

TEXTRON Lycoming

Reciprocating Engine Division/
Subsidiary of Textron Inc.
652 Oliver Street
Williamsport, PA 17701 U.S.A.

MANDATORY

SERVICE BULLETIN

DATE: September 1, 1972

Service Bulletin No. 357
Engineering Aspects are
FAA (DEER) Approved

SUBJECT: Engine Inspection in Event of Immersion

MODELS AFFECTED: All Avco Lycoming Aircraft Engines

TIME OF COMPLIANCE: Before engine is returned to service after immersion in water.

An engine that has been immersed in water must not be operated until it has been inspected. Completely disassemble engine and examine all parts paying particular attention for evidence of corrosion, rust or contaminants imbedded on bearing surfaces, piston, mounting flanges or any aluminum, magnesium or bronze surface that may be porous. Remove evidence of rust, or corrosion. If pitting in stressed areas is found, the part should not be re-used. Silt imbedded in porous surfaces may be removed. Be certain oil passages, dowel holes and similar hidden openings and recesses are thoroughly free from contaminants. Test electrical components and fuel metering devices in accordance with manufacturer's instructions to determine fitness for future use.

Reassemble the engine using new seals, gaskets, stressed bolts, nuts and crankshaft sludge tubes. All reuse parts must conform with Table of Limits, No. SSP-2070, for fits and clearances.

NOTE

Aircraft systems that supply either fuel or oil to the engine must be thoroughly cleaned, including oil cooler, lines, valves, etc. to prevent contamination of the engine after reassembly.