

## AIR SALVAGE OF DALLAS ENGINE RUN SHEET

Engine Type: CONTINENTAL Engine Model: IO-520 BA (12)Engine S/N: 562675

Removed from:

Aircraft Make & Model: BEECH A-36Lot#: ENGINE TEST RUNA/C S/N: E-977

Year: \_\_\_\_\_

N#: 17544

Engine Run:

☒ Yes ☐ No

TT:

TSMO:

TSFR:

TSTO:

Tach/Hobbs Time at Removal: \_\_\_\_\_

Date of Run:

10/29/2015

Oil Pressure @ 2000 RPM:

75 PSI

Mag Drop @ 1800 RPM Left:

100Right: 100

RPM @ Full Power:

2700

MP @ Full Power:

31.5

Prop Cycle OK:

YES

Oil Temp:

180° F

Cylinder Head Temp:

340° F

Length of Run:

12 MINUTES

POST RUN:

DIFFERENTIAL COMPRESSION CHECK:

#1

#2

#3

#4

#5

#6

Crankshaft Flange Dial:

N/A

(Total runout)

Crankshaft Pilot Dial:

N/A

(Total runout)

Crankshaft End Play:

N/A

Crankshaft Flange Dye:

N/A

Oil Filter/Screen Inspection:

N/A

Pickled for Storage:

YES

☒ NO

NOTES: ENGINE START UP 1200 RPM OIL PRESS. 74 M.P. 12.4 " FF. 3.6 GPH F.P. 3.1 (3min.)

ENGINE RUN UP TO 1800 RPM OIL PRESS. 79 M.P. 17.5 " FF. 8.8 GPH F.P. 8.5

ENGINE RUN TO MAX TAKE OFF POWER 2700 RPM M.P. 31.5  
FUEL FLOW 32 GPH F.P. 14 PSI \* ENGINE WENT TO TO POWER  
R4 THEN LOST POWER - TURNED ON ELECTRIC BOOST PUMP - POWER  
WAS RESTORED & THEN DETERIORATED  
AGAIN TO 1700 RPM WITH LOW FF & F.P.

Alfred J. Louque III