



**LOM PRAHA**  
s.p.

**DPM**

TISKAŘSKÁ 8, 100 38 PRAHA 10, CZECH REPUBLIC

## **MANDATORY BULLETIN No.: M 462-RF/48a/R1** **"Required for safety"**

**Concerning :** Inspection of threaded coupling – for lock washer P/N 14-411-13, and its drive shaft P/N 14-911-088 drive for oil and fuel pump – located in the accessory case of all M462–RF that have in excess of 200 (two-hundred) flight hours.

**Note:**

This bulletin doesn't apply to M462RF engine overhauled, repaired or represerved by LOM PRAHA s.p. after date June 16, 1997. The inspection of threaded coupling was carry out by LOM PRAHA s.p.

**Reason :** In flight operations the threaded coupling for the lower fitting of drive shaft loosened, Uncoupling the combined fuel / oil pump drive shaft with a resulting engine failure Occurring.

**Measure :** For ALL M 462-RF engines, that have more than 200 flight hours in service after overhaul, will require a thorough inspection of the drive coupling in the accessory section, as per the instruction in this bulletin shall be entered in to the engines Log Book, with all appropriate data referred to in this bulletin by bulletin number.

**Responsibility:** Owner / operator will perform the procedure by his/her own power and must request The materials from LOM PRAHA, this request should be made ASAP.

**Materials:** For complying with this bulletin the following material is required:

Oil pump gasket P/N 14-711-63	1 pc.
Lock washer P/N 00-12-601	6 pcs.
Segmented safety washer diameter 5.5 mm, P/N 14-411-11	1 pc.
Segmented safety washer diameter 6.5 mm, P/N OM 14-411-11/6.5	1 pc.
Nut M6 (s=10mm) CSN 02 1401.45	2 pcs.

The required material will be made available from LOM PRAHA free of charge.

**Bulletin validity** At the day of issue.

**In Prague :** January 21, 2008 Approved on the basis of power of DOA No. EASA.21J.306.

**Approved by:**

Jaroslav Böhm, in his own hand  
Designing Department Manager

Method of compliance – for inspection of the threaded coupling in the accessory case  
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1. Remove oil and fuel lines from the pump assembly.
2. After unlocking the lock washer (P/N 00-12-601), unscrew nut (P/N 18-08-39), and remove the oil/fuel pump.
3. By the most appropriate method make sure that pump does not get damaged, any foreign objects get into the pump.
4. Inspect the two M5 or M6 nuts for hand tightness, in the lower case (P/N 14-411-13) of the accessory case.
5. Un-fasten the segmented washer (P/N 14-411-11), remove the segmented washer, and visually inspect the condition of the hole on the washer, and determine the diameter (either M5 or M6 mm).
6. In case of air-worthy condition ( either M5 or M6 mm), reassemble the with new segmented washer, and the correct bolt diameter either 5.5 mm (P/N 14-4111-11) or 6.5 mm ( P/N OM 14-411-11/6.5 ).
7. If found that M5 bolts were used, use original nut (P/N 51003) and for M6 bolts use new nuts M6 (P/N CSN 02 1401.45 with a wrench opening of s-10 mm). Before final tightening of the nut inspect that the lower case (P/N 14-411-13) fits into the accessory case.
8. Clean the oil/fuel pump and place the oil/fuel pump gasket (P/N 14-711-03) back on the oil/fuel pump, and install in reverse order, all fuel and oil hoses included.
9. Removed parts, i. e., original segmented washer, and M6 nut whose wrench opening diameter s=9mm put out of operation.
10. Make appropriate Log Book entry.