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MANDATORY

**SERVICE
BULLETIN**

MANDATORY SERVICE BULLETIN Z 242L/19a - Rev.3, Z 143L/20a
Supersedes Mandatory Service Bulletin Z 242L/19a - Rev.2

"SAFETY RELATED"

Engineering aspects are
Czech CAA Approved

1. **DATE:** April 30, 1999
2. **MODELS AFFECTED:**

Correction 4.1:
All Zlin 242L aircraft up to S/N 0730 incl.
All Zlin 143L aircraft up to S/N 0029 incl., except
S/N 0025 and 0027.
Correction 4.2:
All Zlin 242L aircraft up to S/N 0733 incl.
3. **SUBJECT: Z 242L aircraft:** Freezing-up of the main engine vent line and safety rubber cup in the secondary engine vent line can occur at low ambient air temperature. This can result in forcing-out of the front crankcase seal ring and oil leakage from the engine.

Z 143L aircraft: Freezing-up of the end of the engine vent tube can occur at low ambient temperature. This can result in forcing-out of the front crankcase seal ring and oil leakage from the engine.
4. **CORRECTION:**
 - 4.1 Engine vent adaptation of the Z 242L and Z 143L aircraft.
 - 4.2 Corresponding revision of the Maintenance Manual of the Z 242L aircraft - Vol. I.
Corresponding revision of the Flight Manual was issued by the Mandatory Service Bulletin
Z 242L/19a - Rev. 2 remains effective.
5. **TIME OF COMPLIANCE:**

Correction 4.1:
At the next 100-hour inspection or at annual inspection, not later than at preparation for winter operation. During cold weather operation immediately after receipt of the bulletin.
Correction 4.2:
Immediately after this Bulletin receipt.
6. **CORRECTION PERFORMED BY:** Aircraft operator.

7. **EXPENSES COVERED BY:** No expenses will arise.

8 **PROCEDURE:** 8.1
Z 242L aircraft:

Correction 4.1:

Dismantle the vent tube: Screw off the screw holding the secondary engine vent line to the fire wall through the sleeve; release hose clips at both ends of the main vent-line tube and take the tube out of the hoses.

Screw on the screw back and tighten it firmly.

Remove oil residues from the dismantled tube and cut off the secondary line (thinner) at a distance of 20 - 30 mm from the tube of the main vent line (see Fig. 1)

Chamfer edges of the cut and remove filings from the main vent line.

Slide the tube back into the hoses and turn it in such a way that the remainder of the secondary line will be aimed obliquely to the back (slightly to the right in order that the reminder is in alignment with the main vent line tube from the top view - see Fig. 1).

Tighten the hose clips at both ends of the tube.

Z 143L aircraft:

Dismantle the vent tube, drill the hole in accordance with Fig. 2, install the tube back - position of the hole in accordance with Fig. 2.

8.2 Correction 4.2:

Replace old pages of the Flight Manual by the new ones dated September 30, 1998 and carry out the entry into the List of Changes.

a) Czech version: 0-5, 1-4, 4-5

b) English version: 0-5, 1-4, 4-6

c) English version, Doc. No. 003.012:

for aircraft up to S/N 0689 incl.: 0-1, 0-5, 0-6,
1-4a, 4-6

for aircraft from S/N 0691: 0-1, 0-5, 0-6,
1-4a, 4-6

This change according to the Mandatory Service Bulletin Z 242L/19a - Rev. 2 remains effective.

Replace old pages of the Maintenance Manual - Vol. I by the new ones dated April 30, 1999 and carry out the entry into the List of Changes.

Czech version, Doc. No. 003.021.1: 0-3, 0-5, 2-34,
2-35, 3-14;

English version, Doc. No. 03.022.1: 0-3, 0-5, 2-34,
2-35, 3-14.

