

AIR SALVAGE OF DALLAS ENGINE RUN SHEET

Engine Type: LYCOMING Engine Model: IO-360-C1C
 Engine S/N: L-8819-51A

Removed from: Piper

Aircraft Make & Model: PA-28R-200 Lot#: HH22

A/C S/N: 28R-7635269 Year: 1976 N#: 75139

Engine Run: YES	TT:	TSMO:	TSFR:	TSTO:	
	6900.8	1397.6	N/A	N/A	

Tach Time at Removal: 8995.2

Date of Run:

11/14/19

Oil Pressure @ 2000 RPM: 70 PSI

Mag Drop @ 1800 RPM Left: 75 RPM Right: 75 RPM

RPM @ Full Power: 2700 MP @ Full Power: 29.0"

Prop Cycle OK: Yes Oil Temp: 180°F

Cylinder Head Temp: N/A Length of Run: 1 hr.

POST RUN:		DIFFERENTIAL COMPRESSION CHECK:			
#1	#2	#3	#4	#5	#6
76/80	72/80	74/80	76/80	N/A	N/A

Crankshaft Flange Dial: .000" (Total runout)

Crankshaft Pilot Dial: .000" (Total runout)

Crankshaft Flange Dye: Yes! No Cracks noted

Oil Filter Inspection: YES! No metal or contaminants noted!

Pickled for Storage: NO

NOTES: The above referenced engine was run on airframe prior to removal. Engine was prelubed & run for approximately 1 hr. using various power settings. Full power checks were made using 2 to 4 minute sustained runs. No discrepancies were noted. Several hot starts were made with no discrepancies noted. All pertinent details of runs & checks accomplished were entered above in appropriate blocks! Note! This engine was subjected to a power off prop strike during landing. Lycoming AD note# 2004-10-14 on prop strike inspection does apply to this engine!

END

Alfred J. Louque III