# ENGINE LOG BOOK



### **Engine Log & Maintenance Record**

| RECORD OF Lycom             | ing 3         | 10-36<br>(MODEL    | >-C1Clo | RL-3113<br>(SER | 87-518<br>(AL) |
|-----------------------------|---------------|--------------------|---------|-----------------|----------------|
| AIRCRAFT REGISTRATION N     | NUMBER:       | 1752K              | ,5      | _               |                |
| FROM <u>9/4</u> 2           | 20 <u>2</u> 0 | то                 |         | 20              |                |
| DETAILING TIME FROM         | (HOURS)       | то                 | (HOURS) |                 |                |
| If used on a multi-engine a | ircraft:      | Right <sub>-</sub> | Left    | Front           | _Rear          |

#### **Rebuilt Engine Certificate of Conformance**

YCOMING

This is to certify that the engine as described hereinafter has been REBUILT 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. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.

Part Number Serial Number Engine Model Work Order Total Time RENPL-RT9325 RL-31187-51E IO-360-C1C6 KM752571

Authorized Representative

7/0/2020

LOG #:

Date

Production Certificate #3

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

Form 2481 Rev 05/13

| Serial # |
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**Date** 

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Page Total: \_

Total to Date:

**Brought Forward:** 

KENT STATE.

# **Engine Log**

| Serial | # |  |
|--------|---|--|
|--------|---|--|

**2387.0** 

0.0

N/A

All repair data must bear the endorsement of

a certified mechanic, and his/her rating and

certificate number MUST be shown.

A/C TOTAL TIME:

ENG TOTAL TIME:

**ENGINE N752KS** 

Engine Total Time: 0.0

A/C TOTAL TIME: 2387.0 ENG TOTAL TIME: 0.0 ENG T.S.M.O.H.: N/A TACH TIME: 1131.9 PROP T.S.M.O.H.: N/A 444.2

PROP TOTAL TIME:

Complied with an Engine Change: Installed this rebuilt engine P/N IO-360-C1C6, S/N RL-31187-51E (By Lycoming under W/O# MS-529894 dated 03/12/2020) on aircraft N752KS. Serviced engine with 6 qts Aeroshell 100 Mineral oil. Installed new lord mounts, hoses, hardware, and exhaust gaskets. C/W: AD 2015-19-07 (fuel system inspection) by visual inspection with no defects noted. Next due at AFTT 2497.0. Adjusted idle speed and mixture settings IAW A.D. 2001-06-17. 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 Arrow (S/N's 2844001 and up) Aircraft Maintenance Manual and the Lycoming Direct Drive Engine Maintenance Manual. The engine and related accessories were changed as follows.

|             |    |                        |             |            | 1                      |              | ľ          |
|-------------|----|------------------------|-------------|------------|------------------------|--------------|------------|
|             |    | REM                    | OVED        |            | INST                   | ALLED        |            |
| ITEM        |    | PART#                  | SERIAL#     | TIS/TSO    | PART#                  | SERIAL#      | TIS/TSO    |
| ENGINE      |    | I0-360-C1C6            | L-36467-51E | 2387.0 TIS | I0-360-C1C6            | RL-31187-51E | 0.0 TIS    |
| PROP        |    | HC-C2YR-<br>1BFP/F7497 | NS4170B     | 444.2 TIS  | HC-C2YR-<br>1BFP/F7497 | NS4170B      | 444.2 TIS  |
| STARTER     |    | 149-NL                 | FN-4616113  | 1091.6 TIS | 149-NL                 | FN-4616113   | 1091.6 TIS |
| ALTERNATOR  |    | ALX-8521-LS1           | H-O090187   | 2387.0 TIS | ALX-8521-LS1           | H-O090185    | 0.0 TSO    |
| OIL COOLER  |    | 20017A                 | 114-12396-4 | 2387.0 TIS | 20017A                 | 114-12396-1  | 0.0 TSO    |
| Governor    |    |                        |             |            |                        |              |            |
|             |    | F-2-7A                 | G131WJ      | 2387.0 TIS | F-2-7A                 | G131WJ       | 0.0 TSO    |
| MAGNETO (S) | L: | 4372                   | 14071667    | 2387.0 TIS | 4372                   | 19120557     | 0.0 TSN    |
|             | R: | 4370                   | 14090050    | 2387.0 TIS | 4370                   | 19100647     | 0.0 TSN    |
| INJECTOR    |    | RSA-5AD1               | 72HD4404    | 2387.0 TIS | RSA-5AD1               | AV28872804   | 0.0 TSO    |
| FUEL PUMP   |    | 62B26931               | H1913       | 2387.0 TIS | 62B26931               | 0620L 0040   | 0.0 TSN    |
| DISTRIBUTOR |    | 63B26720               | AV171462453 | 2387.0 TIS | 63B26720               | AV50714469   | 0.0 TSN    |

| The aircraft, aigtrame. | aircraft engine or appliance identified above was inspected and any it.   |
|-------------------------|---|
| of the Enderston        | aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations |
| of the regeral Axiation | and distriction and is approved for return to service. Data: 00/04/2020   |
|                         |   |
| 1 /4/6/                 | n administration and is approved for return to service. Date: <u>09/04/2020</u>                                 |

| igned:   | 14/ |
|----------|-----|
| igned: 7 |     |
| 1        | //  |

Charles Doyle A&P 3125891

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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|   | accordance with an Annual Inspection and was found to be in an airworthy condition.  Time in Service: 0.0  | ENG T.S.M.O.H.: TACH TIME: PROP T.S.M.O.H.: PROP TOTAL TIME:   | N/A<br>1131.9<br>N/A<br>444.2        |
|---|--|--|--------------------------------------|
|   | Complied with an Annual Inspection.  Compressions: 1) N/A/80 2) N/A/80 3) N/A/80 4) N/A/80. Complied with A.D. visual inspection with no defects noted. A.D. next due at AFTT of 2497.0. Tight Installed and tightened ignition leads. Cleaned and inspected sniffle valve. Adjusted idle speed. Performed post maintenance engine run-up for leak check, rigood. All work performed IAW the Lycoming Direct Drive Engine Maintenance. The aircraft, airframe, aircraft engine or appliance identified above was inspecte current regulations of the Federal Aviation Administration and is approved for resigned:  Charles Doyle A&P 3125891 IA | tened all fluid lines and hosted idle mixture 3 clicks rino leaks noted. Operational e Manual.  d and repaired in accordance turn to service. Date:09/ | ses.<br>ch and<br>checked<br>ce with |
|   |  | M  | AGOR                                 |
|   | ENGINE-PA28R-201 N752KS Total Time in Service: 24.9  Complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter & filter with 6 QTS. Aeroshell 100 mineral oil & AA48111 filter. Took oil sample condition with no defects noted. Performed post maintenance engine run-up for checked good. Adjusted idle mixture setting 2 clicks rich. All work performed I Maintenance Manual.  | . Visually inspected engine leak check, no leaks noted,  | e for general<br>operationally       |
|   | The aircraft, airframe, aircraft engine or appliance identified above was inspected regulations of the Federal Aviation Administration and is approved for return to signed:  Joshu  |  |                                      |
| _ | Joshi  | aa Lyring A+F 2/0102/  | PAZUR                                |
|   |  |  |                                      |
|   |  |  |                                      |

Serial #

2436.8

<u>49.8</u>

N/A

nce #

# **Engine Log**

| Serial # |  |
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|----------|--|

L' KENT STATE **ENGINE-PA28R-201 N752KS** 

Total Time in Service: 6720.8

A/C TOTAL TIME: ENG TOTAL TIME: ENG T.S.M.O.H.:

TACH TIME: PROP T.S.M.O.H.: PROP TOTAL TIME:

**1181.7** N/A 494.0

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. Adjusted the mixture 10 clicks lean and idle speed as required. 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: 10/2/2020

Oalus Sarah Johnson A&P 3762407

KENT STATE.