Fig. 1

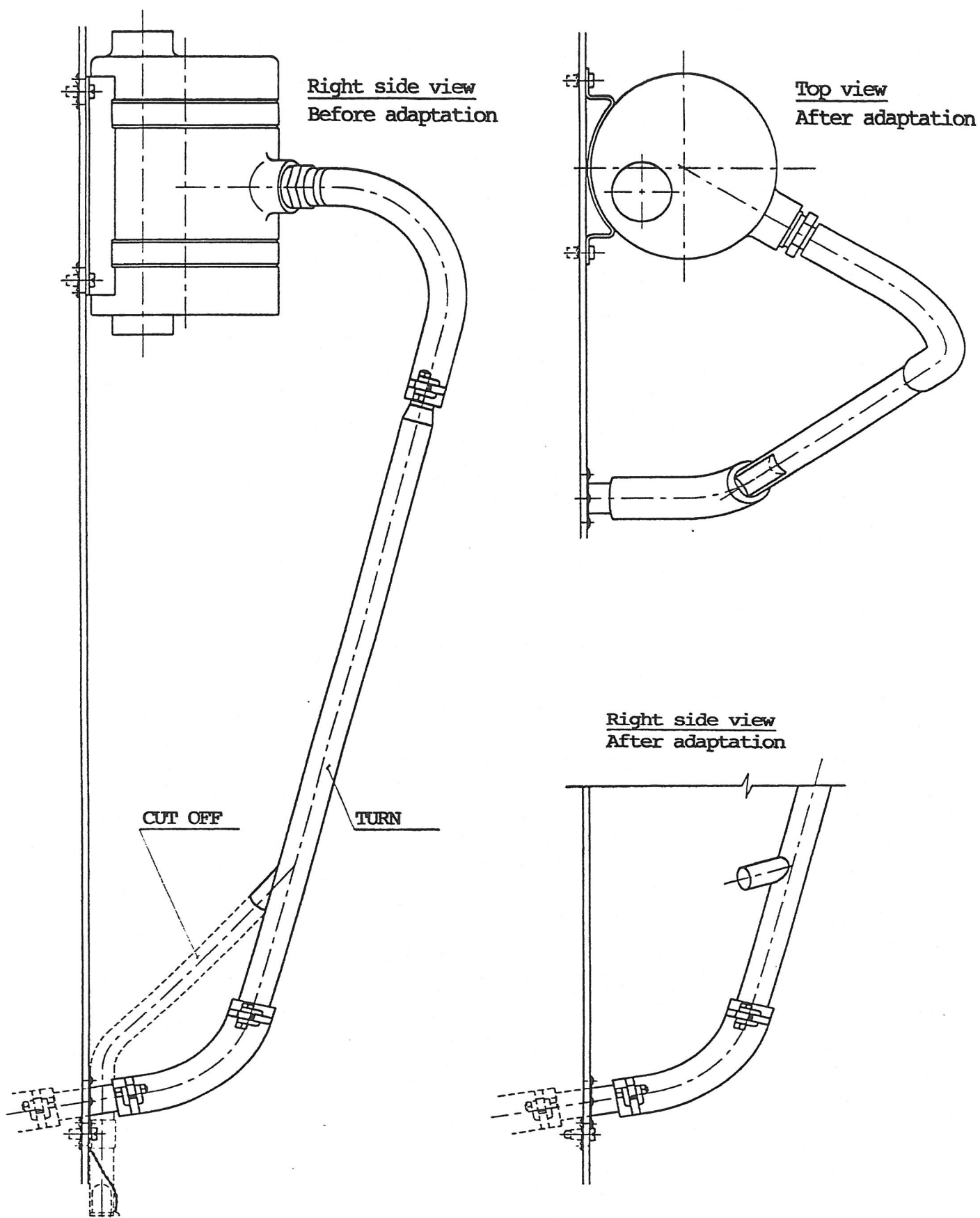
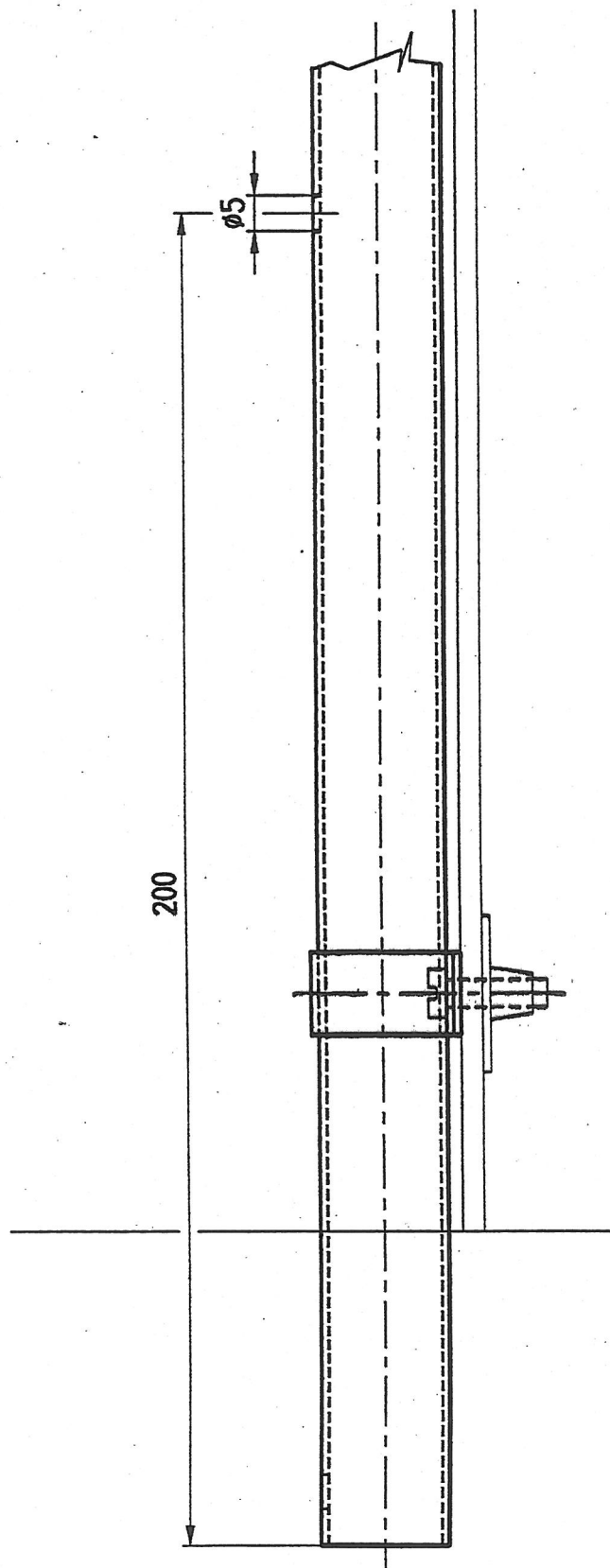


Fig. 2



9. NECESSARY MATERIAL:

New pages of the Maintenance Manual of the Z 242L aircraft - Vol. I according to point 8.2 of this bulletin will be delivered by the manufacturer together with the bulletin.

New pages of the Z 242L Flight Manual according to point 8.2 of this bulletin were delivered by the manufacturer together with bulletin Z 242L/19a - Rev. 2.

10. ENCLOSURE:

New pages of the -Maintenance Manual - Vol. I according to point 8.2 of this bulletin.



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