

N751KS  
IO-360-C1C6  
S/N: L-28646-S1E

# ENGINE LOG BOOK

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1. Approving Civil Aviation Authority/Country: <b>FAA/UNITED STATES</b>		2. <b>FAA F</b>
4. Organization Name and Address: Lycoming Engines, 652 Oliver Street, V		
6. Item:	7. Description:	8.
1.1	Aircraft Engine	H
12. REMARKS: <b>ENGINE MODEL: IO</b> Certifies that the work specified in block 11/12 was car is considered ready for release to service under EASA This engine was overhauled in accordance with Lycom Full details of work carried out per work order on file at		
13a. Certifies the items identified above were manufact ___ Approved Design data and are in a conditio ___ Non-approved design data specified in Block		
13b. Authorized Signature:		13c. App
13d. Name (Typed or Printed):		13e. Dat
It is important to understand that the existence engine/propeller/article. Where the user/installer performs work in accor authority of the country specified in Block 1, it i aircraft engine(s)/propeller(s)/article(s) from the Statements in Blocks 13a and 14a do not consti installation certification issued in accordance w FAA Form 8130-3 (02-14)		

## Engine Log & Maintenance Record

LOG #: \_\_\_\_\_

RECORD OF PIPER PA-28R-201 2844153  
(MAKE) (MODEL) (SERIAL)

AIRCRAFT REGISTRATION NUMBER: N751KS

FROM 12-18 2019 TO \_\_\_\_\_ 20\_\_\_\_

DETAILING TIME FROM 6588.9 TO \_\_\_\_\_  
(HOURS) (HOURS)

If used on a multi-engine aircraft: \_\_\_Right \_\_\_Left \_\_\_Front \_\_\_Rear

### Overhaul Reciprocating Engine Certificate

This is to certify that the engine as described hereinafter has been OVERHAULED in accordance with the applicable Lycoming specifications. It has been determined airworthy to return to service and is in a condition for safe operation. All applicable Federal Aviation Administration Airworthiness Directives and Lycoming Service Publications have been complied with. All accessories as part of the type certificate are new or newly rebuilt or newly overhauled. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.

Part Number HENPL-RT9325  
Serial Number L-28646-51E  
Engine Model IO-360-C1C6  
Work Order KM743133  
Total Time 6588.9

[Signature] 10/23/19  
Authorized Representative Date

Repair Station EJ1R115K

652 Oliver Street Williamsport, PA 17701 U.S.A.  
Lycoming Engines is a division of Avco Corporation

Form 2480 Rev 05/13



# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
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**KENT STATE UNIVERSITY**  
**ENGINE**  
**N751KS**

Engine Total Time: 6588.9

A/C TOTAL TIME : 2399.3  
ENG TOTAL TIME : 6588.9  
ENG T.S.M.O.H. : 0.0  
TACH TIME : 2399.3  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 359.3

Complied with an Engine Change:  
Installed this overhauled engine P/N IO-360-C1C6, S/N L-28646-51E (By Lycoming under W/O# KM743133 dated 10-23-2019) on aircraft N751KS. Serviced engine with 7 qts Aeroshell 80 Mineral oil. Installed new lord mounts, hoses, hardware, and exhaust gaskets. Complied with AD 2015-19-07 (fuel system inspection) by visual inspection with no defects noted. Next due at AFTT 2509.3. Adjusted idle speed and mixture settings. Installed serviceable Tanis engine preheater. Performed post maintenance engine run-up for leak check, no leaks noted. All work performed IAW the Piper PA-28R-201 (S/N's 2844001 & up) Aircraft Maintenance Manual and the Lycoming Direct Drive Engine Maintenance Manual.  
The engine and related accessories were changed as follows.

ITEM	REMOVED			INSTALLED		
	PART#	SERIAL #	TIS/TSO	PART#	SERIAL #	TIS/TSO
ENGINE	IO-360-C1C6	L-36460-51E	2399.3 TIS	IO-360-C1C6	L-28646-51E	6588.9/0.0
PROP	HC-C2YR-1BFP/7497	NS4160B	359.3 TIS	HC-C2YR-1BFP/7497	NS4160B	359.3 TIS
STARTER	149NL	H-R110270	317.3 TIS	149NL	H-R110270	317.3 TIS
ALTERNATOR	ALX-8521LS-1	H-O090185	2399.3 TIS	ALX-8521LS-1	H-R072416	UNKN/0.0
OIL COOLER	20017A	114-12396-1	2399.3 TIS	800061	1831488	0.0 TSN
Governor	F-2-7A	G130WJ	2399.3 TIS	F-2-7A	G130WJ	2399.3/0.0
MAGNETO (S)	L: 4372	14071665	2399.3 TIS	4372	19060630	0.0 TSN
	R: 4370	14090046	2399.3 TIS	4370	19070133	0.0 TSN
INJECTOR	LW-10409-70	171462077	2399.3 TIS	LW-10409-70	72294	UNKN/0.0
FUEL PUMP	62B26931	H1713	2399.3 TIS	62B26931	3919L0059	0.0 TSN
DISTRIBUTOR	63B26720	171462368	2399.3 TIS	78805-70	0123002	UNKN/0.0

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Date: 12/18/2019

Signed: Charles Doyle A&P 3125891.

Page Total: \_\_\_\_\_

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Total to Date: \_\_\_\_\_

All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
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**KENT STATE UNIVERSITY**  
**ENGINE-PA28R-201**  
**N751KS**  
Total Time in Service: 6615.2

A/C TOTAL TIME : 2425.6  
ENG TOTAL TIME : 6615.2  
ENG T.S.M.O.H. : 26.3  
TACH TIME : 2425.6  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 385.6

Complied with, 50HR INSPECTION CHECK LIST.

Complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell 80 Mineral oil & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Date: 02/04/2020

Signed: Christopher Brinker A&P 2690760

**KENT STATE UNIVERSITY**  
**ENGINE-PA28R-201**  
**N751KS**  
Total Time in Service: 6640.0

A/C TOTAL TIME : 2450.4  
ENG TOTAL TIME : 6640.0  
ENG T.S.M.O.H. : 51.1  
TACH TIME : 2450.4  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 410.4

Complied with, 25 Hour Special Oil Change.

Complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Adjusted propeller governor travel stop one turn clockwise. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Date: 03/10/2020

Signed: Charles Doyle A&P 3125891

Brought Forward: \_\_\_\_\_

Total to Date: \_\_\_\_\_

All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.



# Engine Log

Serial # \_\_\_\_\_

<b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201 (N751KS)</b> I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition. Time in Service: <b>6670.9</b>		A/C TOTAL TIME : <b>2481.3</b> ENG TOTAL TIME : <b>6670.9</b> ENG T.S.M.O.H. : <b>82.0</b> TACH TIME : <b>2481.3</b> PROP T.S.M.O.H. : <b>N/A</b> PROP TOTAL TIME : <b>441.3</b>
Complied with an <b>Annual Inspection</b> . Compressions: 1) 77/80 2) 76/80 3) 75/80 4) 74/80. Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>2591.3</b> . Complied with <b>S.I. 1492D</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected sniffle valve. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.		
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Date: <b>07/14/2020</b> Signed: _____ Charles Doyle A&P 3125891 IA		

<b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201</b> <b>N751KS</b> Total Time in Service: <b>6720.8</b>		A/C TOTAL TIME : <b>2531.2</b> ENG TOTAL TIME : <b>6720.8</b> ENG T.S.M.O.H. : <b>131.5</b> TACH TIME : <b>2531.2</b> PROP T.S.M.O.H. : <b>N/A</b> PROP TOTAL TIME : <b>491.2</b>
Complied with, <b>50HR INSPECTION CHECK LIST</b> . Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Tightened and installed new lock wire on oil fill tube. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.		
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Date: <b>08/18/2020</b> Signed: _____ Joshua Eyring A+P 2761827		

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

# Engine Log

Serial # \_\_\_\_\_

<b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201 (N751KS)</b> I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition. Time in Service: <b>6770.7</b>		A/C TOTAL TIME : <b>2581.1</b> ENG TOTAL TIME : <b>6770.7</b> ENG T.S.M.O.H. : <b>181.8</b> TACH TIME : <b>2581.1</b> PROP T.S.M.O.H. : <b>N/A</b> PROP TOTAL TIME : <b>541.1</b>
Complied with an <b>Annual Inspection</b> . Compressions: 1) 70/80 2) 76/80 3) 77/80 4) 76/80. Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>2691.1</b> . Complied with <b>S.I. 1492D</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected sniffle valve. Adjusted left and right magnetos by retarding 3 degrees. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.		
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Date: <b>10/05/2020</b> Signed: _____ Charles Doyle A&P 3125891 IA		

<b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201</b> <b>N751KS</b> Total Time in Service: <b>6820.3</b>		A/C TOTAL TIME : <b>2630.7</b> ENG TOTAL TIME : <b>6820.3</b> ENG T.S.M.O.H. : <b>231.4</b> TACH TIME : <b>2630.7</b> PROP T.S.M.O.H. : <b>N/A</b> PROP TOTAL TIME : <b>590.7</b>
Complied with, <b>50HR INSPECTION CHECK LIST</b> . Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.		
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Date: <b>11/16/2020</b> Signed: _____ Charles Doyle A&P 3125891		

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.



# Engine Log

Serial # \_\_\_\_\_

# Engine Log

Serial # \_\_\_\_\_



I certify that this **Engine-PA28R-201 (N751KS)** has been inspected in accordance with an **Annual Inspection** and was found to be in an airworthy condition.  
Time in Service : **6870.5**

A/C TOTAL TIME : **2680.9**  
ENG TOTAL TIME : **6870.5**  
ENG T.S.M.O.H. : **281.6**  
TACH TIME : **2680.9**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **640.9**

Licence # \_\_\_\_\_

Complied with an **Annual Inspection**.  
Compressions: 1) **77/80** 2) **75/80** 3) **76/80** 4) **73/80**. Took oil sample. Cut & inspected old oil filter. Replaced all eight spark plugs with new Champion REM38E test plugs. Complied with **A.D. 2015-19-07** (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of **2790.9**. Complied with **S.I. 1492D** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Replaced snuffle valve with new P/N 492-091. Adjusted idle mixture two clicks rich. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2021-00034**. Date: **01/25/2021**

Signed: \_\_\_\_\_ Charles Doyle, Certified Repair Station NX3R886D.



**ENGINE-PA28R-201**

**N751KS**

Total Time in Service: **6920.4**

A/C TOTAL TIME : **2730.8**  
ENG TOTAL TIME : **6920.4**  
ENG T.S.M.O.H. : **331.5**  
TACH TIME : **2730.8**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **690.8**

Complied with, **50HR INSPECTION CHECK LIST**.  
Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2021-00165**. Date: **03/10/2021**

Signed: \_\_\_\_\_ Charles Doyle, Certified Repair Station NX3R886D.

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.



I certify that this **Engine-PA28R-201 (N751KS)** has been inspected in accordance with an **Annual Inspection** and was found to be in an airworthy condition.  
Time in Service : **6970.1**

A/C TOTAL TIME : **2780.5**  
ENG TOTAL TIME : **6970.1**  
ENG T.S.M.O.H. : **381.2**  
TACH TIME : **2780.5**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **740.5**

Complied with an **Annual Inspection**.

Compressions: 1) **76/80** 2) **71/80** 3) **76/80** 4) **69/80**. Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with **A.D. 2015-19-07** (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of **2890.5**. Complied with **S.I. 1492D** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Replaced loose nose crankcase seal with new P/N LW-13792. Replaced torn left magneto gasket with new P/N LW-12681 and adapter gasket with new P/N 62224. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2021-00221**. Date: **04/01/2021**

Signed: \_\_\_\_\_ Charles Doyle, Certified Repair Station NX3R886D.



**ENGINE-PA28R-201**

**N751KS**

Total Time in Service: **7019.8**

A/C TOTAL TIME : **2830.2**  
ENG TOTAL TIME : **7019.8**  
ENG T.S.M.O.H. : **430.9**  
TACH TIME : **2830.2**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **790.2**

Complied with, **50HR INSPECTION CHECK LIST**.

Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2021-00272**. Date: **04/23/2021**

Signed: \_\_\_\_\_ Charles Doyle, Certified Repair Station NX3R886D.