I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an **Annual Inspection** and was found to be in an airworthy condition.

Time in Service:99.7

A/C TOTAL TIME: <u>2486.7</u> **ENG TOTAL TIME:** <u>99.7</u> N/A ENG T.S.M.O.H.: **1231.6** TACH TIME: N/A 543.9 PROP T.S.M.O.H.: PROP TOTAL TIME:

Complied with an **Annual Inspection**.

Compressions: 1) 76/80 2) 76/80 3) 75/80 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 2596.7. 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 sniffle valve. Adjusted magneto timing by retarding left magneto 3 degrees and right magneto 2 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. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: W/O# KSU2020-00631. Date: 12/04/2020

Charles Doyle, Certified Repair Station NX3R886D.

Page Total:

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

All repair data must bear the endorsement of certificate number MUST be shown.

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

Date KENT STATE. BROUG

**ENGINE-PA28R-201** 

N752KS

Total Time in Service: 153.5

A/C TOTAL TIME : 2540.5 ENG TOTAL TIME: 153.5 ENG T.S.M.O.H.: N/A 1285.4 TACH TIME: N/A PROP T.S.M.O.H.: PROP TOTAL TIME: **597.7** 

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# KSU2021-00055. Date: 02/03/2021

Charles Doyle, Certified Repair Station NX3R886D.

KENT STATE.

I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an Annual Inspection and was found to be in an airworthy condition.

Time in Service:199.2

A/C TOTAL TIME: 2586.2 199.2 **ENG TOTAL TIME:** N/A ENG T.S.M.O.H.: 1331.1 TACH TIME: PROP T.S.M.O.H.: <u>N/A</u> PROP TOTAL TIME: 643.4

Complied with an Annual Inspection.

Compressions: 1) 77/80 2) 76/80 3) 76/80 4) 79/80. 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 2696.2. 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 sniffle valve. Tightened and safetied the oil temp sensor. 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# KSU2021-00212.

Sarah Johnson, Certified Repair Station NX3R886D.

Page rocan.

a certified mechanic, and his/her rating and Brought Forward:\_\_\_\_\_\_

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

Total to Date:—

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Serial # \_

**Engine Log** 

| Serial | # |  |
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| KENT STATE   | e  |
| NEINI SIALE.   | A/C TOTAL TIME : <u>2641.2</u> —             |
| ENGINE-PA28R-201   | ENG TOTAL TIME: 254.2                        |
|  | ENG T.S.M.O.H.: N/A                          |
| 752KS  | TACH TIME: 1386.1                            |
| otal Time in Service: 254.2  | PROP T.S.M.O.H.: N/A PROP TOTAL TIME: 698.4  |
|  | PROP TOTAL TIME: 698.4                       |
|  | 27 a   |
| omplied with, 50HR INSPECTION CHECK LIST.  | <u> </u>                                     |
| complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter &  | v suction screen insp ) Changed oil &        |
| ter with 6 Q15. Aerosnell w15 w-50 & AA48111 filter. Took oil sample. Vi   | isually inspected engine for general         |
| ndition with no defects noted. Performed post maintenance engine run-up for  | leak check, no leaks noted operationally     |
| ecked good. All work performed IAW the Lycoming Direct Drive Engine Ma   | aintenance Manual.                           |
| 3  |  |
| e aircraft airframe, aircraft engine or appliance identified above was inspected   | d and repaired in accordance with current    |
| guiations of the Federal Aviation Administration and is approved for return to   | service Pertinent details of the             |
| pair/inspection are on file at the Repair Station under this work order: W/O# K  | (SU2021-00285. Date: 4/28/2021               |
|  |  |
| gned: Auruh full Sarah Johnson, Certified Repair Stati   | ion NX3R886D.                                |
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| a carried with the second seco |  |
| KENT STATE   | A/C TOTAL TIME : 2686.1                      |
| UNIVERSITY   | ENG TOTAL TIME: 299.1                        |
| I certify that this Engine-PA28R-201 (N752KS) has been inspected in  | ENG T.S.M.O.H.: N/A                          |
| accordance with an Annual Inspection and was   | TACH TIME : 1431.0                           |
| found to be in an airworthy condition.   | PROP T.S.M.O.H.: <u>N/A</u>                  |
| Time in Service : <u>299.1</u>   | PROP TOTAL TIME: 743.3                       |
|  |  |
|  |  |
|  | - [  |
| Complied with an Annual Inspection.  |  |
| Compressions: 1) 76/80 2) 76/80 3) 75/80 4) 75/80. Took oil sample. Cut &  | inspected old oil filter. Cleaned, gapped,   |
| inspected, and rotated sparkplugs. Complied with A.D. 2015-19-07 (fuel injection)  | ector lines) by visual inspection with no    |
| defects noted. A.D. next due at AFTT of 2796.1. Complied with S.l. 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. In  | aspected 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 perform   | ned IAW the Lycoming Direct Drive            |

| A/C TOTAL TIME :<br>ENG TOTAL TIME ; | 2743.8<br>356.8   |
|--------------------------------------|---|
|                                      | <u>N/A</u>  |
|                                      | 1488.7<br>N/A   |
| PROP TOTAL TIME:                     | 801.0   |
|                                      |   |
|                                      |   |
|                                      |   |
| & suction screen insp.). Ch.         | anged oil &   |
| Visually inspected engine for        |   |
| or leak check, no leaks noted        | l, operationally  |
| Maintenance Manual.                  |   |
| ted and renaired in accordance       | e with current  |
| to service. Pertinent details        |   |
| KSU2021-00483. Date:                 | <u>07/26/2021</u>   |
| ain Station NIV2D006D                |   |
| air Station NASKoods.                |   |
|                                      |   |
|                                      |   |
|                                      |   |
| A/C TOTAL TIME                       | 2785.6  |
|                                      | 398.6   |
| ENG T.S.M.O.H.:                      | N/A   |
|                                      | <u>1530.5</u>   |
|                                      | N/A   |
| AUD I                                | 842.8   |
| 1. ale //                            |   |
|                                      |   |
| stabilator trim drum, flight c       | ontrols &   |
| d exterior lighting for prope        | reinstalled   |
| dition and operation of Tani         | s/Reiff engine  |
| ng inspection with no defect         | s noted   |
| ormed normal and emergenc            | y gear swings   |
| P/N 8907-000. Replaced the           | right   |
| EMA returbishment by remo            | Ving EMA  |
| nt next due 06/2028 Compli           | ed with the   |
| bled Amsafe system. All wo           | rk performed  |
| ·                                    | •   |
| atad and manatical to the            | *.1   |
| cted and repaired in accordance      | t details of the  |
| # <b>KSU2021-00604</b> . Date        | : <u>9/16/2021</u>  |
|                                      | SIZOIZVZI   |
| tation NX3R886D.                     |   |
|                                      | ENG TOTAL TIME: ENG T.S.M.O.H.: TACH TIME: PROP T.S.M.O.H.: PROP TOTAL TIME:  & suction screen insp.). Ch Visually inspected engine for or leak check, no leaks noted to service. Pertinent details of SKSU2021-00483. Date:  air Station NX3R886D.  A/C TOTAL TIME: ENG TOTAL TIME: ENG TOTAL TIME: PROP T.S.M.O.H.: TACH TIME: PROP T.S.M.O.H.: |

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

Engine Maintenance Manual.

