

ENGINE TYPE: CONTINENTAL ENGINE MODEL: IO-520 BB (87)

ENGINE SERIAL# 830195-R

AIRCRAFT TYPE: BEECHCRAFT REMOVED FROM: AIRCRAFT MODEL: A-36

AIRCRAFT SERIAL#: E-1476 YEAR: \_\_\_\_\_ N#: 188DP

ENGINE RUN: T.T. \_\_\_\_\_ TSMO \_\_\_\_\_ TSFR \_\_\_\_\_ TSTO \_\_\_\_\_  
[  ] YES ~~TAKE~~/HOBBS TIME AT Run 386.3 TACH 5429  
[ ] NO OIL PRESSURE @ 2000 RPM: 74 PSI  
DATE OF RUN: 7/21/2014 MAG DROP @ 1800 RPM : LH 150 RH 60  
RPM @ FULL POWER : 2525  
MP @ FULL POWER : 28  
PROP CYCLE OK ? : YES  
OIL TEMP : 65° C  
CYLINDER HEAD TEMP : 135° C  
LENGTH OF RUN : TOTAL RUN TIME 8 MIN.

POST RUN:

DIFFERENTIAL COPRESSION CHECK:  
#1 65/80 #2 50/80 #3 70/80 #4 30/80 #5 42/80 #6 50/80

CRANKSHAFT FLANGE DIAL : N/A (TOTAL RUNOUT)  
CRANKSHAFT PILOT DIAL : N/A (TOTAL RUNOUT)  
CRANKSHAFT FLANGE DYE : N/A  
OIL FILTER/SCREEN INSP. : \_\_\_\_\_  
PICKLED FOR STORAGE : [ ] YES [  ] NO

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NOTES: ENGINE CRANKED & STARTED! HERE ARE INITIAL READINGS  
RIGHT AFTER START UP: 1430 RPM = OIL PRESSURE 55PSI,  
MANIFOLD PRESSURE 11", FUEL FLOW 3PSI, CHT 100° C,  
OIL TEMP 45° C. ENGINE WAS RUN FOR 3 MINUTES.  
ADVANCED RPM TO 2,000 RPM - OIL PRESSURE 74PSI,  
MANIFOLD PRESSURE 13", FUEL FLOW 5PSI, CHT 125° C,  
OIL TEMP 55° C. MAG DROP (LH MAG 125 / RH MAG 100)  
2 MINUTE RUN