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.


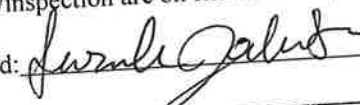



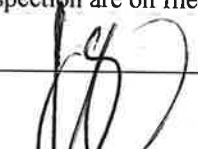
# Engine Log


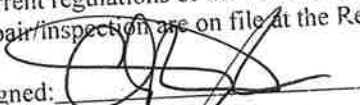
Serial # \_\_\_\_\_


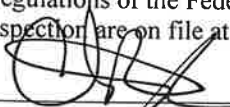
# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
<div> <div>  <p><b>KENT STATE UNIVERSITY</b> <b>N751KS</b></p> </div> <div> <p>A/C TOTAL TIME: <u>2880.3</u> ENG TOTAL TIME: <u>7069.9</u> ENG T.S.M.O.H.: <u>481.0</u> TACH TIME: <u>2880.3</u></p> </div> </div> <p>Complied with left (S/N 19060630) and right (S/N 19070133) magneto 500 hour internal inspection. Replaced left magneto carbon brush with new P/N K3215 (dated 11/19/2020), contact point kit with new P/N A-13081 (date code 1908704), and impulse coupling spring with new P/N M917 (dated 10/30/2018). Replaced right magneto carbon brush new P/N K3215 (dated 11/19/2020), contact point kit with new P/N A-13081 (date code 1919676), and capacitor with serviceable P/N K3984. Installed magnetos and timed to engine. All work performed in accordance with Lycoming Direct Drive Engine Maintenance Manual and Champion Master Service Manual F-1100 rev J.</p> <p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <u>KSU2021-00334</u>. Date: <u>6/2/2021</u></p> <p>Signed:  Sarah Johnson, Certified Repair Station NX3R886D.</p>					

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
<div> <div>  <p><b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201</b> <b>N751KS</b></p> </div> <div> <p>A/C TOTAL TIME : <u>2930.0</u> ENG TOTAL TIME : <u>7119.6</u> ENG T.S.M.O.H. : <u>530.7</u> TACH TIME : <u>2930.0</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>890.0</u></p> </div> </div> <p>Total Time in Service: <u>7119.6</u></p> <p>Complied with, <u>50HR INSPECTION CHECK LIST</u>.</p> <p>Complied with: <u>Lycoming S.I. 1492B</u> (oil filter insp.) &amp; <u>S.B. 480E</u> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 &amp; AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p> <p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <u>KSU 2021-00436</u>. Date: <u>7/7/2021</u></p> <p>Signed:  Joshua Eyring, Certified Repair Station NX3R886D.</p>					

<div> <div>  <p><b>KENT STATE UNIVERSITY</b></p> </div> <div> <p>I certify that this <u>Engine-PA28R-201 (N751KS)</u> has been inspected in accordance with an <u>Annual Inspection</u> and was found to be in an airworthy condition.</p> <p>Time in Service : <u>7069.9</u></p> </div> </div> <p>Complied with an <u>Annual Inspection</u>.</p> <p>Compressions: 1) <u>77/80</u> 2) <u>76/80</u> 3) <u>75/80</u> 4) <u>68/80</u>. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <u>A.D. 2015-19-07</u> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <u>2990.3</u>. Complied with <u>S.I. 1492D</u> (oil filter insp.) &amp; <u>S.B. 480E</u> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzle. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected sniffe valve. Replaced #4 intake gasket with new P/N 71973. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p> <p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <u>KSU2021-00334</u>. Date: <u>06/03/2021</u></p> <p>Signed:  Charles Doyle, Certified Repair Station NX3R886D.</p>					
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<div> <div>  <p><b>KENT STATE UNIVERSITY</b></p> </div> <div> <p>I certify that this <u>Engine-PA28R-201 (N751KS)</u> has been inspected in accordance with an <u>Annual Inspection</u> and was found to be in an airworthy condition.</p> <p>Time in Service : <u>7169.4</u></p> </div> </div> <p>Complied with an <u>Annual Inspection</u>.</p> <p>Compressions: 1) <u>78/80</u> 2) <u>76/80</u> 3) <u>78/80</u> 4) <u>77/80</u>. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <u>A.D. 2015-19-07</u> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <u>3089.8</u>. Complied with <u>S.I. 1492D</u> (oil filter insp.) &amp; <u>S.B. 480E</u> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected sniffe valve. Adjusted magneto timing by retarding left magneto by two degrees. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p> <p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <u>KSU2021-00555</u>. Date: <u>08/30/2021</u></p> <p>Signed:  Charles Doyle, Certified Repair Station NX3R886D.</p>					
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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

ent of a certified mechanic, and his/her rating and certificate number MUST be shown.



# Engine Log

Serial # \_\_\_\_\_

Time Run	Total Time	Signature	Licence #
<b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201</b> <b>N751KS</b> Total Time in Service: <u>7218.8</u>			
A/C TOTAL TIME : <u>3029.2</u> ENG TOTAL TIME : <u>7218.8</u> ENG T.S.M.O.H. : <u>629.9</u> TACH TIME : <u>3029.2</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>989.2</u>			
Complied with, <b>50 HR INSPECTION CHECK LIST</b> . Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.			
The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2021-00636</b> . Date: <b>09/30/2021</b>			
Signed: <u>Christopher Brinker</u> Christopher Brinker, Certified Repair Station NX3R886D.			
<b>TIFFIN AIRE</b> N751KS Engine Log Date <u>03/31/2022</u> Tach <u>3080.5</u> Total time <u>3080.5</u> SMOH <u>681.2</u> Completed 100-hour inspection in accordance with Piper PA-28R-201 maintenance manual checklist in section 5-20-00. Drained oil, took oil sample, and sent to AVLAB for analysis. Serviced engine with (8) quarts Aeroshell 15W50. Removed oil filter, cut open, and inspected - no defects noted. Installed new oil filter P/N: CH48111-1. Removed oil suction screen, cleaned and inspected - no defects noted. Reinstalled with new crash gasket AN900-16. Checked compressions: 1) 80/80, 2) 80/80, 3) 80/80, 4) 80/80. Removed fuel nozzles, cleaned and inspected, reinstalled in engine. Retimed both magnetos to engine 20° before TDC. Complied with AD 2015-19-07 fuel injector line inspection in accordance with SB342G. A.D.S checked through 2022-07. Engine run up and leak check complete - no defects noted. All work performed in accordance with Piper PA-28R-201 and Lycoming IO-360 maintenance manual.			
I certify that this engine has been inspected in accordance with a 100-hour inspection and was determined to be in airworthy condition.			
Signature <u>Andrew Tiller</u> IA3708416 Work performed by Tiffin Aire, Inc			