Page Total: \_/

Total to Date: \_\_\_

Total to Date:

Charles Doyle, Certified Repair Station NX3R886D.

All repair data must bear the endorsement of

certificate number MUST be shown.

a certified mechanic, and his/her rating and Brought Forward:\_\_\_\_\_\_

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# KSU2021-00395.

All repair data must bear the endorsement of

a certified mechanic, and his/her rating and

certificate number MUST be shown.

line Log

H.O.M.Z.T 1184 .01

Serial # \_\_\_

# Engine Log

| KENT STATE.  I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an Annual Inspection and was found to be in an airworthy condition.  Time in Service: 398.6  Complied with an Annual Inspection.  Compressions: 1) 77/80 2) 78/80 3) 75/80 4) 77/80. Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Replaced #2 top and #4 top sparkplugs with serviceable P/N REM38E. Complied with A.D. 2015-19-07 (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of 2895.6. 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 note filter and threads, reinstalled using new O-rings. Cleaned and tightened ignition leads. Inspected and cleaned fuel inlet filter and threads, reinstalled using new O-rings. Cleaned and inspected sniffle valve. Tightened oil fill tube. 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# KSU2021-00604.  Sarah Johnson, Certified Repair Station NX3R886D.  A/C TOTAL TIME: 2843.5 ENG TOTAL TIME: 456.5 ENG TOTAL TIME: 456.5  A/C TOTAL TIME: 1588.4 PROP TOTAL TIME: 456.5 PROP TS.M.O.H.: N/A TACH TIME: 1588.4 PROP TS.M.O.H.: N/A TACH TIME: 1588.4 PROP TS.M.O.H.: N/A PRO | 411000   |  |
|--|--|--|
| Compressions: 1) 77/80 2) 78/80 3) 75/80 4) 77/80. Took oil sample. Cut & inspected old oil filter. Cleaned, gapped, inspected, and rotated sparkplugs. Replaced #2 top and #4 top sparkplugs with serviceable P/N REM38E. Complied with A.D. 2015-19-07 (fuel injector lines) by visual inspection with no defects noted. A.D. next due at AFTT of 2895.6. 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 sniffle valve. Tightened oil fill tube. 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# KSU2021-00604. Date: 9/16/2021  Signed: Sarah Johnson, Certified Repair Station NX3R886D.  A/C TOTAL TIME: 2843.5 ENG T.S.M.O.H.: N/A  TACH TIME: 1588.4 PROP T.S.M.O.H.: N/A   | certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an Annual Inspection and was cound to be in an airworthy condition.  | A/C TOTAL TIME : 2785.6  ENG TOTAL TIME : 398.6  ENG T.S.M.O.H. : N/A  TACH TIME : 1530.5  PROP T.S.M.O.H. : N/A   |
| ENGINE-PA28R-201  N752KS  ENG TOTAL TIME: 456.5  ENG T.S.M.O.H.: N/A  TACH TIME: 1588.4  PROP T.S.M.O.H.: N/A  | Compressions: 1) 77/80 2) 78/80 3) 75/80 4) 77/80. Took oil sample. Cut on spected, and rotated sparkplugs. Replaced #2 top and #4 top sparkplugs of A.D. 2015-19-07 (fuel injector lines) by visual inspection with no defects recomplied with S.I. 1492D (oil filter insp.) & S.B. 480E (Oil filter & suction 2TS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. Tight ightened ignition leads. Inspected and cleaned fuel inlet filter and threads, inspected sniffle valve. Tightened oil fill tube. Performed post maintenance operational checked good. All work performed IAW the Lycoming Direct. The aircraft airframe, aircraft engine or appliance identified above was inspected aircraft airframe, aircraft engine or appliance identified above was inspected spair/inspection are on file at the Repair Station under this work order: W/ | with serviceable P/N REM38E. Complied with noted. A.D. next due at AFTT of 2895.6. on screen insp.). Changed oil & filter with 6 tened all fluid lines and hoses. Installed and reinstalled using new O-rings. Cleaned and engine run-up for leak check, no leaks noted. Drive Engine Maintenance Manual.  Dected and repaired in accordance with current rn to service. Pertinent details of the CO# KSU2021-00604. Date: 9/16/2021 |
|  | NGINE-PA28R-201<br>752KS   | ENG TOTAL TIME : 456.5  ENG T.S.M.O.H. : N/A  TACH TIME : 1588.4  PROP T.S.M.O.H. : N/A  |

|  | A/C TOTAL TIME:  | <u>2785.6</u>   | cence # | Date                   | (Hours)  | Total Time<br>Since Overhaul   | Repairs, Adjustments, Service  | e, Remarks   | Signature  | Licence #                   |
|--|--|---|---------|------------------------|--|--|--|--|--|-----------------------------|
|  | ENG TOTAL TIME: ENG T.S.M.O.H.: TACH TIME: PROP T.S.M.O.H.: PROP TOTAL TIME:   | 398.6<br><u>N/A</u><br>1530.5<br><u>N/A</u><br>842.8                                  |         |                        | ENT.<br>N752K  | STATE.  R S I T Y  KS  |  | A/C TOTAL TIM<br>ENG TOTAL TIM<br>ENG T.S.M.O.H.<br>TACH TIME:   | ME: 498.3  |                             |
| s with s note tion so ghten s, rein te en ct Dri aspect turn t | nspected old oil filter. Cleane serviceable P/N REM38E. 0 d. A.D. next due at AFTT of creen insp.). Changed oil & ted all fluid lines and hoses. Installed using new O-rings. 0 gine run-up for leak check, reve Engine Maintenance Mared and repaired in accordance of service. Pertinent details of KSU2021-00604. Date: | Complied with f 2895.6. filter with 6 installed and cleaned and no leaks noted. hual. |         | Re ne Cl               | spections. Reporter pin P/N Meinstalled magner mounting mampion/Slick ne aircraft, airfigulations of the | placed left and right ma<br>12556 at left magneto de<br>netos back on engine ar<br>uts P/N STD1410/SL-S<br>F-1100 Master Service<br>rame, aircraft engine on<br>the Federal Aviation Adn   | S/N 19120557 and right magneto P/N 4 gneto carbon brushes with new P/N K3 rive gear mounting nut. Set internal tind timed using new gaskets two P/N LVTD-1410 using new lock washers. All Manual Revision J and the Lycoming appliance identified above was inspect inistration and is approved for return to r Station under this work order: WO# I | 3215 (dated 01/08/202<br>ming of both magneto<br>W-12681 and one 622<br>work performed in a<br>Direct Drive Engine I<br>ted and repaired in ac<br>to service. Pertinent d<br>KSU 2021-00686 Da | 21). Installed not sand reassemble 224. Installed for coordance with Maintenance Materials of this ate: 10/27/2021 | ew ed. ur the anual. urrent |
| ur Sta   | A/C TOTAL TIME: ENG TOTAL TIME: ENG T.S.M.O.H.: TACH TIME: PROP T.S.M.O.H.:  | 2843.5<br>456.5<br>N/A<br>1588.4<br>N/A<br>900.7                                      |         | I c acc fou            | cordance with<br>and to be in an<br>me in Service:   | Engine-PA28R-201 (Nan Annual Inspection airworthy condition. 498.3   | (752KS) has been inspected in and was  | A/C TOTAL TIMI<br>ENG TOTAL TIM<br>ENG T.S.M.O.H.:<br>TACH TIME:<br>PROP T.S.M.O.H.<br>PROP TOTAL TIM  | IE: 498.3<br>N/A<br>1630.2<br>: N/A  | i                           |
| e. Vis<br>p for  | z suction screen insp.). Chan<br>ually inspected engine for go<br>leak check, no leaks noted, of<br>intenance Manual.  | eneral  |         | Co ins def suc Tig thr | mpressions: 1) pected, and rot fects noted. A. ction screen insected ghtened all flui eads, reinstalle   | D. next due at AFTT of the properties of the pro | 0 4) 76/80. Took oil sample. Cut & insolied with A.D. 2015-19-07 (fuel inject 2995.3. Complied with S.I. 1492D (over with 6 QTS. Aeroshell W15W-50 arolled and tightened ignition leads. Inspected and inspected sniffle valve. Per nal checked good. All work performed   | for lines) by visual insoli filter insp.) & S.B. and AA48111 filter. Clected and cleaned fue   | spection with no 480E (Oil filter leaned fuel nozzel inlet filter and ance engine run                              | &                           |
| ım to<br>/O# <u>k</u>  | d and repaired in accordance service. Pertinent details of KSU2021-00653. Date: 1 on NX3R886D.   |   |         | rep                    | ulations of the  | are on file at the Repair  | ppliance identified above was inspected instration and is approved for return to Station under this work order: W/O# Learn Sarah Johnson, Certified Repair Stat  | service. Pertinent de KSU2021-00686.   | ordance with cur<br>etails of the<br>Date: <u>10/28/202</u>  |                             |
| All<br>a c   | repair data must bear t<br>ertified mechanic, and<br>certificate number MI   | his/her rati  | ment of |                        | Fotal:   | ord:   | a cert   | pair data must be<br>dified mechanic, a<br>ertificate number   | and his/her r  | ating and                   |

