



Continental Motors

ENGINE FIELD RUN REPORT

FINAL


ENGINE MODEL: IO-520-BB87B

ENGINE SERIAL: 830195

AIRCRAFT MODEL: Beechcraft A-36 Bonanza

SERIAL NUMBER: E-1476

REGISTRATION: N188DP

Examiner	Signature	Date
John T. Kent		7/30/2014

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GENERAL INFORMATION

DATE OF RUN:	7/21/2014
FACILITY:	Air Salvage of Dallas
ADDRESS:	██████████, Lancaster, Texas 75146
TELEPHONE:	██████████

AIRCRAFT INFORMATION

ACCIDENT DATE:	5/26/2014	LOCATION:	Rockdale, Texas
MANUFACTURER:	Beechcraft	YEAR:	1979
MODEL:	A-36 Bonanza	SERIAL NUMBER:	E-1476

ENGINE INFORMATION

MAKE:	Continental Motors Inc.		
MODEL:	IO-520-BB87B		
SERIAL NUMBER:	830195		
BUILD DATE:	1/12/2007		
TIME SINCE TOP OVERHAUL:	Unknown	TOH DATE:	
TIME SINCE MAJOR OVERHAUL:	Unknown	MOH DATE:	
TOTAL TIME:	Unknown		
REMARKS:	The log books have not been obtained at this time		

INSPECTION WITNESSES

NAME:	Tom Latson	NAME:	Alfred "Lucky" Louque
ORGANIZATION:	NTSB	ORGANIZATION:	Air Salvage of Dallas
ADDRESS:	Houston, Texas	ADDRESS:	Lancaster, Texas
PHONE NUMBER:	██████████	PHONE NUMBER:	██████████
NAME:	John T. Kent	NAME:	Rocardo Asensio Paul Yoos
ORGANIZATION:	Continental Motors Inc.	ORGANIZATION:	Textron Aviation
ADDRESS:	Mobile, Alabama	ADDRESS:	Wichita, Kansas
PHONE NUMBER:	██████████	PHONE NUMBER:	██████████

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ENGINE HISTORY

The log books have not been observed at this time.

EXTERNAL INSPECTION

The engine was examined and no external damage was observed.



ENGINE PREPARATION PRIOR TO RUN

The original propeller was removed from the engine and was replaced with a two bladed propeller. A five gallon container of fuel was attached to the left side of the fuel system. The engine was run on the airframe using the airframe controls.

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DESCRIPTION OF RUN

The engine was started using the airframe battery and allowed to idle for several minutes. It was then accelerated to 1700 RPM and a magneto check was performed. The left magneto had a drop of 150 RPM, and the right magneto had drop of 60 RPM. The engine was then accelerated to 2525 RPM and allowed to stabilize. The oil temperature was 65C degrees, and the oil pressure was 74 PSI. The cylinder head temperature was 135C degrees. The propeller was cycled several times and worked normally. After eight minutes of run time the engine was shut down using the mixture control.

The aircraft was moved back into the hangar and a differential compression check was performed with the following results: 1. 65/80 2. 50/80 3. 70/80 4. 30/80 5. 42/80 6. 50/80

Propeller: Hartzell PHC-C3YF-1RF, Serial Number-EE2350A

The propeller had no impact damage on the spinner, and all three blades were bent toward the non-cambered side.

Spark Plugs: Champion RHB-32E

The top spark plugs had normal wear when compared to the Champion Check-A-Plug comparison card. They had light gray deposits in the electrode areas.

ENGINE RUN CONCLUSION

The engine run did not reveal any anomalies that would have prevented normal operation and production of rated horsepower.

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