

SERVICE LETTER SUPPLEMENT 1	No. WMS-SL/M-2018-01/A01	Date: 19 Mar 2019
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Subject:	Performance of Revision F on M137, M332 and M337 aircraft piston engines
Introduction:	This Supplement 1 to the Service letter No. WMS-SL/M-2018-01 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 Supplement 1 to the Service letter No. WMS-SL/M-2018-01 applies solely to the engines used in non-commercial operations under EASA Part-NCO or FAA Part 91 in the NORMAL category.
Applicability:	Types: M137, M332, M337 Models: M 332, M 332A, M 137A, M 137AZ, M 337, M337A, M 337AK
Reason:	Definition of prerequisites for Revision F under Service letter No. WMS-SL/M-2018-01 dated 01 Dec 2018, clause B.

The Revision F maintenance program is only applicable to engines used in non-commercial operations under EASA Part-NCO, FAA Part 91 or another equivalent national regulation, subject to an introductory inspection by the authorized certifying staff of W-Motor Service s.r.o.

The introductory inspection under the program includes the scope of work required for a TBO extension by 200 flight hours/3 years (performed under the same arrangements) and additionally:

1. Measurement of oil pressure difference between engine oil inlet and outlet
2. Inspection of the engine internals for corrosion

Introductory inspection procedures and parameter tolerances are contained in the approved internal documentation of WMS. An engine failing the prescribed criteria and/or tolerances cannot be enrolled in the program and should be overhauled.

A monitoring inspection of an engine enrolled in the Revision F maintenance program shall be performed after one half of the calendar time extension (with a tolerance of ± 3 months), regardless of the flight hours logged, in the same scope and under the same conditions as an introductory inspection. An engine failing the prescribed criteria and/or tolerances will be withdrawn from the program and should be overhauled.

The maximum calendar time of engine operation under Revision F is 7 years, whereas the flight hours limit before overhaul remains at 1600 hours per TC holder's specifications; an overhaul should be performed upon its expiration.

An owner or operator of an engine enrolled in the program is obligated to inform WMS on a yearly basis of the hours flown, number of engine cycles and malfunctions in operation. Reports should be sent electronically to reporting@wms.aero using a form available on the WMS web site.

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An engine may be enrolled in the Revision F maintenance program:

- A. After a service life extension by max. 200 flight hours or max. 3 years, whichever occurs first, performed by WMS under the EASA STC No. 10033429 and procedures contained in the internal guidelines of WMS. An extension should be performed by authorized certifying staff of an approved organization, and can only be performed once.
- B. After a service life extension performed by LOM Praha s.p.
- C. Upon expiration of the calendar life after an overhaul performed by WMS or LOM Praha s.p. when the flight hour limit has not been exhausted.

Revision F will in all cases include an overhaul of all engine instruments and accessories in accordance with their respective service life limits prescribed by their manufacturers.

The Revision F maintenance program is based on long-term experience of WMS with Walter Minor 4-III and 6-III engine repairs under the Mandatory Service Bulletins M 4-III/35/a and M 6-III/44/a.

CAUTION:	<ul style="list-style-type: none"> ➤ The above requirements of the Revision F maintenance program apply only to engines operated in inland regions with a temperate climate. Engines operated in maritime regions or in subtropical, tropical or polar climate cannot be enrolled in the program.
WARNING:	<ul style="list-style-type: none"> ➤ A discovery of unapproved consumables being used in operation, maintenance being performed not in accordance with approved documentation or not by appropriately qualified staff, or operating records not reflecting the actual situation shall result in an immediate termination of the maintenance program for the engine in question. ➤ W-Motor Service s.r.o. bears no liability for the outcome of engine operation beyond the limitations prescribed by the approved Instructions for Continued Airworthiness.

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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