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Total to Date:\_

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Total to Date:\_\_\_

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

certificate number MUST be shown.

# **Engine Log**

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#### Date KENT STATE KENT STATE 2933.1 A/C TOTAL TIME: A/C TOTAL TIME: 2984.2 BROUG 546.1 **ENG TOTAL TIME: ENG TOTAL TIME:** 597.2 certify that this Engine-PA28R-201 (N752KS) has been inspected in ENGINE-PA28R-201 ENG T.S.M.O.H.: N/A ENG T.S.M.O.H.: N/A accordance with an **Annual Inspection** and was TACH TIME: 1678.<u>0</u> 1729.1 TACH TIME: **N752KS** found to be in an airworthy condition. PROP T.S.M.O.H.: <u>N/A</u> PROP T.S.M.O.H.: <u>N/A</u> Total Time in Service: 546.1 Time in Service:597.2 PROP TOTAL TIME: 990.3 PROP TOTAL TIME: 1041.4 Complied with an **Annual Inspection**. Complied with, 50HR INSPECTION CHECK LIST. Compressions: 1) 74/80 2) 76/80 3) 75/80 4) 76/80. Took oil sample. Cut & inspected old oil filter. Replaced all eight Complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter & suction screen insp.). Changed oil & sparkplugs with new P/N REM38E. Complied with A.D. 2015-19-07 (fuel injector lines) by visual inspection with no filter with 6 QTS. Aeroshell 100 mineral oil & AA48111 filter. Took oil sample. Visually inspected engine for general defects noted. A.D. next due at AFTT of 3094.2. Complied with S.I. 1492D (oil filter insp.) & S.B. 480E (Oil filter & condition with no defects noted. Removed the failed #2 cylinder P/N LW-12993 and installed a repaired cylinder P/N suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 and AA48111 filter. Cleaned fuel nozzles. LW-12993 (repaired by Hyfast aircraft engines, WO# 9829-1, dated 11/11/2021). Replaced the #2 top and bottom Tightened all fluid lines and hoses. Installed and tightened ignition leads. Inspected and cleaned fuel inlet filter and sparkplugs with serviceable P/N REM38E. Performed post maintenance engine run-up for leak check, no leaks noted, threads, reinstalled using new O-rings. Cleaned and inspected sniffle valve. Performed post maintenance engine run-up operationally checked good. All work performed IAW the Lycoming Direct Drive Engine Maintenance Manual. 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 The aircraft airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with repair/inspection are on file at the Repair Station under this work order: W/O# KSU2021-00721. Date: 11/15/2021 current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the Signed: Sarah Johnson, Certified Repair Station NX3R886D. repair/inspection are on file at the Repair Station under this work order: W/O# KSU2022-00015. Date: 01/12/2022 Signed: Charles Doyle, Certified Repair Station NX3R886D. KENT STATE A/C TOTAL TIME: 2957.9 **ENG TOTAL TIME:** <u>570.9</u> KENT STATE **ENGINE-PA28R-201** ENG T.S.M.O.H.: <u>N/A</u> A/C TOTAL TIME: 3033.9 1702.8 TACH TIME: **ENG TOTAL TIME:** 646.9 N752KS **ENGINE-PA28R-201** PROP T.S.M.O.H.: <u>N/A</u> ENG T.S.M.O.H.: <u>N/A</u> Total Time in Service: 570.9 1015.1 PROP TOTAL TIME: TACH TIME: N752KS 1778.8 PROP T.S.M.O.H.: <u>N/A</u> Total Time in Service: 646.9 PROP TOTAL TIME: 1091.1 Complied with, 25HR INSPECTION CHECK LIST. 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 & 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 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. 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 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 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# KSU2021-00750. repair/inspection are on file at the Repair Station under this work order: W/O# KSU2022-00102. Date: 02/24/2022 Signed: Christopher Brinker, Certified Repair Station NX3R886D. Sarah Johnson, Certified Repair Station NX3R886D. Page Total: \_ Page Total: \_\_\_\_\_ All repair data must bear the endorsement of All repair data must bear the endorsement of Brought Forward:\_\_\_\_\_ a certified mechanic, and his/her rating and Brought Forward:\_\_\_\_\_ a certified mechanic, and his/her rating and

Total to Date:

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12

certificate number MUST be shown.

Serial # \_\_\_\_

**Engine Log** 

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I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an **Annual Inspection** and was

found to be in an airworthy condition.

Time in Service :697.0

A/C TOTAL TIME: <u>3084.0</u> ENG TOTAL TIME:

ENG T.S.M.O.H.:

TACH TIME: PROP T.S.M.O.H.:

PROP TOTAL TIME:

Date

BROUG

697.0 <u>N/A</u> 1828.9

N/A 1141.2 Time in Service: 796.4

KENT STATE.

accordance with an Annual Inspection and was

found to be in an airworthy condition.

I certify that this Engine-PA28R-201 (N752KS) has been inspected in

3183.4 A/C TOTAL TIME: <u>796.4</u> **ENG TOTAL TIME:** N/A ENG T.S.M.O.H.: 1928.3 TACH TIME: PROP T.S.M.O.H.: N/A

1240.6 PROP TOTAL TIME

Complied with an Annual Inspection.

