



## SERVICE BULLETIN

IT IS NECESSARY TO CARRY OUT!

No. M 462-RF/29

**CONCERNS:** The AK-14 RF Carburetters, whereon a change in design of the accelerating pump has been realized.

**REASON:** Based on air service experience, there occurred some cases of a short-time drop of engine speed while uncontinuously tuning the required regime of engine run by the throttle control lever, especially within the speed range from 1150 to 1500 r.p.m.

**MEASURES:** To inspect visually the AK-14 RF Carburetters, the accelerating pumps of which have been modified in design. The visual inspection is to be carried out according to Fig. 1 of this Bulletin. The modified accelerating pump of the AK-14 RF Carburettet can be easily recognized by the absence of an air inlet port (connecting the room under the accelerating pump diaphragm with the surrounding atmosphere) in the carburettet air inlet branch. In such a case it is necessary to dismount the air nozzle of the accelerating pump (see Fig. 2) and to rebores the nozzle hole to dia. 0,9 + 0,1 mm and, to fit in then back in place.

Procedure of the Design Adaptation to be done: On the L.H. side of the carburettet air inlet branch (see Fig. 1) unlock and unscrew the screw plug of the air nozzle.

Then unscrew the air nozzle by means of the special screwdriver incorporated in the toolkit of the engine.

Rebores the air nozzle hole by a drill of dia. 0,9 mm to 0,9 + 0,1 mm and, at last deburr the sharp edge of the rebored hole. Then screw in the air nozzle again as well as in the air nozzle screw plug and lock it as usually by a piece of zinc-plated locking wire of dia. 0,8 mm.

Finally the realization of the instructions of this Bulletin is to be recorded in the "Manufacturer's Certificate of the Carburettet" and in the "Engine Log Book".

**TO BE CARRIED OUT:** On the M 462-RF aeroengines from Serial No. 611166 onwards. The same inspection and the respective adaptation is to be carried out also on the carburettets being still on stock or even fitted on the engines and delivered by the Engine Manufacturing Works as ordered spare parts since January 1976 up to date.

**COSTS TO BE COVERED BY:** No expenses are arising by these measures.

**TO BE CARRIED BY:** The Commercial Users of the M 462-RF aeroengines acc. to instructions of this Bulletin.

**FORCE OF THIS BULLETIN:** Coming in force immediately after having received the present Bulletin.

Prague, 22.8.1977

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OMNIPOL

Směr letu  
Направление полета  
Flight direction  
Flugrichtung

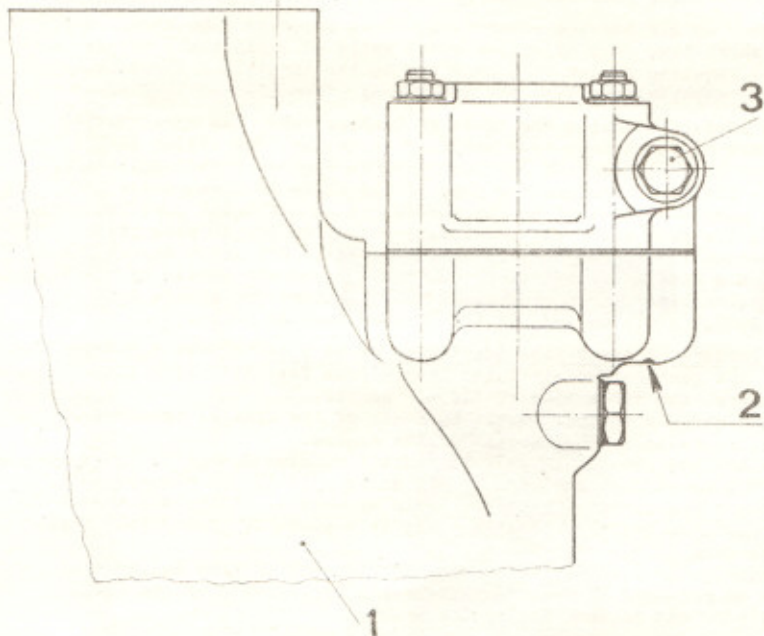
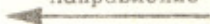
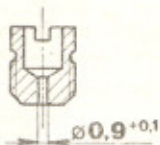


Fig. 1

- 1 - Carburetor air inlet branch
- 2 - Air inlet hole of the carburetor original design (preceding the modification - see text)
- 3 - Air nozzle and screw plug



Obr. 2 (M 2:1)  
Рис. 2 (Масштаб 2:1)  
Fig. 2 (Scale 2:1)  
Abb. 2 (Maestab 2:1)