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

# Engine Log

Serial # \_\_\_\_\_

Time Run	Total Time	Signature	Licence #
<b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201</b> <b>N751KS</b> Total Time in Service: <u>7319.3</u>			
A/C TOTAL TIME : <u>3129.7</u> ENG TOTAL TIME : <u>7319.3</u> ENG T.S.M.O.H. : <u>730.4</u> TACH TIME : <u>3129.7</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1089.7</u>			
Complied with, <b>50HR INSPECTION CHECK LIST</b> . Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.			
The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2022-00269</b> . Date: <b>05/04/2022</b>			
Signed: <u>Christopher Brinker</u> Christopher Brinker, Certified Repair Station NX3R886D.			
<b>KENT STATE UNIVERSITY</b> I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition. Time in Service : <u>7369.2</u>			
A/C TOTAL TIME : <u>3179.6</u> ENG TOTAL TIME : <u>7369.2</u> ENG T.S.M.O.H. : <u>780.3</u> TACH TIME : <u>3179.6</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1139.6</u>			
Complied with an <b>Annual Inspection</b> . Compressions: 1) <b>78/80</b> 2) <b>78/80</b> 3) <b>77/80</b> 4) <b>77/80</b> . Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>3289.6</b> . Complied with <b>S.I. 1492D</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Adjusted idle speed and mixture 4 clicks lean for seasonal change. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.			
The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2022-00313</b> . Date: <b>7/7/2022</b>			
Signed: <u>Sarah Johnson</u> Sarah Johnson, Certified Repair Station NX3R886D.			

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.



# Engine Log

Serial # \_\_\_\_\_

# Engine Log

Serial # \_\_\_\_\_

**KENT STATE UNIVERSITY**  
**ENGINE-PA28R-201**  
**N751KS**

Total Time in Service: 7419.0

A/C TOTAL TIME : 3229.4  
ENG TOTAL TIME : 7419.0  
ENG T.S.M.O.H. : 830.1  
TACH TIME : 3229.4  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 1189.4

Complied with, **50HR INSPECTION CHECK LIST**.

Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2022-00488**. Date: **08/09/2022**

Signed: Christopher Brinker Christopher Brinker, Certified Repair Station NX3R886D.

**KENT STATE UNIVERSITY**

I certify that this **Engine-PA28R-201 (N751KS)** has been inspected in accordance with an **Annual Inspection** and was found to be in an airworthy condition.  
Time in Service : 7469.0

A/C TOTAL TIME : 3279.4  
ENG TOTAL TIME : 7469.0  
ENG T.S.M.O.H. : 880.1  
TACH TIME : 3279.4  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 1239.4

Complied with an **Annual Inspection**.

Compressions: 1) 79/80 2) 75/80 3) 77/80 4) 75/80. Took oil sample. Cut & inspected old oil filter. Complied with **A.D. 2015-19-07** (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of **3389.4**. Complied with **S.I. 1492D** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Replaced all eight sparkplugs with new P/N UREM-38E's. Replaced #1 and #4 oil return line hoses with new P/N STD-2180. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU 2022-00581**. Date: **09/15/2022**

Signed: Joshua Eyring Joshua Eyring, Certified Repair Station NX3R886D.

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

**KENT STATE UNIVERSITY**  
**ENGINE-PA28R-201**  
**N751KS**

Total Time in Service: 7512.1

A/C TOTAL TIME : 3322.5  
ENG TOTAL TIME : 7512.1  
ENG T.S.M.O.H. : 923.2  
TACH TIME : 3322.5  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 1282.5

Complied with, **50HR INSPECTION CHECK LIST**.

Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU 2022-00720**. Date: **11/04/2022**

Signed: Seth Brown Seth Brown, Certified Repair Station NX3R886D.

**KENT STATE UNIVERSITY**  
**N751KS**

A/C TOTAL TIME : 3379.2  
ENG TOTAL TIME : 7568.8  
ENG T.S.M.O.H. : 979.9  
TACH TIME : 3379.2

Complied with left magneto P/N 4372, S/N 19060630 and right magneto P/N 4370, S/N 19070133 500 hour internal inspections. Replaced left and right magneto carbon brushes with new P/N AM-3215 (date code 1928076). Installed new cotter pin P/N AM-2556 (date code 1934933) at left magneto drive gear mounting nut. Set internal timing of both magnetos and reassembled. Reinstalled magnetos back on engine and timed using two new gaskets P/N LW-12681 and one new P/N 62224. Installed four new mounting nuts P/N STD1410 using new lock washers. All work performed in accordance with the Champion/Slick F-1100 Master Service Manual Revision J and the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU 2022-00806**. Date: **12/15/2022**

Signed: Joshua Eyring Joshua Eyring, Certified Repair Station NX3R886D.