Compressions: 1) 72/80 2) 78/80 3) 72/80 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 3194.0. 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 sniffle valve. Replaced #4 cylinder oil return line hose with new P/N STD-1821. 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# KSU2022-00164.

Charles Doyle, Certified Repair Station NX3R886D.

# KENT STATE.

**ENGINE-PA28R-201** 

N752KS

Total Time in Service: 747.0

A/C TOTAL TIME: <u>3134.0</u> 747.0 ENG TOTAL TIME: <u>N/A</u> ENG T.S.M.O.H.: 1878.<u>9</u> TACH TIME:

N/A

1191.2

PROP T.S.M.O.H.: PROP TOTAL TIME:

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# KSU2022-00267.

Oslul Sarah Johnson, Certified Repair Station NX3R886D.

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

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

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

Total to Date: SSP-1872-1 © 2015 Avco Corporation. All Rights Reserved.

KENT STATE

**ENGINE-PA28R-201** 

N752KS

Total Time in Service: 846.1

Complied with an Annual Inspection. Compressions: 1) 74/80 2) 78/80 3) 78/80 4) 77/80. 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 3293.4. 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. 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# KSU2022-00310.

wrul Cally Sarah Johnson, Certified Repair Station NX3R886D.

A/C TOTAL TIME: 3233.1 **ENG TOTAL TIME: 846.1** ENG T.S.M.O.H.: <u>N/A</u> TACH TIME: <u>0.0</u>

PROP T.S.M.O.H.: <u>N/A</u> PROP TOTAL TIME: 1290.3

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# KSU2022-00375. Date: 06/28/2022

Signed:

Charles Doyle, Certified Repair Station NX3R886D.

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

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

Total to Date:

Serial # \_\_\_\_

# **Engine Log**

| Serial # |  |  |
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| D ICENTE CTATE   |   | ence #                       | )   | to Time Run Total Time Repair  | re Adjustments Service Personale   | Signatur.  | License #  |
|--|---|------------------------------|-----|--|--|--|--|
| I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an Annual Inspection and was found to be in an airworthy condition.  Time in Service:896.1   | A/C TOTAL TIME: 3283.1  ENG TOTAL TIME: 896.1  ENG T.S.M.O.H.: N/A  TACH TIME: 50.0  PROP TOTAL TIME: 1340.3  |                              | BRO | KENT STATE.  UNIVERSITY  | A/C TOTAL TI<br>ENG TOTAL T<br>ENG T.S.M.O.I   | IME: 995.  | .6   |
| Complied with an Annual Inspection. Compressions: 1) 76/80 2) 76/80 3) 74/80 4) 77/80. Took oil sample. Cut & inspected, and rotated sparkplugs. Complied with A.D. 2015-19-07 (fuel in defects noted. A.D. next due at AFTT of 3393.1. Complied with S.I. 1492 suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-5 Tightened all fluid lines and hoses. Installed and tightened ignition leads. Intreads, reinstalled using new O-rings. Cleaned and inspected sniffle valve for leak check, no leaks noted. Operational checked good. All work perfor Engine Maintenance Manual.  The aircraft airframe, aircraft engine or appliance identified above was inspecurent regulations of the Federal Aviation Administration and is approved repair/inspection are on file at the Repair Station under this work order: W/6 Signed:  Charles Doyle, Certified Repair  Charles Doyle, Certified Repair  Complied with, 50HR INSPECTION CHECK LIST. Complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. condition with no defects noted. Performed post maintenance engine run-up checked good. All work performed IAW the Lycoming Direct Drive Engine  The aircraft airframe, aircraft engine or appliance identified above was inspectively and the suppliance identified above was in | jector lines) by visual inspection with no D (oil filter insp.) & S.B. 480E (Oil filter 0 and AA48111 filter. Cleaned fuel nozzl inspected and cleaned fuel inlet filter and inspected and repaired in accordance with for return to service. Pertinent details of the ESU2022-00572. Date: 09/08/202  Station NX3R886D.  A/C TOTAL TIME: 3326.2 ENG TOTAL TIME: 939.2 ENG T.S.M.O.H.: N/A TACH TIME: 93.1 PROP T.S.M.O.H.: N/A PROP TOTAL TIME: 1383.4  The suction screen insp.). Changed oil & Visually inspected engine for general for leak check, no leaks noted, operational Maintenance Manual.  The suction of the ESU2022-00687. Date: 10/25/2022 | & es. up he 22 lily lily ent |     | Complied with a 100 Hour Inspection and was found to be in an airworthy condition.  Time in Service: 995.6  Complied with a 100 Hour Inspection.  Compressions: 1) 75/80 2) 76/80 3) 74/80 4) 78/80. inspected, and rotated sparkplugs. Complied with A defects noted. A.D. next due at AFTT of 3492.6. Co suction screen insp.). Changed oil & filter with 6 Q.Tightened all fluid lines and hoses. Installed and tighthreads, reinstalled using new O-rings. Cleaned and (Valve guide inspection) by visual inspection and m 4382.6 Replaced #1 cylinder exhaust push rod tube run-up for leak check, no leaks noted. Operational content in the aircraft airframe, aircraft engine or appliance id regulations of the Federal Aviation Administration are repair/inspection are on file at the Repair Station under the content of the regulation are on file at the Repair Station under the content of the repair Station under the content of the regulation are on file at the Repair Station under the content of the regulation are on file at the Repair Station under the content of the regulation are on file at the Repair Station under the content of the regulation are on file at the Repair Station under the content of the regulation are on file at the Repair Station under the content of the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are on file at the Repair Station under the regulation are repair. | TACH TIME:  1557 and right magneto P/N 4370, S/N 1910064 on brushes with new P/N AM-3215 (date code at left magneto drive gear mounting nut. Set in brack on engine and timed using new gaskets two brack on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and timed using new gaskets two bracks on engine and the Lycoming Direct Driving and is approved in return to service of the properties of the properties of the latest the properties of the latest the properties of the latest t | 7 500 hour inter 1928076). Instanternal timing of P/N LW-126 or Formed in accordance with a details of the Date: 12/12  ME: 3382  ME: 995.6  .: N/A 149.5  H.: N/A TIME: 1439  T. Cleaned, gap aspection with real section with real | rnal alled of both 881 and cordance atenance acurrent 2/2022 |
| Page Total:  |   |                              | Pag | e Total:   | 2 3 - 2 1 2 Es   |  |  |
|  | Il repair data must bear the endor<br>certified mechanic, and his/her<br>certificate number MUST be sl  | rating and                   | Bro | ught Forward:  | All repair data must b<br>a certified mechanic,<br>certificate numbe   | and his/her  | rating and   |

