

Champion Spark Plug RHB32S, Cracked Insulators, ATA 7421

(A pilot/mechanic provides this defect report referencing a Cirrus SR22 aircraft with a Continental IO550N engine.)

"The engine (ran) rough during climb to 14,000 feet. (I) could not set 17.5 GPH (fuel consumption) for cruise." "CHT (cylinder head temperature) for number one cylinder increased from 340 degrees to 480 degrees and beyond. I had normal EGT (exhaust gas temperature), high and rising TIT (turbo inlet temperature) on turbocharger number two—from 1600 to 1750 degrees. When the oil pressure dropped I diverted (for landing). Inspection revealed no differential pressure on cylinder number two, the oil filter was full of metal, the waste gate controller was missing parts, and the spark plugs had cracked insulators and pre-ignition (indications) on the cylinders. There was metal contamination throughout the engine. An Annual inspection (...had been accomplished 30 hours prior to the flight)."



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(Note: I had to 'interpolate' some of your shorthand; I apologize if there has been a misconstruction. Thanks for the photos—Ed.)

Part Total Time 205.0 Hours