

Notes on M20S (310 HP); N602TF
Quinter, KS
11/14/19

Squawks:

1. Speed brakes – Would not deploy at cruise speed.
2. There is a new ignition key. Will turn but will not push forward to start. (Use old key)
3. Panel lights – Glare shield inop.
4. Headset and mike jacks on co-pilot's side – Check them. I could not hear him on intercom.
5. Stand-by airspeed indicator – Does not go down to "0". OK on the high side. Agrees with the G-600.

Oil level at Quinter about 5.75 quarts. Added one quart at Longview (mineral oil). (4.2 hr. flight).

9,500'; 21.9" & 2400 RPM; 50 ROP

17.1 GPH (16.4 on JPI); TAS – 196 on the G600; IAS 168

Temperatures:

EGT CHT

1. 1380 366
2. 1413 343
3. 1403 341
4. 1435 350
5. 1371 368
6. 1405 359

Panel instruments:

Stand by attitude indicator – OK

Tachometer – 2410 (JPI – 2400; Electronic on right side of panel – 2400)

CHT – 358

EGT - 1506

Oil temp – 168; Oil pressure – 50

Fuel gauges seem pretty good

Suction – 4.2

- GPS – 430 Nav and comm – OK; VOR – OK
 - 530 Nav and comm – OK; VOR – OK
- Audio panel – OK
- Autopilot
 - Altitude hold – OK (blue indicator light is very dim)
 - Heading – OK
 - NAV – OK
 - Mode select and Alt hold buttons on yoke – OK
 - Disconnect button – OK
 - **NOTE** – GPSS switch – OK It's in the lower middle of the panel on the left. It's unmarked.
- Electric trim – OK
- Parking brake – OK