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# **Engine Log**

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| Time Run Total Time  | pend   | ce #           | The Para Total Time  |  |
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| KENT STATE.  ENGINE-PA28R-201  N752KS  Total Time in Service: 1044.7   | A/C TOTAL TIME: 3431.7 ENG TOTAL TIME: 1044.7 ENG T.S.M.O.H.: N/A TACH TIME: 198.6 PROP T.S.M.O.H.: N/A PROP TOTAL TIME: 1488.9  | B              | ENGINE-PA28R-201 N752KS Total Time in Service: 1152.6  | A/C TOTAL TIME: 3539.6 ENG TOTAL TIME: 1152.6 ENG T.S.M.O.H.: N/A TACH TIME: 306.5 PROP T.S.M.O.H.: N/A PROP TOTAL TIME: 1596.8  |
| Complied with, 50HR INSPECTION CHECK LIST.  Complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil sample. condition with no defects noted. Performed post maintenance engine run-up checked good. All work performed IAW the Lycoming Direct Drive Engine  The aircraft airframe, aircraft engine or appliance identified above was insperegulations of the Federal Aviation Administration and is approved for return repair/inspection are on file at the Repair Station under this work order: W/O Signed:  Christopher Brinker, Certified Repair Station and Station Repair Station Repa | Visually inspected engine for general for leak check, no leaks noted, operationally Maintenance Manual.  cted and repaired in accordance with current in to service. Pertinent details of the WKSU2023-00102. Date: 03/01/2023   |                | Complied with, 50HR INSPECTION CHECK LIST.  Complied with: Lycoming S.I. 1492B (oil filter insp.) & S.B. 480E (Oil filter with 6 QTS. Aeroshell W15W-50 & AA48111 filter. Took oil samp condition with no defects noted. Performed post maintenance engine runchecked good. Adjusted idle mixture control 2 clicks rich for seasonal characteristic Direct Drive Engine Maintenance Manual.  The aircraft airframe, aircraft engine or appliance identified above was instrugulations of the Federal Aviation Administration and is approved for retrepair/inspection are on file at the Repair Station under this work order: W. Signed:  Christopher Brinker, Certified  | ple. Visually inspected engine for general -up for leak check, no leaks noted, operationally ange. All work performed IAW the Lycoming  spected and repaired in accordance with current turn to service. Pertinent details of the V/O# KSU2023-00348. Date: 06/01/2023   |
| I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an Annual Inspection and was found to be in an airworthy condition.  Time in Service: 1095.2   | A/C TOTAL TIME: 3482.2 ENG TOTAL TIME: 1095.2 ENG T.S.M.O.H.: N/A TACH TIME: 249.1 PROP T.S.M.O.H.: N/A PROP TOTAL TIME: 1539.4  |                | I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an Annual Inspection and was found to be in an airworthy condition.  Time in Service: 1194.8   | A/C TOTAL TIME: 3581.8 ENG TOTAL TIME: 1194.8 ENG T.S.M.O.H.: N/A TACH TIME: 348.7 PROP T.S.M.O.H.: N/A PROP TOTAL TIME: 1639.0  |
| Complied with an Annual Inspection. Compressions: 1) 76/80 2) 75/80 3) 70/80 4) 76/80. Took oil sample. Cut & inspected, and rotated sparkplugs. Complied with A.D. 2015-19-07 (fuel injected feets noted. A.D. next due at AFTT of 3592.2. Complied with S.I. 1492D suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15W-50 Tightened all fluid lines and hoses. Installed and tightened ignition leads. Insthreads, reinstalled using new O-rings. Cleaned and inspected sniffle valve. A counterclockwise. Performed post maintenance engine run-up for leak check good. All work performed IAW the Lycoming Direct Drive Engine Maintenance repair/rinspection are on file at the Repair Station under this work order: W/C Signed:  Charles Doyle, Certified Repair Station Charles Doyle, Certified Repair Station and Station Station Charles Doyle, Certified Repair Station Charles Doyle,  | and AA48111 filter. Cleaned fuel nozzles. pected and cleaned fuel inlet filter and Adjusted oil pressure regulator one turn, no leaks noted. Operational checked ance Manual.  cted and repaired in accordance with or return to service. Pertinent details of the b# KSU2023-00229.  tation NX3R886D. | 100            | Complied with an Annual Inspection. Compressions: 1) 75/80 2) 75/80 3) 73/80 4) 76/80. Took oil sample. Cursparkplugs with new P/N UREM38E. Complied with A.D. 2015-19-07 (no defects noted. A.D. next due at AFTT of 3691.8. Complied with S.I. & suction screen insp.). Changed oil & filter with 6 QTS. Aeroshell W15 nozzles. Tightened all fluid lines and hoses. Installed and tightened ignit filter and threads, reinstalled using new O-rings. Cleaned and inspected sengine run-up for leak check, no leaks noted. Operational checked good. Direct Drive Engine Maintenance Manual.  The aircraft airframe, aircraft engine or appliance identified above was in current regulations of the Federal Aviation Administration and is approve repair/inspection are on file at the Repair Station under this work order: V. Signed:  Charles Doyle, Certified Repair Station and S | fuel injector lines) by visual inspection with  1492D (oil filter insp.) & S.B. 480E (Oil filter  5W-50 and AA48111 filter. Cleaned fuel tion leads. Inspected and cleaned fuel inlet sniffle valve. Performed post maintenance All work performed IAW the Lycoming  aspected and repaired in accordance with ed for return to service. Pertinent details of the  W/O# KSU2023-00429. Date: 07/13/2023 |
| Brought Forward:   | All repair data must bear the endorseme<br>a certified mechanic, and his/her rating<br>certificate number MUST be shown.   | and <b>B</b> r |  | All repair data must bear the endorsement of a certified mechanic, and his/her rating an   |

