

Date	Engine Model	Engine Serial Number	Aircraft Registration	Page
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Engine Operational Test Log

ENGINE RUN PARAMETERS

Record	RPM	MP/TDP " Hg	Oil		Fuel				Cell °F	Cylinder Heat Temp (CHT) / Exhaust Gas Temp (EGT) °F					
			PSI	°F	Lbs/Hr	Nozz PSI	Pump PSI	Fuel °F		# 1	# 2	# 3	# 4	# 5	# 6
1	1200	18.5	65	Inop.	35	4.3	17.9	79	Inop	182/1159	190/1146	149/1138	160/1138	165/1251	157/1126
2	1600	20.1	63	Inop.	70.2	6.4	23.2	81	Inop	259/1190	261/1223	226/1207	224/1187	201/1205	190/1182
3	2100	28.3	58	Inop.	150.2	17.3	27.9	83	Inop	322/1273	340/1208	308/1292	291/1236	252/1162	233/1184
4	2450	27.5	56	Inop.	186.2	21.1	37.7	84	Inop	364/1273	311/1292	311/1293	298/1283	257/1251	248/1276
5	F/T 2550	28.5	52	Inop.	201	24.9	36.7	84	Inop	382/1307	375/1312	334/1295	313/1295	272/1280	261/1303
6	Idle 600	15.8	61	Inop.	10.2	3.7	9.1	82	Inop	321/707	313/771	281/642	281/642	242/700	176/658

Ambient Air Temperature °F	Ambient Air Pressure	Transfer Collar Δ P		Maximum Rated Power Engine Operational Parameters				
88.0	30.02	IN	OUT	RPM	" Hg MP	Fuel Flow Lbs/Hr	Metered PSI	Unmetered PSI
		48	41	2700	N/A	150-160	19.0-21.3	28.0-30.0

Notes: Operator – Phillip Grice.

Transfer collar pressure delta measured at full throttle power setting.

All recoded data was taken at 3-minute intervals unless otherwise noted.

Crankshaft flange was cracked during the accident sequence run time at each setting was reduced.

Engine Performance Test				
Test RPM	Left Magneto	Left Magneto	Right Magneto	Right Magneto
	RPM	RPM Drop	RPM	RPM Drop
2100	2070	30	2080	20