
				Repairman Cert#	2337929

MEMORANDA

Date

02/25/93

THIS AIRFRAME LOGBOOK CLOSED THIS DATE.
SEE BOOK #3 FOR CONTINUATION.

TT1894.4

h. Dain