Total to Date:\_

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Total to Date:\_

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

# **Engine Log**

| Serial # |
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| Date                     | Time Run   | Total Time  | Repairs, Adjustments, Serv   | ice Pemarks  | Signature   | Licence   | -           |            | Time Run  | Total Time   | T  |  |  |                                  |
|--------------------------|--|---|--|--|---|-----------|-------------|------------|---|--|--|--|--|----------------------------------|
|                          | (Hours)  | Since Overhaul  | Repairs, Aujustilients, Serv   | ice, Remarks   | Signature   | 1 Licence | _//         | Date       | (Hours)   | Since Overhaul   | Repairs, Adjustments, Service  | e, Remarks   | Signature  | Licence #                        |
| Total                    | mplied with: Ler with 6 QTS.  addition with no ecked good. A   | zice: 1239.6  zice: 1239.6  , 50HR INSPECT ycoming S.I. 1492B Aeroshell W15W-50 defects noted. Performed IA work performed IA     | CION CHECK LIST.  Toil filter insp.) & S.B. 480E (Oil filter & AA48111 filter. Took oil sample. med post maintenance engine run-up W the Lycoming Direct Drive Engine appliance identified above was inspending that the contract of the contr | for leak check, no leaks Maintenance Manual.  cted and repaired in acc a to service. Pertinent d   | 1239.6 N/A 393.5 N/A 1683.8  1. Changed oil ine for general noted, operation                        | urrent    |             |            | N752] Found idle min seasonal chang Drive Engine I  | KS  Kture running lean vocation and the second state of the second | with hesitation during throttle advances. Acturate the further defects noted. All work performed   | in accordance with the ected and repaired in the service. Pertinent KSU 2023-00573   | H.: N/A 438.  setting 4 clicks rethe Lycoming Description accordance with the details of this Date: 09/25/20 | ich for irect                    |
| re                       | gulations of the pair/inspection   | Federal Aviation Ad<br>are on file at the Rep   | ministration and is approved for return<br>air Station under this work order: W/C<br>Seth Brown, Certified Repair Stat   | )# <u>KSU2023-00481</u> .  | Date: <u>08/04/20</u>   | <u></u>   |             | I d        | certify that this   | n an <mark>Annual Inspec</mark><br>n airworthy conditi   |  | A/C TOTAL TIMENG TOTAL TIMENG T.S.M.O.H TACH TIME: PROP T.S.M.O.J PROP TOTAL T   | ME: 1294<br>.: N/A<br>448.1<br>N/A   | 2                                |
| Four wind wedd no fi Man | ing open. Rep<br>ges. Reinstalle<br>urther defects n<br>ual and the Cha<br>aircraft, airfran<br>ations of the F<br>r/inspection ar | so inop. Removed rigilaced coil with new goted. All work performation L-1363J 4300 ne, aircraft engine or a gederal Aviation Admi | nt magneto P/N 4370, S/N 19100647 AA/PMA P/N AK-3975 (date code 1) asket P/N LW-12681 using new lock med in accordance with the Lycoming Series Magneto Maintenance/Overha ppliance identified above was inspect nistration and is approved for return to Station under this work order: WO# I   | 922708) using two new washers and timed to eng Direct Drive Engine Mul Manual.  Ted and repaired in accord service. Pertinent deta  KSU 2023-00533 Date: | i: 1270.4 N/A 424.3  oil secondary M3040 coil ngine. Ran engitaintenance  dance with curils of this |           |             | C in do st | compressions: aspected, and refects noted. A action screen i ightened all flanceads, reinstal or leak check, Maintenance M The aircraft airlegulations of the | otated sparkplugs. A.D. next due at AF nsp.). Changed oil a uid lines and hoses. Iled using new O-ri no leaks noted. Ope (anual.  frame, aircraft engines)   | 73/80 4) 78/80. Took oil sample. Cut & ir Complied with A.D. 2015-19-07 (fuel inject TT of 3791.2. Complied with S.I. 1492D (c. & filter with 6 QTS. Aeroshell W15W-50 at Installed and tightened ignition leads. Inspired in Inspired and inspected sniffle valve. Perational checked good. All work performed the or appliance identified above was inspected Administration and is approved for return Repair Station under this work order: W/O# | tor lines) by visual in the properties of the pr | nspection with not a 480E (Oil filte Cleaned fuel not let inlet filter and enance engine rug Direct Drive E  | or & zzles d nn-up ngine current |
|                          | 17   |   | Joshua Eyring, Certified Repa  | an Station NASK880D  |   |           |             |            |   |  |  |  |  |                                  |
|                          |  |   |  |  | ),,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,  |           | _    _      |            |   |  |  |  |  |                                  |
|                          |  |   |  |  |   |           |             |            |   |  |  |  |  | <u> </u>                         |
| Page                     | Total:   |   |  |  |   |           | P           | age        | Total:  |  |  |  | (Y   | 1                                |
| Brou                     | ght Forw   | ard:  | All a c  | repair data must be<br>ertified mechanic,<br>certificate numbe   | and his/her   | rating a  | of <b>B</b> | roug       | ht Forw   |  | a cei  | epair data must l<br>rtified mechanic<br>certificate numb  | , and his/her  | rating and                       |
| Total                    | to Date:   |   |  |  |   |           | T           | otal       | to Date:  |  |  |  |  |                                  |

| #    | pate   | Time Run<br>(Hours) | Total Time<br>Since Overha               | Engine Model   | agency under Work Orde  10-360-C1C6  | Serial Number:L                        | -31187-51E |
|------|--------|---------------------|--|--|--|--|------------|
|      | BROUGH | T FORWARD           |  | Date:07/   | 18/2024 Signed:  |  | S MV2R020L |
|      |        |                     |  |  | &N Aircraft,   | 1701 E. M<br>Griffith, IN<br>(219)924- |            |
|      |        |                     |  | 07/30/24 07:09   | 9:30 DISASSEMBLED, CLE<br>REPAIRED AS NEEDE<br>USING THE FOLLOWI   | D REASSEMBLED & DYN                    | NO TESTED  |
|      |        |                     | <u> </u>                                 | Item<br>Num.   | Item<br>Description  |  | Quanti     |
|      |        |                     |  | AA48110-2<br>ASC10207<br>CAM-4R<br>EPA<br>LRT23381<br>LW-12186   | Filter<br>PISTON<br>4-Cylinder Cams<br>Environmental C<br>Tappet Roller T<br>Nut                                   | harge                                  |            |
|      |        | S/N                 | C/W compli                               | LW-14820<br>MS13997-3<br>SL31C-12<br>SL31C-12 P03<br>SL31H-0.88<br>SS  | Ring<br>Key<br>Stud<br>STUD<br>Bolt<br>Shop Consumable<br>Ring   | Supplies                               |            |
| - [  |        | Authorizea          | Signiture:                               | STD-1221<br>STD-2013<br>STD-2090<br>STD-2180   | Seal<br>Nut<br>Hose  | **                                     |            |
|      |        |                     |  | STD-2231<br>STD-2246<br>STD-2249<br>06A19956<br>1028-B<br>14D23908   | Ring<br>Bolt<br>Nut<br>Seal<br>Ball<br>Piston-Compress   | **<br>sion                             |            |
|      |        |                     |  | 14H29884<br>14W21696<br>18A26093<br>18D26098<br>18M23887<br>383-B<br>4370<br>4372<br>71907<br>72050<br>72566 | Piston Ring Roller Bearing Bearing Bearing Nut Magneto Exch. Magneto Washer Key Gear Starter R Roller              |  |            |
|      |        |                     |  | 72797 72801-R 73810 74241 74389 75060 75441-1 75838-P10 75838-P20 75838-P30                                  | Cwt Assy - Rec<br>Bushing<br>Ring<br>Bushing<br>Bolt<br>Seal & Gasket<br>Valve Guide<br>Valve Guide<br>Valve Guide | **                                     |            |
|      |        | 100 hour            | bolt is rem<br>annual in<br>el line main |  | OF REPORT * *  | *                                      |            |
|      |        | END                 |  |  |  |  |            |
| _  L |        |                     |  |  |  |  |            |

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Total to Date:\_

certificate number MUST be shown.

Serial # \_

N/A

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| U | N | 1         | V          | E             | R     | S               | Į                 | T                              | Y   | _                                  |
| V | 7 | 5         | 7          | k             |       | 7               |                   |                                |   |                                    |
|   | V | U N<br>V7 | VEN<br>V75 | V N I V N 752 | V752K | XENTS<br>N752KS | KENT ST<br>N752KS | KENT STA<br>UNIVERSI<br>N752KS | KENT STAT<br>V N I V E R S I T<br>N 7 5 2 K S | KENT STATE<br>UNIVERSITY<br>N752KS |

A/C TOTAL TIME: **ENG TOTAL TIME:** 

ENG T.S.M.O.H.: TACH TIME:

3730.4 1343.4 nce # 497.3

Time Run

Date

**Total Time** 

Removed this Lycoming IO-360-C1C6 Engine S/N RL-31187-51E from aircraft N752KS for sudden stoppage inspection. All work performed in accordance with the Lycoming Direct Drive Engine Maintenance Manual.

