



## INFORMATION BULLETIN No.:

M332/77b/R1  
M337/88b/R1  
M337A/20b/R1  
**M337AK/15b/R1**  
M137A/25b/R1  
M137AZ/18b/R1

*Concerning:* Increasing of service life of the M332 and M137/M337 engines of all versions produced till 30.6.1991 (depending on the type of used approved aviation oil) on which the overhaul will be performed in LOM PRAHA s.p. after 1<sup>st</sup> January 1999.

*Reason:* Further increasing of the service life till overhaul has been decided based on :

- Development of technology of engine overhauls in LOM PRAHA s.p. and the achieved operation reliability
- Experience gained from extending the service life of engines produced in AVIA Praha and repaired in the ČSA or in LOM PRAHA s.p.
- Positive evaluation of the inspection group of engines monitored during the flight operation including the evaluation of the technical status of these engines and their performance parameters achieved during testing in the test shop.

*Actions:* The engines M332 and M137/M337 of all versions which are maintained in compliance with the valid regulations and on which an overhaul was performed in LOM PRAHA s.p. or in an organisation approved by the Civil Aviation Authority according to the Regulation JAR-145 for performance of overhauls, with the effectiveness from 1<sup>st</sup> January 1999 the service life till the next overhaul shall be determined as follows:

1. 1200 flight hours during 15 years  
for the engines permanently operated with the approved mineral aviation oils MS-20 according to the GOST 21743-76 or its equivalents Aero Shell Oil 100, Aero Shell Oil 120 (in tropical areas), Elf Aviation 100, Total Aero 100 possibly Mobil Aero Red Band, that must meet the requirements of the valid wording of the US specification MIL-L-6082 Grade 1100.

2. 1400 flight hours during 15 years  
for the engines permanently operated with the aviation dispersive ashless (additive) oils Aero Shell Oil W100, Aero Shell Oil W120 (in tropical areas), Elf Aviation AD100, Total Aero D100, possibly Mobil Aero Oil 100, that must meet the requirements of the valid wording of the US specification MIL-L-22851.
3. The flight hours determined in items No. 1 and 2 are multiplied by the coefficient 1,3 when operated in the acrobatic mode!

**WARNING:**

- a. The interventions above the scope of the Operation Manual are to be performed only by the organisations approved for performance of overhauls according to JAR-145 or by LOM PRAHA s.p.
- b. At engines permanently operated with the approved mineral oils (shown in the paragraph „Actions“ item 1.) in the middle of the specified service life till overhaul (with the tolerance of  $\pm 50$  flight hours) the partial inspection of engine is to be performed according to the instructions shown in the Manual:
  - „M332 aviation engine - description, service, maintenance“ page 67 to 74
  - „M337 aviation engine – description, service, maintenance “ page 81 to 88
  - „Technical description and operation instruction to the M337A,AK, M332A,AK, M137A,AZ, M132A,AK engines “, page 6-13 to 6-16.

At the engines permanently operated with the approved dispersive ashless (additive) aviation oils (shown in the paragraph „Actions“ item 2.) the partial inspection is not being performed.

This bulletin cancels the validity of the information Bulletins M332/77b, M337/88b, M337A/20b, M337AK/15b, M137A/25b, M137AZ/18b.

*Effectiveness:* On the day the Bulletin is issued.

*In Prague on :* 3.12.2003

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