OMNIPOL PZO
PRAHA – CESKOSLOVENSKO
AVIA
NÁRODNÍ PODNIK
PRAHA

SERVICE BULLETIN

No. M 462-RF/15

IT IS NECESSARY TO CARRY OUT !

CONCERNS: Alteration of engine speed (acceleration) change transition periods of the M 462-RF aircraft engine (to be noted in the Operating Manual of the M 462-RF Aircraft Engine).

REASON: Dynamic tensometric tests have proven that at uniform and/or violent changing the engine speed (flight regime) by ungradual and not sufficiently smooth shifting the gas control lever or the engine speed preselector control lever, the speed reducer gearing is considerably being overloaded.

PRECAUTION:

The speed (acceleration) change transition periods of the M 462-RF aircraft engine from idling speed up to take-off speed, eventually to cruising speed are since now serviceably to be extended from the present specified time period of 2 to 3 seconds up to 4 to 5 seconds.

The Operating Manual involved is also just to be supplemented by introducing the alteration of the engine speed (acceleration) change transition time periods from cruising idling speed (1,100 r.p.m.) up to take-off or eventually to rated speed at least to 3 seconds and, the speed change transition time period from standard operating speed (2,000 r.p.m.) and cruising speed (1,900 r.p.m.) up to take-off speed is now specified to 1.5 second.

It should carefully be kept in mind that any speed (acceleration) change transitions of the M 462-RF aircraft engine has to be carried out gradually, i.e. by sufficiently smooth and never violent shifting the gas control lever and the speed preselector control lever.

TO BE CARRIED OUT:

After having received this Bulletin.

MATERIAL TO BE DELIVERED BY: ---

COST TO BE CHARGED ON ACCOUNT OF:

No costs thereby arise.

VALIDITY OF THIS BULLETIN:

It comes into force immediately after having received it.

Letňany, 18.1.1971

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