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**SUBJECT:** **ENGINE PRESERVATION**

**MODELS AFFECTED:** All Aircraft Reciprocating Engines

**TIME OF COMPLIANCE:** Any time an engine is expected to sit idle for extended periods

#### Approved inhibiting oil

A "Flyaway" Oil is recommended to be used for aircraft expected to sit idle for extended periods. Any MIL-C-6529C Type II "flyaway" oil is approved for use. Phillips 66 Antirust oil SAE 20W-50 or AeroShell Fluid 2F are two approved inhibiting oils. *Operational hours should not exceed 10 hours total.*

#### Recommended inhibiting procedure by Aero Recip (Canada) Ltd.

At the end of the flying season or any time the aircraft is to sit idle for extended periods, drain all existing oil from the oil tank and engine oil sumps. Remove and check oil screen. Install new Antirust Oil to the proper level. If the aircraft has set for some time carry out the normal pre-oil and then go flying. The aircraft should be flown for at least sixty (60) minutes at normal operating temperatures or if desired for the next couple of flights. Further recommended preservation instructions can be found in the Pratt & Whitney Maintenance Manual, Continental Service Bulletin M99-1, or Lycoming Service Letter L180B.

#### Before aircraft is released to service

Before returning the aircraft to service, it is advisable to carry out the proper pre-oiling procedure before starting the engine. This is necessary to force all air from the internal oil passages and to ensure proper lubrication of all bearing surfaces and other moving parts. The aircraft may be flown with the inhibiting oil for one or two flights but then the oil must be drained and replenished with Phillips 66 X/C Aviation Oil or any approved engine oil.