



ZLIN AIRCRAFT a.s.
Letiště 1578, 765 81 Otrokovice,
Czech Republic
e-mail: zlin-service@zlinaircraft.eu
<http://www.zlinaircraft.eu>

MANDATORY

**SERVICE
BULLETIN**

MANDATORY SERVICE BULLETIN Z 242L/25a

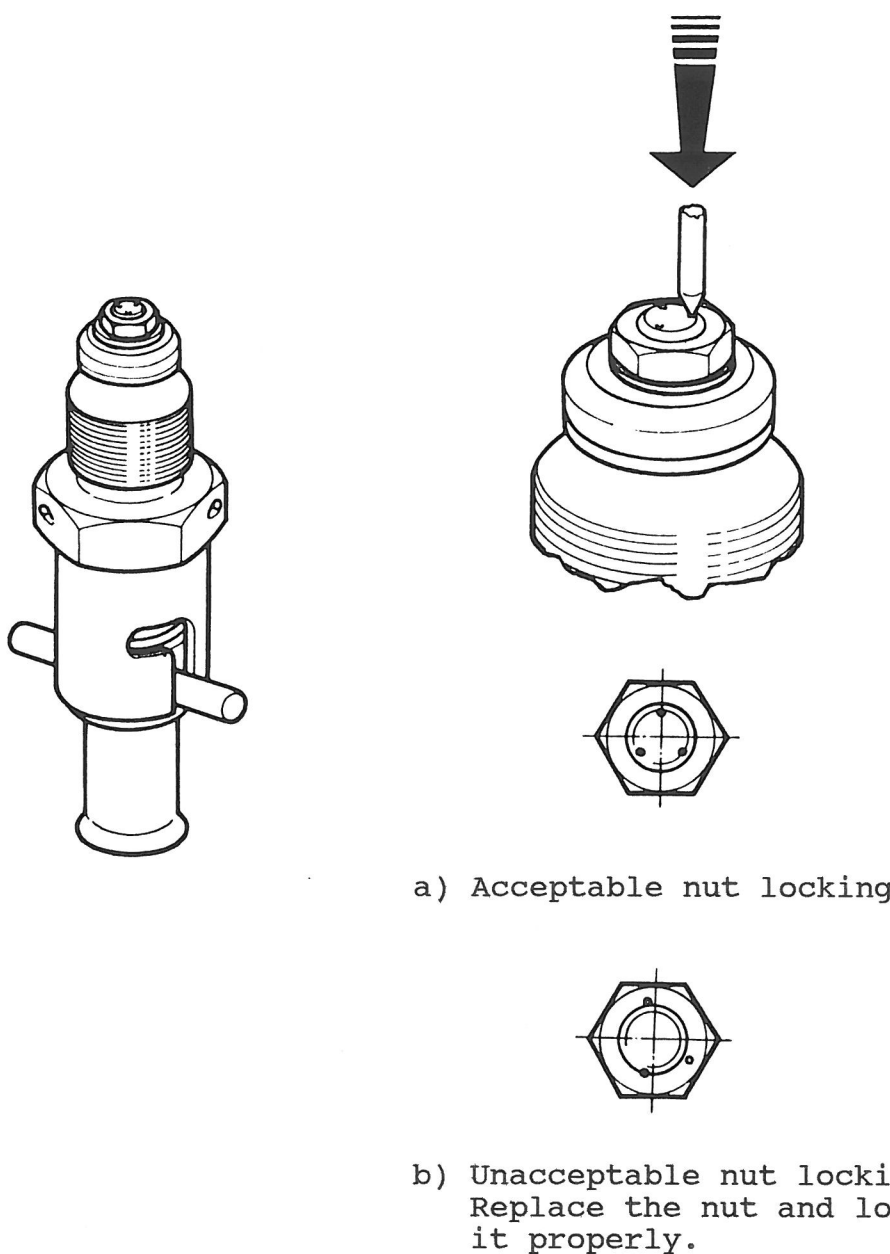
Engineering Aspects are
Czech CAA Approved

1. DATE: April 25, 1997
2. MODELS AFFECTED: All Zlin 242L aircraft through S/N 0708 and S/Nos. 0727 and 0728.
3. SUBJECT: Moravan, Inc. found out that the sludge valve of the oil system Drwg. No. L 242.7100-04.00 installed on the aforementioned aircraft can have a manufacturing defect which may cause the oil leakage from the engine. There occurred the case that the wrongly locked nut loosened, the valve sealing disc dropped off and the lifter fell out from the valve body.
4. CORRECTION: Check of the nut on the sludge valve Drwg. No. L 242.7100-04.00 in the oil system of the engine for proper locking.
5. TIME OF COMPLIANCE: Before further flight of the aircraft.
6. CORRECTION PERFORMED BY: The operator of aircraft.
7. EXPENSES COVERED BY: Moravan, Inc. will deliver the necessary material gratis along with this bulletin.
8. NECESSARY MATERIAL: The nut M3 ČSN 1403.25.
9. PROCEDURE:
 1. Remove the sludge valve Drwg. No. L 242.7100-04.00 from the oil system of the engine. When removing the valve, prevent the oil from excessive leakage from the engine.
 2. Check visually the nut in assembly of the lifter and the valve sealing disc for proper locking. Fig. 1 shows proper locking of the nut (by means of 3 centre punches on the periphery of the screw face). Replace the nut locked by wrong method or the damaged one and lock it properly according to Fig. 1. The rubber seal under the valve disc should be seated to be concentric with this disc.
 3. The nut secured with centre punches should be locked in addition with application of the Loctite 290 in the threaded joint. Before applying the Loctite, clean thoroughly and degrease the threaded joint. Do not use lacquer thinner or other as either one will damage the rubber seal.

Set the valve in a vertical position (with the nut up) and drop the Loctite in the threaded joint.

4. Mark the checked valve having the nut locked properly with two centre punches on the flat of the valve hexagon body, clean it and re-install on the aircraft. Check the appropriate level of oil in the engine and, if necessary, re-fill it. An entry in the aircraft log book should also be made.

Fig. 1.: Sludge valve of the engine oil system
Drwg. No. L 242.7100-04.00



10. ENCLOSURE: The nut M3 ČSN 02 1403.24



Josef Kolář

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Manufacturer's
Representative

Contact address: **ZLIN AIRCRAFT a.s.**
Zlin Service
765 81 Otrokovice
Czech Republic