

ENGINE RUN SHEET

ENGINE TYPE: CONTINENTAL ENGINE MODEL: TSIO-360-LB
ENGINE SERIAL NUMBER: 316039 H

REMOVED FROM:

AIRCRAFT TYPE: MOONEY AIRCRAFT MODEL: M20K (231)
AIRCRAFT SERIAL NUMBER: 25-0662 YEAR: 1159K

ENGINE RUN: TT: _____ TSMO: _____ TSFR: _____ TSTO: _____

☒ YES

TACH/HOBBS TIME AT REMOVAL: _____

OIL PRESSURE @ 2000 RPM: 80 PSI

☐ NO

MAG DROP @ 1800 RPM: LEFT: 100 RIGHT: 100

DATE OF RUN:

RPM @ FULL POWER: 2600

1/12/2017

MP @ FULL POWER: 34" - 37"

PROP CYCLE OK?: YES

OIL TEMP: 180° F

CYLINDER HEAD TEMP: 310° F

LENGTH OF RUN: 30 MIN

DIFFERENTIAL COMPRESSION CHECK:

#1 #2 #3 #4 #5 #6

CRANKSHAFT FLANGE DIAL: _____ (TOTAL RUNOUT)

CRANKSHAFT PILOT DIAL: _____ (TOTAL RUNOUT)

CRANKSHAFT FLANGE DYE: _____

OIL FILTER/SCREEN INSP: _____

PICKLED FOR STORAGE: () YES () NO

12:01 ENGINE INITIAL START UP 80 PSI OIL PRESS. @ 900 RPM/
16" MP/F.F. 2.6 GPH / OIL TEMP 90° F / CHT 200° F
RAN FOR 6 MIN. R/H TANK

12:07 2ND RUN 80 PSI OIL PRESS. / 1800 RPM / CHT 260° F /
OIL TEMP 130° F / MP 17" / FF 5.5 GPH / R/H TANK

ALFRED J. LOUQUE III

3RD RUN 2600 RPM OIL PRESS. 80 PSI / CHT 275°F /
OIL TEMP 180°F / MP 34" / FF 22 GPH

SWITCHED TO LH TANK & ENGINE JUST QUIT &
DIED 3 TO 5 SECONDS AFTER FUEL SELECTOR WAS
CHANGED TO LH POSITION.

REPEATED SCENARIO A SECOND TIME WITH SAME
RESULTS.