



SERVICE BULLETIN

No. M 462-RF/37a

IT IS NECESSARY TO CARRY OUT !

- REFERS TO: Enhancement of the M 462-RF engine operation reliability by consistent application and observance of technical specifications and their provisions as well as presisioning of the warming-through method of oil filling in the propeller head.
- MOTIVE: It has been found out that several troubles experienced in the connecting rod mechanism were mostly caused by individual extraordinary working conditions of the M 462-RF engines. Analysis of the experienced troubles has shown the necessity of adopting the following measures:
- MEASURES: In the air traffic it is unconditionally necessary to observe the regulations specified by the producer of the given type.
1. Special attention has to be devoted to manual turning of the engine before starting the daily routine and every time when the engine was put out of operation for more than two hours (elimination of hydraulic shock!). If an increased resistance is encountered during manual turning of the engine, the lower located ignition plugs should be taken out of the cylinders No. 4, 5 and 6, and the drain plugs (stoppers) removed from their suction pipes; should presence of lubricating oil be detected, the latter must be let out completely and the engine turning repeated.
 2. During operation of the engines the lubricating oil pressure has to be daily recorded and its fluctuations followed; if the oil pressure drops by 50 kPa (0,5 kp/cm²) below the value that was recorded at the occasion of the latest check, the engine has to be put out of operation and the ascertained fact reported for sake of further investigation. Any attempts to adjust the lubricating oil pressure during operation - before the cause of the oil pressure drop has been safely determined - are strictly prohibited.
 3. When changing the number of revolutions i.e. when performing speed transitions (by acceleration) it is important to observe the times specified by the producer and modified by the report published in the Bulletin No. M 462-RF/15.

4. When warming-through the oil filling in the head of the V 520 propeller according to its Manual "Technical Description and Operating Instructions" it should be completed in the paragraph Caution in the "Operation" section the comment stating that the warming-through has to be carried out at revolutions of $2200 \pm 1\%$ and $P_K = 1.00$ ata.

TO BE CARRIED OUT: By the User.

EXPENSES COVERED BY: No expenses will be incurred.

VALIDITY OF THE BULLETIN: After issue.

Prague, 20. 8. 1982.

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