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6-2 +10 +20	ICT /LPR								
			I have inspected this aircraft and found it to comply with FAR 21.183. All mandatory changes have been incorporated. The altimeter instrument was tested 02-10-10 to an altitude of 20 thousand feet and found to comply with Appendix E of Part 43. Automatic pressure altitude reporting equipment was tested and found to comply with Appendix E of Part 43, and calibrated 05-04-10 in compliance with FAR 91.36(b). The ATC transponder was tested and inspected 05-21-10 and found to comply with Appendix F of Part 43. The static pressure system was tested and inspected in accordance with FAR 91.170, and a Standard Airworthiness Certificate dated 6-11-82 was issued by me. Additional Executive Engineer Cessna Aircraft Co., Pawnee Di., Delegation Option Manufacture, CE-1 Ely L. E. Spalding						

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Date	VOR Receiver operation checked in accordance with FAR 91.25 Date Bearing error Place Signature				DATE	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -
	VOR 1 VOR 2					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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- CABLE	AIRPORT. UPLAND, CALIFORNIA 91786	I CERTIFY THE ALTIMETER, STATIC SYSTEM, PHEOSURE
FAA APP	PROVED REPAIR STATION ASTRO62 m	ALTITUDE REPORTING SYSTEM, AND TRANSPONDER HAS
L CERTIF	THAT THIS AIR FRAME	BEEN TESTED AND INSPECTED AND FOUND TO COMPLY
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SERVICE INFORMATION LETTER AND AIRWORTHINESS DIRECTIVE LOG

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SERVICE INFORMATION LETTER AND AIRWORTHINESS DIRECTIVE LOG

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