

There are very good reasons that turbocharging problems tend to be difficult for mechanics to troubleshoot. They're hardly ever reproducible on the ground, often occur only at quite high altitudes and are sometimes quite erratic or intermittent. In most cases, the mechanic does not have any choice but to rely entirely on a description of the symptoms provided by the owner or pilot. This form is to aid the pilot in gathering information that their mechanic can use to diagnose and correct the problem.

This Pilot Problem report form might help.

THE SYMPTOMS ARE:



& at the time the gauges read:

Altitude _____ **EGT/TIT** _____

Oil Pressure _____ **Oil Temp.** _____

Manifold Pressure _____ **RPM** _____

I have noticed the sequence of events as follows.

(This section is to note if RPM fell before MP dropped or MP fell then fuel flow, etc.)

COMMENTS:

This form courtesy of: **APPROVED TURBO COMPONENTS, INC.**



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