



LOM PRAHA
s.p.



SERVICE LETTER

#

0001/2004

DATE: 15/03/2004

Attn.: Users and owners of aircraft technology equipped with straight piston engines of LOM PRAHA s.p. production, and organizations authorized by the national aviation agencies for engine servicing/maintaining in compliance with JAR 145.

Scope: Mixing of approved engine service oils for aircraft straight piston engines of LOM PRAHA s.p. production, and recording oil exchanges in the engine logbook.

Provisions: Following the case of M337 AK engine airborne failure in Z43 aircraft in June 2003, an expert analysis of the engine was done lead by UZLPN. The expertise concluded in that the cause of the engine failure was blocked oil channel in the connecting rod bearing greasing and cooling intake with free deposits resulting in the bearing seizure. The deposits eroded and freed by mixing effect of the dopped and undopped oils for a long time of engine service.

Having the cause in mind, we strongly recommend all engine users to comply the general principles of and conditions for using

- mineral aircraft engine oils as mentioned in MIL-L-6082E, GRADE 1100, MS-20 to comply GOST 21743-76, and
- disperse ashless (dopped) aircraft engine oils to comply MIL-L-22851D.

Mixed or exchanged mineral and disperse ashless (dopped) aircraft engine oils during aircraft service are unacceptable.

The conditions of exchanging or switching from one oil type to another are explicitly stipulated in the "Technical description and operation manual of M337A/AK, M332A/AK, M137A/AZ, M132A/AK engines", pages 4-2 to 4-3 and in applicable service bulletins.

It is the engine technician's responsibility to check the required type of oil prior to its usage. **Usage of oil of unknown origin (blank vessels) is unacceptable.**

Oil exchange or filling up actions should be correctly recorded in the engine logbook.

The technician should make the following entries in the engine logbook once oil exchanged/filled up:

- time spent in exchanging/filling up oil;
- explicit full (unabbreviated) marking of the new oil charge.

The explicit marking of the approved oils is mentioned in the “Technical description and operation manual of M337A/AK, M332A/AK, M137A/AZ, M132A/AK engines”, pages 4-2 to 4-3.

Caution: Infringement of the approved oil exchange principles, inexplicit recording of used oil or usage of oil of unknown origin (blank vessels) during aircraft service may seriously damage the engine and cause aircraft accident. Should any such infringement of the aforementioned principles prove, the user shall be fully responsible for engine damage done, if any.

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