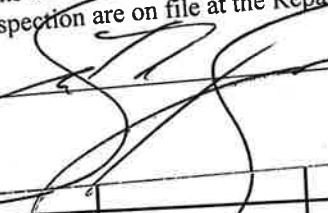

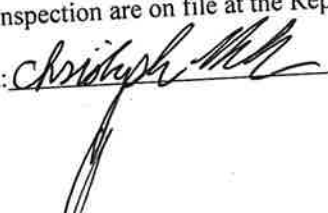



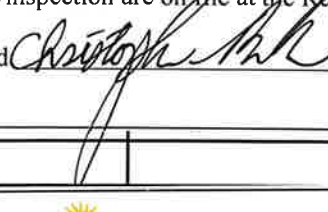

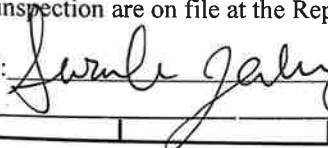
Engine Log

Serial # \_\_\_\_\_

Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
<b>BROUGHT FORWARD</b>					
<div><div><b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201</b> <b>N751KS</b> Total Time in Service: <u>7717.7</u></div><div><p>A/C TOTAL TIME : <u>3528.1</u> ENG TOTAL TIME : <u>7717.7</u> ENG T.S.M.O.H. : <u>1128.8</u> TACH TIME : <u>3528.1</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1488.1</u></p><p>Complied with, <b>50HR INSPECTION CHECK LIST.</b> Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 &amp; AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2023-00240</b>. Date: <b>04/25/2023</b></p><p>Signed:  Seth Brown, Certified Repair Station NX3R886D.</p></div></div>					
<div><div><b>KENT STATE UNIVERSITY</b> I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with a <b>100 Hour Inspection</b> and was found to be in an airworthy condition. Time in Service : <u>7767.9</u></div><div><p>A/C TOTAL TIME : <u>3578.3</u> ENG TOTAL TIME : <u>7767.9</u> ENG T.S.M.O.H. : <u>1179.0</u> TACH TIME : <u>3578.3</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1538.3</u></p><p>Complied with a <b>100 Hour Inspection.</b> Compressions: 1) <b>78/80</b> 2) <b>77/80</b> 3) <b>77/80</b> 4) <b>73/80</b>. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>3688.3</b>. Complied with <b>S.I. 1492D</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2023-00316</b>. Date: <b>05/19/2023</b></p><p>Signed:  Christopher Brinker, Certified Repair Station NX3R886D.</p></div></div>					

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
<div><div><b>KENT STATE UNIVERSITY</b> <b>ENGINE-PA28R-201</b> <b>N751KS</b> Total Time in Service: <u>7817.8</u></div><div><p>A/C TOTAL TIME : <u>3628.2</u> ENG TOTAL TIME : <u>7817.8</u> ENG T.S.M.O.H. : <u>1228.9</u> TACH TIME : <u>3628.2</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1588.2</u></p><p>Complied with, <b>50HR INSPECTION CHECK LIST.</b> Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 &amp; AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2023-00403</b>. Date: <b>06/27/2023</b></p><p>Signed:  Christopher Brinker, Certified Repair Station NX3R886D.</p></div></div>					
<div><div><b>KENT STATE UNIVERSITY</b> I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition. Time in Service : <u>7866.5</u></div><div><p>A/C TOTAL TIME : <u>3676.9</u> ENG TOTAL TIME : <u>7866.5</u> ENG T.S.M.O.H. : <u>1277.6</u> TACH TIME : <u>3676.9</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1636.9</u></p><p>Complied with an <b>Annual Inspection.</b> Compressions: 1) <b>77/80</b> 2) <b>77/80</b> 3) <b>77/80</b> 4) <b>77/80</b>. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>3786.9</b>. Complied with <b>S.I. 1492D</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snaffle valve. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2023-00463</b>. Date: <b>7/26/2023</b></p><p>Signed:  Sarah Johnson, Certified Repair Station NX3R886D.</p></div></div>					

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.



Engine Log

Serial #

Engine Log

Serial #

KENT STATE UNIVERSITY  
ENGINE-PA28R-201  
N751KS

Total Time in Service: 7913.0

A/C TOTAL TIME : 3723.4  
ENG TOTAL TIME : 7913.0  
ENG T.S.M.O.H. : 1324.1  
TACH TIME : 3723.4  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 1683.4

Complied with, **50HR INSPECTION CHECK LIST**.  
Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2023-00501**. Date: **8/22/2023**

Signed: *Sarah Johnson* Sarah Johnson, Certified Repair Station NX3R886D.

KENT STATE UNIVERSITY

I certify that this **Engine-PA28R-201 (N751KS)** has been inspected in accordance with a **100 Hour Inspection** and was found to be in an airworthy condition.  
Time in Service : **7966.4**

A/C TOTAL TIME : 3776.8  
ENG TOTAL TIME : 7966.4  
ENG T.S.M.O.H. : 1377.5  
TACH TIME : 3776.8  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 1736.8

Complied with a **100 Hour Inspection**.  
Compressions: 1) 79/80 2) 75/80 3) 76/80 4) 76/80. Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with **A.D. 2015-19-07** (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of **3886.8**. Complied with **S.I. 1492D** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Retarded left magneto timing 4 degrees. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected sniffle valve. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of this repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2023-00572**. Date: **09/26/2023**

Signed: *Christopher Brinker* Christopher Brinker, Certified Repair Station NX3R886D.

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

KENT STATE UNIVERSITY  
ENGINE-PA28R-201  
N751KS

Total Time in Service: 8024.3

A/C TOTAL TIME : 3834.7  
ENG TOTAL TIME : 8024.3  
ENG T.S.M.O.H. : 1435.4  
TACH TIME : 3834.7  
PROP T.S.M.O.H. : N/A  
PROP TOTAL TIME : 1794.7

Complied with, **50HR INSPECTION CHECK LIST**.

Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2023-00619**. Date: **10/18/2023**

Signed: *Christopher Brinker* Christopher Brinker, Certified Repair Station NX3R886D.

KENT STATE UNIVERSITY  
N751KS

A/C TOTAL TIME : 3876.7  
ENG TOTAL TIME : 8066.3  
ENG T.S.M.O.H. : 1477.4  
TACH TIME : 3876.7

Complied with left magneto P/N 4372, S/N 19060630 and right magneto P/N 4370, S/N 19070133 500 hour internal inspections. Replaced left magneto carbon brush with new P/N AM-3215 (date code 1936669), cotter pin with new P/N AM-2556 (date code 1934933), and impulse coupling with new P/N ES3100 (date code 1941352). Replaced right magneto carbon brush with new P/N AM-3215 (date code 1936002) and rotor gear with new P/N M3827. Set internal timing of both magnetos and reassembled. Reinstalled magnetos back on engine and timed using new gaskets two P/N LW-12681 and one 62224. Installed four new mounting nuts P/N STD1410. All work performed in accordance with the Champion/Slick F-1100 Master Service Manual Revision J and the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of this repair/inspection are on file at the Repair Station under this work order: W/O# **KSU 2023-00665** Date: **11/6/2023**

Signed: *Charles Doyle* Charles Doyle, Certified Repair Station NX3R886D

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.



