

N° SB 937 – CS – Ed. 1 Rev. 0**Date: 16/09/2025**

The technical content of this document is approved under the authority of DOA ref. EASA.21J.335

Approval No: DO-937-250916*Page 1/5***MANDATORY** by the AD No. yyyy-xxxx ☐ **May become MANDATORY** after EASA evaluation ☒**RECOMMENDED** ☐ **INFORMATION** ☐**SUBJECT:** P2010 Lycoming – Exhaust Muffler Flame Tube Inspection

SCOPE: Following an occurrence report involving a Tecnam P2010 aircraft equipped with a Lycoming engine, Tecnam has identified a potential risk concerning the structural integrity of the flame tube located within the exhaust muffler.

If not addressed, this condition could result in a partial or complete obstruction of the exhaust system, potentially leading to engine malfunction or stoppage.

Therefore, Tecnam mandates a dedicated inspection of the affected area of the exhaust muffler (refer to Appendix A for instructions).

APPLICABILITY: All P2010 aircraft equipped with Lycoming engines (IO-360 or IO-390), up to S/N 344 (included)

TIME OF COMPLIANCE:

- P2010 equipped with Lycoming IO-390: within 25 hours or 1 month, whichever comes first
- P2010 equipped with Lycoming IO-360: at the next 100 hour/1-year inspection

MANPOWER: 2 man-hours

REQUIRED MATERIAL: Nil

TOOLING: Standard toolbox and borescope

WEIGHT AND BALANCE: Nil

REFERENCES:

P2010 AMM – Last Issue
P2010 AMM Supplement S6 – Last Issue

PUB. AFFECTED: None

Appendix A

<i>N</i>	<i>Accomplishment Instructions</i>
1	<i>Set the aircraft in safety conditions (refer to AMM, ATA 10-10-00)</i>
2	<i>Remove the exhaust assembly following the applicable procedure in AMM, ATA 78-10 (Lycoming IO-360) or AMM Supplement S6, ATA 78-10 (Lycoming IO-390)</i>
3	<i>Perform exhaust flame tube inspection based on aircraft configuration (steps 3a or 3b)</i>
3a	<i>Exhaust assembly P/N 210-6-2051-401 (applicable to Lycoming IO-360 only)</i> <i>Refer to Figure 1</i> <i>Perform a detailed borescope inspection of the internal surfaces of the perforated flame tube within the exhaust muffler, accessing the interior through both the left and right entry points (points 1a and 1b). Focus the inspection on the region adjacent to the steel baffle plate located at the mid-length of the flame tube itself. <u>It is mandatory to perform the inspection from both sides to ensure full coverage.</u> Check for any of the following conditions: cracks, fractures or any signs of potential initiation of such defects. Subsequently, conduct a borescope inspection of the external surfaces of the perforated flame tube by inserting the borescope through both the outlet ports normally leading to the exhaust terminals (points 2a and 2b), <u>checking for the same conditions as above.</u> The external surface of the flame tube shall be inspected along its entire length, with particular attention to the area around the two edges of the steel baffle plate that are welded to the flame tube.</i>
3b	<i>Exhaust assembly P/N 210-6-3200-401 (applicable to Lycoming IO-390 only)</i> <i>Refer to Figure 2</i> <i>Perform a detailed borescope inspection of the internal surfaces of the perforated flame tube within the exhaust muffler, accessing the interior through both the left and right entry points (points 1a and 1b). Focus the inspection on the region adjacent to the steel baffle plate located at the mid-length of the flame tube itself (the plate is highlighted in red in the 3D model shown as reference). <u>It is mandatory to perform the inspection from both sides to ensure full coverage.</u> Check for any of the following conditions: cracks, fractures or any signs of potential initiation of such defects. Subsequently, conduct a borescope inspection of the external surfaces of the perforated flame tube by inserting the borescope through the single outlet port normally leading to the exhaust terminal (point 2), <u>checking for the same conditions as above.</u> The external surface of the flame tube shall be inspected along its entire length, with particular attention to the area around the two edges of the steel baffle plate that are welded to the flame tube.</i>
4	<i>If any abnormal condition is found, contact Tecnam for further instructions (an Occurrence Report will be required)</i> <i>If no damage is found during the inspections as per steps 3a or 3b, proceed with reinstalling the exhaust muffler. Refer to the applicable procedure in AMM, ATA 78-10 (Lycoming IO-360) or AMM Supplement S6, ATA 78-10 (Lycoming IO-390)</i>
5	<i>Record compliance with this Service Bulletin in the aircraft maintenance log</i>

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Steel baffle plate located at mid-length of the flame tube (view from the inside of the tube)

