



# LOM PRAGUE

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CZECH REPUBLIC

## SERVICE BULLETIN

IT IS NECESSARY TO CARRY OUT !

M332/67a

M332A/1a

M137A/14a

M137AZ/9a

M337/75a

M337A/8a

M337AK/5a

Regarding: How time (calendar months) effect time between overhauls (TBO) for the following reciprocating engines M332, M332A, M332AK, M137A, M137AZ, M337, M337A and M337AK.

Reason: During the overhaul process it was determined that individual owners/operators during the course of the year failed to conserve the engine in the proper manner when the aircraft was not in use for extended periods of time. This action of flying a minimum amount of hours each year has the effect of extending the TBO and resulting in corrosion and lowering reliability.

Caution:

1. The condition of the engines that fails to fly off all of its allowed fly hours in a 15 year period at the owner/operators expense must have the engines check by LTS LOM, or a LOM authorised technician. The authorised technician depending on the condition of the engine will decide whether or not to return the engine to service or require its repair or overhaul.
2. On M337A/AK engines which were manufactured to have a TBO of 2000 flight hours it is critical to:
  - a) during the course of operation it is 100% critical to follow the conditions in information bulletin M337A/9b and M337AK/4b.
  - b) during a course of each year it is the owner/operators responsibility to fly at least 100 to 130 hours each calendar year, and these hours must be spread out equally among the year.

Cost: None

Validity: Dated of issue by SLI.

Prague, September 1, 1994

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