# Engine Log

Serial # \_\_\_\_\_

# Engine Log

Serial # \_\_\_\_\_



I certify that this **Engine-PA28R-201 (N751KS)** has been inspected in accordance with an **Annual Inspection** and was found to be in an airworthy condition.  
Time in Service : **8066.3**

A/C TOTAL TIME : **3876.7**  
ENG TOTAL TIME : **8066.3**  
ENG T.S.M.O.H. : **1477.4**  
TACH TIME : **3876.7**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **1836.7**

Complied with an **Annual Inspection**.  
Compressions: 1) 77/80 2) 76/80 3) 75/80 4) 75/80. Took oil sample. Cut & inspected old oil filter. Replaced all 8 sparkplugs with new P/N UREM38E. Complied with **A.D. 2015-19-07** (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of **3986.7**. Complied with **S.I. 1492D** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Replaced the #2 and #4 oil return line hoses with new P/N STD 2180. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2023-00665**. Date: **11/7/2023**

Signed: *Sarah Johnson* Sarah Johnson, Certified Repair Station NX3R886D.

**KENT STATE UNIVERSITY**  
**ENGINE-PA28R-201**  
**N751KS**

Total Time in Service: **8116.9**

Complied with, **50HR INSPECTION CHECK LIST**.  
Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2023-00714**. Date: **12/01/2023**

Signed: *Christopher Brinker* Christopher Brinker, Certified Repair Station NX3R886D.

A/C TOTAL TIME : **3927.3**  
ENG TOTAL TIME : **8116.9**  
ENG T.S.M.O.H. : **1528.0**  
TACH TIME : **3927.3**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **1887.3**



I certify that this **Engine-PA28R-201 (N751KS)** has been inspected in accordance with an **Annual Inspection** and was found to be in an airworthy condition.  
Time in Service : **8166.1**

A/C TOTAL TIME : **3976.5**  
ENG TOTAL TIME : **8166.1**  
ENG T.S.M.O.H. : **1577.2**  
TACH TIME : **3976.5**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **1936.5**

Complied with an **Annual Inspection**.

Compressions: 1) 77/80 2) 76/80 3) 66/80 4) 76/80. Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with **A.D. 2015-19-07** (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of **4086.5**. Complied with **S.I. 1492D** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Replaced #3 fuel injector nozzle with new P/N 2524864-2. Replaced #4 cylinder intake gasket with new P/N 71973. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2024-00007**. Date: **01/05/2024**

Signed: *Charles Doyle* Charles Doyle, Certified Repair Station NX3R886D.

**KENT STATE UNIVERSITY**  
**ENGINE-PA28R-201**  
**N751KS**

Total Time in Service: **8223.7**

Complied with, **50HR INSPECTION CHECK LIST**.

Complied with: **Lycoming S.I. 1492B** (oil filter insp.) & **S.B. 480E** (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2024-00070**. Date: **02/13/2024**

Signed: *Charles Doyle* Charles Doyle, Certified Repair Station NX3R886D.

A/C TOTAL TIME : **4034.1**  
ENG TOTAL TIME : **8223.7**  
ENG T.S.M.O.H. : **1634.8**  
TACH TIME : **4034.1**  
PROP T.S.M.O.H. : **N/A**  
PROP TOTAL TIME : **1994.1**

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.


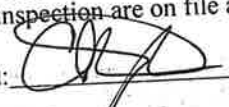

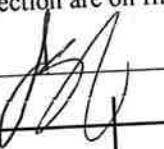



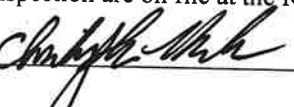


Engine Log

Serial # \_\_\_\_\_

Engine Log

Serial # \_\_\_\_\_

Date	Time Run	Total Time	Repairs, Adjustments, Service	Remarks	Signature	Licence #
<div><div><b>KENT STATE UNIVERSITY</b></div><div><b>ENGINE-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition. Time in Service : <b>8265.7</b></div><div><div>A/C TOTAL TIME : <b>4076.1</b> ENG TOTAL TIME : <b>8265.7</b> ENG T.S.M.O.H. : <b>1676.8</b> TACH TIME : <b>4076.1</b> PROP T.S.M.O.H. : <b>N/A</b> PROP TOTAL TIME : <b>2036.1</b></div><div><b>Piper</b></div></div><p>Complied with an <b>Annual Inspection</b>. Compressions: 1) 76/80 2) 76/80 3) 74/80 4) 76/80. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>4186.1</b>. Complied with <b>S.I. 1492D</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2024-00126</b>. Date: <b>03/08/2024</b></p><p>Signed:  Charles Doyle, Certified Repair Station NX3R886D.</p></div> <div><div><b>KENT STATE UNIVERSITY</b></div><div><b>N751KS</b></div><div><div>A/C TOTAL TIME : <b>4077.2</b> ENG TOTAL TIME : <b>8266.8</b> ENG T.S.M.O.H. : <b>1677.9</b> TACH TIME : <b>4077.2</b> PROP T.S.M.O.H. : <b>N/A</b> PROP TOTAL TIME : <b>1983.9</b></div><div><b>Piper</b></div></div><p>Cleaned and desludged forward crankshaft bore after propeller removal. All work performed IAW the Piper Arrow (S/N's 2844001 and up) Maintenance Manual and the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU 2024-00136</b>. Date: <b>3/20/2024</b></p><p>Signed:  Joshua Eyring, Certified Repair Station NX3R886D.</p></div>						