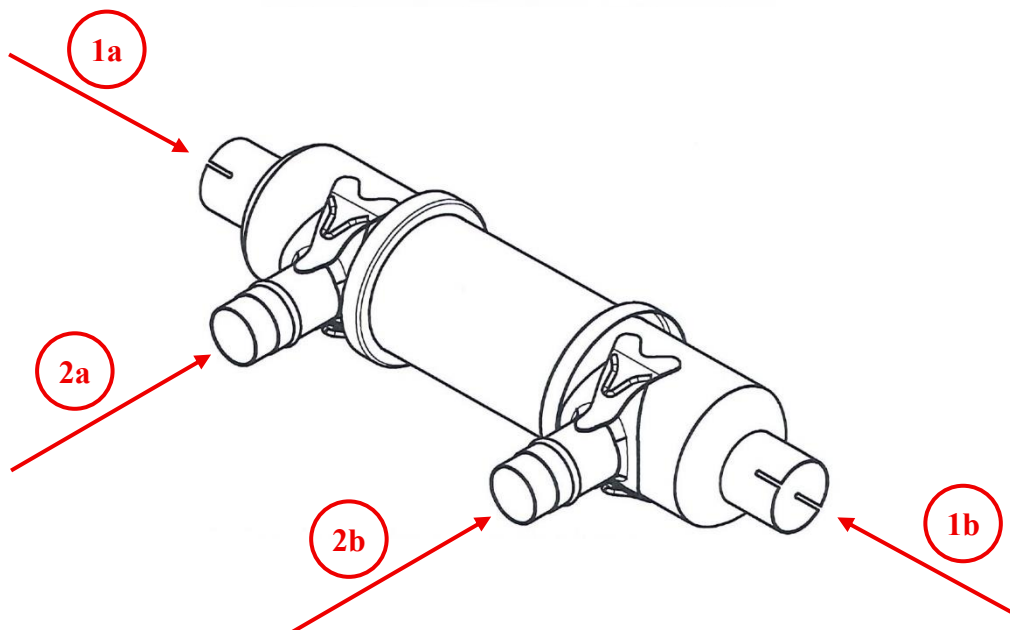


Figure 1 - Lycoming IO-360 Exhaust Muffler Flame Tube Inspection

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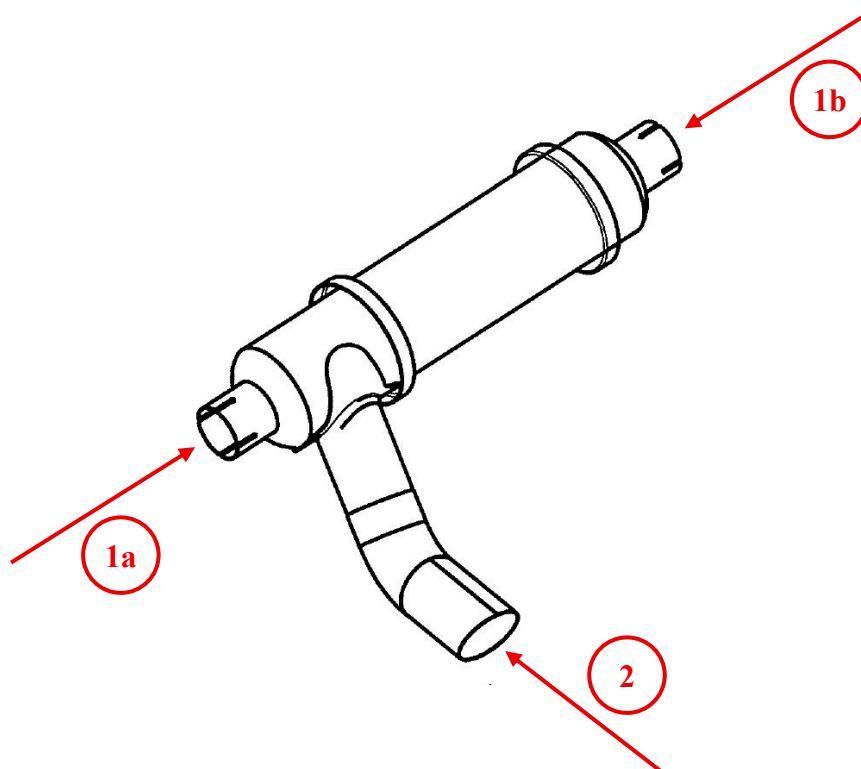
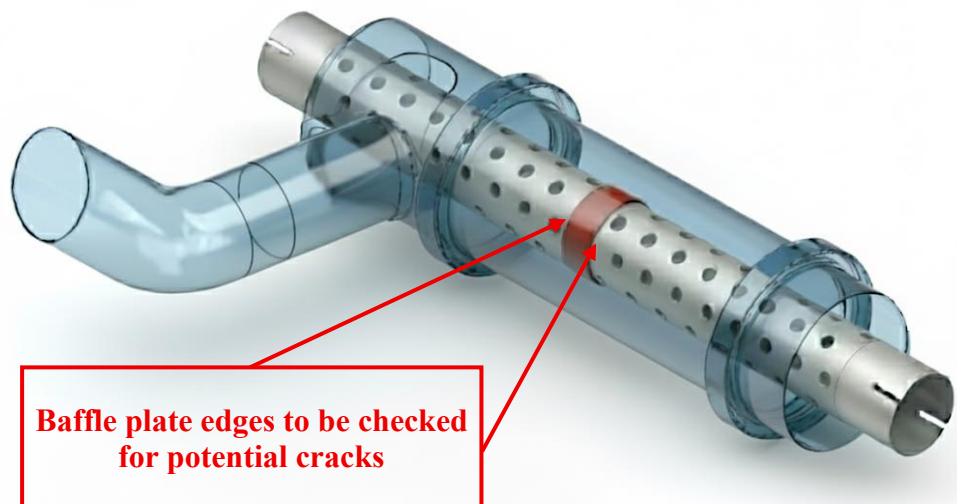


Figure 2 - Lycoming IO-390 Exhaust Muffler Flame Tube Inspection (3D model for reference only)

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