

SERVICE LETTER	No. WMS-SL/M-2018-01	Date: 01 Dec 2018
	Rev. 01	Date: 19 Mar 2019

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Subject:	Setting of service time limits for M137, M332 and M337 aircraft piston engines
Introduction:	This service letter is issued by W-Motor Service s.r.o. as the holder of EASA STC No. 10067113 for overhaul of M137, M332 and M337 aircraft piston engines, issued under the authority of APDOA No. EASA.AP027 held by PARMA-TECHNIK, s.r.o., pursuant to Article 129 of the Regulation (EU) 2018/1139, and in accordance with the Commission Regulation (EU) 748/2012. The service letter has been approved in accordance with the procedures and privileges based on the above APDOA of PARMA-TECHNIK and the above EASA STC by W-Motor Service.
Note:	This service letter applies solely to the engines overhauled or subjected to revision F or TBO extension by W-Motor Service s.r.o. (hereinafter WMS) in accordance with EASA STC No. 10067113 and/or 10033420.
Applicability:	Types: M137, M332, M337 Models: M 332, M 332A, M 137A, M 137AZ, M 337, M337A, M 337AK
Reason:	Service time limits of the above engines may differ from those defined by the holder of the type certificate, LOM PRAHA s.p.

Service life limits (TBO, Time Between Overhauls) of the above engines after an overhaul, a revision F or a TBO extension performed by W-Motor Service s.r.o. are defined as follows:

- A. After an engine overhaul under EASA STC No. 10067113: max. 1000 flight hours (FH) or max. 15 years from release to service after engine installation on the aircraft, whichever occurs first.
- B. After a revision F under EASA STC No. 10067113: the remainder of service life according to the data of the engine logbook or another approved document (e.g. technical log, CAMO documentation or computerized service time monitoring system):
 1. For a revision F performed before expiration of the overhaul interval (e.g. after necessary repairs or when the prescribed service or storage conditions have not been observed): the remaining service time limit applies.
 2. For a revision F performed after expiration of the 15-year calendar limit: the calendar limit is extended by 7 years (i.e. up to a total of 22 years or, after a service life extension under STC No. 10033420, up to a total of 25 years), subject to enrollment in the Revision F maintenance program.

Revision F is described in the internal procedures of WMS forming an integral part of approved documentation for the STC No. 10067113. The possibility of revision F for the given engine shall be determined through assessment of service records and technical condition of the engine by the authorized staff of WMS.

An overhaul shall be performed upon expiration of the above service time limits.

- C. After a service life extension by WMS under EASA STC No. 10033420 and the internal procedures of WMS: max. 200 flight hours or max. 3 years, whichever occurs first. An extension can be performed by the authorized certifying staff of the approved organization only once, and shall be followed by an overhaul.

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Schematic representation of service time limits:

			STC 10033420	
Overhaul		1000 FH	+200 FH	Flight hours
Overhaul		15 years	+3 years	Calendar
Overhaul	STC 10033420	Revision F after 15 years with unexpired 1000 FH limit		+ max. 7 years
Overhaul		Revision F after 15 years with unexpired 1000 FH limit		+ max. 7 years

The above service time limits may be changed by the Competent Authority through issuance of an Airworthiness Directive.

Engine instruments, accessories and propellers may have service time limits different from those of the engine. Service time limits recommended by their respective manufacturers shall be observed.

Engine service time limits from the time of manufacture or most recent overhaul are established to prevent degradation of engine parameters caused by wear over the years of operation, which may affect its airworthiness:

1. The calendar limits are affected mostly by the corrosion of metal parts, which is most significantly promoted by discontinuous operation (low flight times, service interruptions, grounding for long periods), and by the deterioration of non-metallic parts such as gaskets, seals, membranes and hoses.
2. Flight time limits are affected by the operating wear, high-cycle fatigue of metal parts, and accumulation of oil deposits.

Based on the experience and evaluation of data collected from operation, overhauls and revisions F, the above service time limits may be modified in the future. Such modifications will be implemented through controlled changes to the present document.

CAUTION:	<ul style="list-style-type: none"> ➤ Service time limits are derived from the results of ground-based endurance tests, operating experience and findings made in the course of prior overhauls and service life extensions. ➤ Local climatic conditions, storage conditions, frequent service interruptions, and improper preservation and oil change procedures may promote corrosion of metal parts and damage to non-metallic ones.
WARNING:	<ul style="list-style-type: none"> ➤ The engine shall always be operated using approved consumables (fuel, oil, grease) only. ➤ Maintenance shall only be performed by the qualified personnel and approved maintenance organizations. ➤ Engine operation beyond the limitations prescribed by the approved Instructions for Continued Airworthiness may lead to loss of airworthiness, loss of life, serious injuries or property damage. W-Motor Service s.r.o. bears no liability for the outcome of such operation.

Note:	Service times are calculated from the date of release to service after engine installation on the aircraft, so long as the storage time does not exceed the engine preservation period prescribed by the manufacturer.
Costs:	None.
Materials:	Not applicable.
Effective date:	Date of issue.
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Approved by:	Ing. Eduard Parma, Head of design organization EASA.AP027

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