Date	Time Run	Total Time	Repairs, Adjustments, Service	Remarks	Signature	Licence #
<div><div><b>KENT STATE UNIVERSITY</b></div><div><b>ENGINE-PA28R-201 N751KS</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition. Total Time in Service: <b>8315.5</b></div><div><div>A/C TOTAL TIME : <b>4125.9</b> ENG TOTAL TIME : <b>8315.5</b> ENG T.S.M.O.H. : <b>1726.6</b> TACH TIME : <b>4125.9</b> PROP T.S.M.O.H. : <b>0.0</b> PROP TOTAL TIME : <b>2037.2</b></div><div><b>Piper</b></div></div><p>Complied with, <b>50HR INSPECTION CHECK LIST</b>. Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 &amp; AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2024-00198</b>. Date: <b>04/17/2024</b></p><p>Signed:  Christopher Brinker, Certified Repair Station NX3R886D.</p></div> <div><div><b>KENT STATE UNIVERSITY</b></div><div><b>ENGINE-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition. Time in Service : <b>8362.8</b></div><div><div>A/C TOTAL TIME : <b>4173.2</b> ENG TOTAL TIME : <b>8362.8</b> ENG T.S.M.O.H. : <b>1773.9</b> TACH TIME : <b>4173.2</b> PROP T.S.M.O.H. : <b>47.3</b> PROP TOTAL TIME : <b>2084.5</b></div><div><b>Piper</b></div></div><p>Complied with an <b>Annual Inspection</b>. Compressions: 1) 77/80 2) 76/80 3) 75/80 4) 78/80. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>4283.2</b>. Complied with <b>S.I. 1492D</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p><p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2024-00258</b>. Date: <b>5/7/2024</b></p><p>Signed:  Sarah Johnson, Certified Repair Station NX3R886D.</p></div>						

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.



Serial # \_\_\_\_\_

<div style="text-align: center;">  <h2 style="margin: 0;">KENT STATE</h2> <p style="margin: 0; color: #0070C0;">UNIVERSITY</p> </div> <p>I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition.</p> <p>Time in Service : <b>8461.6</b></p> <p>Complied with an <b>Annual Inspection</b>.</p> <p>Compressions: 1) <b>78/80</b> 2) <b>78/80</b> 3) <b>74/80</b> 4) <b>78/80</b>. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>4382.0</b>. Complied with <b>S.I. 1492D</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Retarded the left magneto timing 3 degrees. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p> <p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2024-00372</b>. Date: <b>6/17/2024</b></p> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 20px;"> <div style="text-align: center;"> <p>Signed: </p> </div> <div> <p>Sarah Johnson, Certified Repair Station NX3R886D.</p> </div> </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">A/C TOTAL TIME :</td> <td style="text-align: right; padding: 5px;"><b>4272.0</b></td> </tr> <tr> <td style="padding: 5px;">ENG TOTAL TIME :</td> <td style="text-align: right; padding: 5px;"><b>8461.6</b></td> </tr> <tr> <td style="padding: 5px;">ENG T.S.M.O.H. :</td> <td style="text-align: right; padding: 5px;"><b>1872.7</b></td> </tr> <tr> <td style="padding: 5px;">TACH TIME :</td> <td style="text-align: right; padding: 5px;"><b>4272.0</b></td> </tr> <tr> <td style="padding: 5px;">PROP T.S.M.O.H. :</td> <td style="text-align: right; padding: 5px;"><b>146.1</b></td> </tr> <tr> <td style="padding: 5px;">PROP TOTAL TIME :</td> <td style="text-align: right; padding: 5px;"><b>2183.3</b></td> </tr> </table>	A/C TOTAL TIME :	<b>4272.0</b>	ENG TOTAL TIME :	<b>8461.6</b>	ENG T.S.M.O.H. :	<b>1872.7</b>	TACH TIME :	<b>4272.0</b>	PROP T.S.M.O.H. :	<b>146.1</b>	PROP TOTAL TIME :	<b>2183.3</b>
A/C TOTAL TIME :	<b>4272.0</b>												
ENG TOTAL TIME :	<b>8461.6</b>												
ENG T.S.M.O.H. :	<b>1872.7</b>												
TACH TIME :	<b>4272.0</b>												
PROP T.S.M.O.H. :	<b>146.1</b>												
PROP TOTAL TIME :	<b>2183.3</b>												

**Total to Date:** \_\_\_\_\_

All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

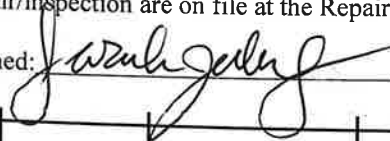
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**KENT STATE**  
UNIVERSITY  
**N751KS**

A/C TOTAL TIME:	<u>4371.4</u>
ENG TOTAL TIME:	<u>8561.0</u>
ENG T.S.M.O.H.:	<u>1972.1</u>
TACH TIME:	<u>4371.4</u>

Complied with left (P/N 4372, S/N 19060630) and right (P/N 4370, S/N 19070133) magneto 500 hour internal inspection. Replaced left magneto carbon brush with new P/N AM-3215 (date code 1951111), cotter pin with new P/N AM-2556 (date code 1934933), and contact point kit with new P/N A-13081 (date code 1928555). Replaced right magneto carbon brush new P/N AM-3215 (date code 1951111) and contact point kit with new P/N A-13081 (date code 1928555). Installed magnetos and timed to engine using new gaskets two P/N LW-12681 and one 62224. Installed four new mount nuts P/N STD1410 and new lock washers. All work performed in accordance with Lycoming Direct Drive Engine Maintenance Manual and Champion Master Service Manual F-1100 rev J.

The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# **KSU2024-00468**. Date: **7/31/2024**

Signed:  Sarah Johnson, Certified Repair Station NX3R886D.


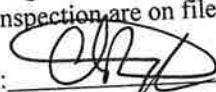
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**Total to Date:** \_\_\_\_\_