Pertinent details of this repair/inspection are on file at the Repair Station under this work order: WO# KSU 2024-00135

Sarah Johnson, Certified Repair Station NX3R886D

#### **AIRWORTHINESS DIRECTIVE**

At date of engine overhaul:

07/18/2024

Engine Model: IO-360-C1C6

Authorized Signiture: Lema ONE TIME AD & REV# **REV DATE** APPLIC. SB # RECURRING 73-23-01 367F 75-08-09 X 385C 90-04-06 R1 05/28/91 TSO-C53A X 92-12-05 501RB X 93-11-11 MSB001 X 95-07-01 SB95-002 X 96-09-10 524 96-23-03 525A 97-15-11 527C X 505B30 A&B 98-02-08 X 98-17-11 2004-10-14 475C

342G

632B

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Brought Forward:

2015-19-07

2017-16-11

All repair data must bear the endorsement of certificate number MUST be shown.

| Total to Date: |
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| e        | (Hours)    | Since Overhaul | Re.         |            |   |
|----------|------------|----------------|-------------|------------|---|
| GH.      | T FORWARD  |                |             | _          |   |
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| $\dashv$ |            |                | C           | OMPLIAN    | NCE RECORD                              |
| $\dashv$ | S/N        | L-31187-511    |             |            | W/O _75833                              |
| $\dashv$ |            | C/W complied   | with, P/C/V | V previou: | sly complied with, N/A not applicable   |
| $\dashv$ | Authorized | l Signiture:   | ens         | NC         | CRS MW2R020L                            |
| $\neg$   |            |                |             |            |   |
|          |            |                |             |            | N/A by P/N                              |
|          |            | а              |             |            | P/C/W                                   |
|          |            |                | ลั          |            | C/W correct line & steel nuts installed |
|          |            |                |             |            | N/A by P/N                              |
| _        |            |                |             |            | N/A by P/N                              |
| _        |            |                |             |            | N/A by P/N                              |
| _        |            |                |             |            | P/C/W                                   |
| _        |            |                |             |            | N/A by P/N                              |
| $\dashv$ |            |                |             |            | N/A by P/N                              |
| -        | -          |                |             |            | N/A by engine model                     |
| $\dashv$ |            |                |             |            | C/W by visual & mag inspection          |
| $\dashv$ | any time   | bolt is remov  | ved         |            | C/W new bolt & clip installed           |
| -        | 100 hour   | annual ins     | pection     |            | C/W by inspection                       |
|          |            | The maile      |             |            | C/W SB632B inspection                   |
| $\dashv$ | END        |                |             |            |   |
|          |            |                |             |            |   |

| Page | Total: |  |  |  |  |
|------|--------|--|--|--|--|
|      |        |  |  |  |  |

a certified mechanic, and his/her rating and Brought Forward:\_\_\_\_\_

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

| Total | to | Date: |  |  |
|-------|----|-------|--|--|
|       |    |       |  |  |

# KENT STATE

I certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an **Annual Inspection** and was found to be in an airworthy condition.

Time in Service:1343.4

A/C TOTAL TIME: 3730.4 ENG TOTAL TIME: 1343.4 ENG T.S.M.O.H.: N/A TACH TIME: 497.3 PROP T.S.M.O.H.: <u>0.0</u> PROP TOTAL TIME: 1787.6

Complied with an Annual Inspection.

Installed this repaired engine P/N IO-360-C1C6, S/N RL-31187-51E (By G&N Aircraft Inc. under W/O# 75833, dated 7/18/2024) on aircraft N752KS. Serviced engine with 6 qts Aeroshell 100 Mineral oil. Installed original lord mounts, hoses, hardware, and new exhaust gaskets. 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 3840.4. Adjusted idle speed and mixture settings IAW A.D. 2001-06-17. Reinstalled Tanis engine preheater. Tightened all fluid lines and hoses. Installed and tightened ignition leads. 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.

|             |    | REM                    | OVED         |            | INSTALLED              |              |            |  |
|-------------|----|------------------------|--------------|------------|------------------------|--------------|------------|--|
| ITEM        |    | PART#                  | SERIAL#      | TIS/TSO    | PART#                  | SERIAL#      | TIS/TSO    |  |
| ENGINE      |    | I0-360-C1C6            | RL-31187-51E | 1343.4 TIS | I0-360-C1C6            | RL-31187-51E | 1343.4 TIS |  |
| PROP        |    | HC-C2YR-<br>1BFP/F7497 | NS4170B      | 1787.6 TIS | HC-C2YR-<br>1BFP/F7497 | NS4170B      | 1787.6/0.0 |  |
| GOVERNOR    |    | F-2-7A                 | G131WJ       | 1343.4 TIS | F-2-7A                 | G131WJ       | 0.0 TSO    |  |
| MAGNETO (S) | L: | 4372                   | 19120557     | 1343.4 TIS | 4372                   | 23020908     | 0.0 TIS    |  |
| (0)         | R: | 4370                   | 19100647     | 1343.4 TIS | 4370                   | 23031221     | 0.0 TIS    |  |

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# KSU2024-00135. Date: 11/8/2024

Sarah Johnson, Certified Repair Station NX3R886D.

# KENT STATE. ENGINE-PA-28R-201

N752KS

Time in Service: 1365.8

Complied with, 25 Hour Special Oil Change.

Complied with: Lycoming S.I. 1492D (oil filter insp.) & S.B. 480E (Oil filter & suction screen insp.). Changed oil & filter with 6 OTS. Aeroshell W15W-50, & AA48111 filter. 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 this repair/inspection are on file at the Repair Station under this work order: WO# KSU2025-00183 Date: 03/13/2025

Signed: Was Joseph Signed:

Bosko Stojanovic, Certified Repair Station NX3R886D

| Brought Forward: | ý |
|------------------|---|
|                  |   |
| Total to Date:   |   |

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

A/C TOTAL TIME:

ENG T.S.M.O.H.:

TACH TIME:

**ENG TOTAL TIME:** 

<u>3752.8</u> 1365.8

N/A

<u>519.7</u>

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**Engine Log** 

Serial #

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| ENGIN | E-PA2   | 28K-201 |

**N752KS** 

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Date

BROUGH

Total Time in Service: 1388.6

A/C TOTAL TIME: <u>3775.6</u> ENG TOTAL TIME: 1388.6 ENG T.S.M.O.H.: <u>N/A</u> TACH TIME: <u>542.5</u> PROP T.S.M.O.H.: <u>45.2</u> PROP TOTAL TIME: 1832.8

Complied with, 50 HOUR 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. 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# KSU2025-00400. Date: 5/29/2025

Joel Mellinger, Certified Repair Station NX3R886D.

| NI 2 2 4 5 - 2 5 T |   |   |   | -  | - CANALE                |     |
|--------------------|---|---|---|----|-------------------------|-----|
|                    |   |   |   | C. | $\Gamma \Lambda \Gamma$ | FE. |
|                    |   |   |   |    | $\vdash$                |     |
|                    | _ | - | - |    |                         |     |

certify that this Engine-PA28R-201 (N752KS) has been inspected in accordance with an **Annual Inspection** and was

found to be in an airworthy condition. Time in Service:1403.4

A/C TOTAL TIME: 3790.4 **ENG TOTAL TIME:** 1403.4 ENG T.S.M.O.H.: <u>N/A</u> 557.3 TACH TIME: 60.0 PROP T.S.M.O.H.: PROP TOTAL TIME: 1847.6

Complied with an Annual Inspection.

Compressions: 1) 78/80 2) 75/80 3) 75/80 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 3900.4. 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. 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# KSU2025-00676. Date: 09/11/2025

| Signed: | which | Mh |
|---------|-------|----|
|         |       |    |

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.

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