**All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.**



Serial # \_\_\_\_\_

<div style="text-align: center;">  <p><b>KENT STATE</b> UNIVERSITY</p> </div> <p>I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition.</p> <p>Time in Service : <b>8561.0</b></p>	<div style="border: 1px solid black; padding: 5px;"> <table style="width: 100%;"> <tr> <td>A/C TOTAL TIME :</td> <td style="text-align: right;"><b>4371.4</b></td> </tr> <tr> <td>ENG TOTAL TIME :</td> <td style="text-align: right;"><b>8561.0</b></td> </tr> <tr> <td>ENG T.S.M.O.H. :</td> <td style="text-align: right;"><b>1972.1</b></td> </tr> <tr> <td>TACH TIME :</td> <td style="text-align: right;"><b>4371.4</b></td> </tr> <tr> <td>PROP T.S.M.O.H. :</td> <td style="text-align: right;"><b>245.5</b></td> </tr> <tr> <td>PROP TOTAL TIME :</td> <td style="text-align: right;"><b>2282.7</b></td> </tr> </table> </div>	A/C TOTAL TIME :	<b>4371.4</b>	ENG TOTAL TIME :	<b>8561.0</b>	ENG T.S.M.O.H. :	<b>1972.1</b>	TACH TIME :	<b>4371.4</b>	PROP T.S.M.O.H. :	<b>245.5</b>	PROP TOTAL TIME :	<b>2282.7</b>	<div style="text-align: center; font-size: 2em; opacity: 0.5;">Piper</div> <p>Complied with an <b>Annual Inspection</b>.</p> <p>Compressions: 1) <b>75/80</b> 2) <b>77/80</b> 3) <b>76/80</b> 4) <b>75/80</b>. Took oil sample. Cut &amp; inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>4481.4</b>. Complied with <b>S.I. 1492D</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected snuffle valve. Complied with <b>S.B. 388C</b> (exhaust valve guide) by visual inspection and measurement 1) <b>.016</b>, 2) <b>.017</b>, 3) <b>.026</b>, 4) <b>.015</b> and <b>S.B. 301B</b> (valve train) by visual inspection with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p> <p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2024-00468</b>. Date: <b>08/02/2024</b></p> <p>Signed:  Charles Doyle, Certified Repair Station NX3R886D.</p>
A/C TOTAL TIME :	<b>4371.4</b>													
ENG TOTAL TIME :	<b>8561.0</b>													
ENG T.S.M.O.H. :	<b>1972.1</b>													
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<div style="text-align: center;">  <h1 style="margin: 0;">KENT STATE</h1> <p style="margin: 0; color: #D4AF37;">UNIVERSITY</p> <h2 style="margin: 0; color: #D4AF37;">ENGINE-PA28R-201</h2> <h3 style="margin: 0;">N751KS</h3> <p style="margin: 0;">Total Time in Service: <b>8610.8</b></p> </div> <div style="text-align: center; margin-top: 20px;"> <h2 style="color: #D4AF37; font-family: cursive;">Piper</h2> </div> <p>Complied with, <b><u>50HR INSPECTION CHECK LIST.</u></b></p> <p>Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) &amp; <b>S.B. 480E</b> (Oil filter &amp; suction screen insp.). Changed oil &amp; filter with 6 QTS. Aeroshell W15W-50 &amp; AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.</p> <p>The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b><u>KSU2024-00515.</u></b> Date: <b><u>08/21/2024</u></b></p> <p>Signed: <u></u> Christopher Brinker, Certified Repair Station NX3R886D.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">A/C TOTAL TIME :</td> <td style="text-align: right; padding: 5px;"><b><u>4421.2</u></b></td> </tr> <tr> <td style="padding: 5px;">ENG TOTAL TIME :</td> <td style="text-align: right; padding: 5px;"><b><u>8610.8</u></b></td> </tr> <tr> <td style="padding: 5px;">ENG T.S.M.O.H. :</td> <td style="text-align: right; padding: 5px;"><b><u>2021.9</u></b></td> </tr> <tr> <td style="padding: 5px;">TACH TIME :</td> <td style="text-align: right; padding: 5px;"><b><u>4421.2</u></b></td> </tr> <tr> <td style="padding: 5px;">PROP T.S.M.O.H. :</td> <td style="text-align: right; padding: 5px;"><b><u>295.3</u></b></td> </tr> <tr> <td style="padding: 5px;">PROP TOTAL TIME :</td> <td style="text-align: right; padding: 5px;"><b><u>2332.5</u></b></td> </tr> </table>	A/C TOTAL TIME :	<b><u>4421.2</u></b>	ENG TOTAL TIME :	<b><u>8610.8</u></b>	ENG T.S.M.O.H. :	<b><u>2021.9</u></b>	TACH TIME :	<b><u>4421.2</u></b>	PROP T.S.M.O.H. :	<b><u>295.3</u></b>	PROP TOTAL TIME :	<b><u>2332.5</u></b>
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PROP TOTAL TIME :	<b><u>2332.5</u></b>												

PA28R

Piper

**Brought Forward:** \_\_\_\_\_

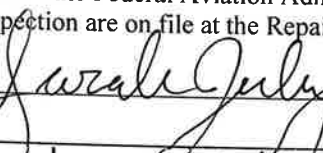
**Total to Date:** \_\_\_\_\_

All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number **MUST** be shown.

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## Serial # \_\_\_\_\_

KENT STATE UNIVERSITY	
I certify that this <b>Engine-PA28R-201 (N751KS)</b> has been inspected in accordance with an <b>Annual Inspection</b> and was found to be in an airworthy condition.	
Time in Service : <b>8660.7</b>	
Complied with an <b>Annual Inspection</b> .	
Compressions: 1) 77/80 2) 77/80 3) 76/80 4) 76/80. Took oil sample. Cut & inspected old oil filter. Replaced all eight sparkplugs with new P/N UREM38E. Complied with <b>A.D. 2015-19-07</b> (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of <b>4581.1</b> . Complied with <b>S.I. 1492D</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected sniffle valve. Performed post maintenance engine run-up for leak check, no leaks noted. Operational checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.	
The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2024-00607</b> . Date: <b>09/24/2024</b>	
Signed: <u>Christopher Brinker</u> Christopher Brinker, Certified Repair Station NX3R886D.	

KENT STATE UNIVERSITY	
<b>ENGINE-PA28R-201</b>	
<b>N751KS</b>	
Total Time in Service: <b>8709.4</b>	
Complied with, <b>50HR INSPECTION CHECK LIST.</b>	
Complied with: <b>Lycoming S.I. 1492B</b> (oil filter insp.) & <b>S.B. 480E</b> (Oil filter & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. Visually inspected engine for general condition with no defects noted. Performed post maintenance engine run-up for leak check, no leaks noted, operation checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual.	
The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# <b>KSU2024-00806</b> . Date: <b>12/5/2024</b>	
Signed:  Sarah Johnson, Certified Repair Station NX3R886D.	

Page Total: \_\_\_\_\_

**Brought Forward:**

**Total to Date:\_\_\_\_\_**

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## Serial #

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