



SERVICE BULLETIN

No. M 462 RF-41a

IT IS NECESSARY TO CARRY OUT!

- CONCERNS:** Checking the teeth of driving system of engine M 462-RF aggregates, having more than 600 hours of flight operation after the overhaul.
- REASON:** There were several cases of failures on gears of driving system of aggregates. For securing the safe flight operation it is necessary to carry out checking the teeth in driving gearing.
- MEASURES:** The checking of teeth is to be carried out on engines having more than 600 hours of flight operation after overhaul on the aircraft Z-37.
Checking process: Take off the left-or right-hand magneto and its driving system (on the aircraft), carry out checking the teeth in driving gearing during the engine rotation. In case of teeth failure identification the engine is to be repaired. When the teeth failure is not found the aggregates are mounted back and engine is capable of further operation.
The teeth checking is to be carried out by experienced workers - specialists, who were trained at Letecké opravny Malešice.
- MATERIAL:** Will be delivered by Letecké opravny Malešice.
- ENCLOSED:** Technological process of teeth checking of M 462-RF aggregates driving system.
- COSTS:** Covered by user.
- BULLETIN COMES IN FORCE:** From the day of approval by the State Aviation Inspection.

Prague, 18.7.1985

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Engine producer's representative

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OMNIPOL

Technological process of teeth checking
of M 462-RF aggregates driving system

Checking process:

1. Take off step by step magneto (left-hand or right-hand as necessary), take off the connection MR-09, adjusting sealing 14-311-30 if necessary.
2. Extract the magneto carrier 14-711-01, seal the oil channel and step by step take off 4 nuts 00-03-58 and 4 washers 00-05-54.
3. Extract by means of jig (remover - delivered by Letecké opravny Malešice) the body of drive 14-711-02 including the pinion 14-711-17 (left- or right-hand).
4. Wash step by step all teeth pinions of the driving box by means of clean gasoline.
5. Check step by step the state of teeth at pinion 14-711-17 (left- or right-hand). Use a lamp, mirror or another equipment for this purpose.
6. In case of large pitting, scuffing or cracks in teeth, carry out the mounting of the removed parts back on their places, the engine take off the aircraft and send to repair shop.
7. In case the gears are satisfactory, carry out the mounting. The sealing 14-212-02, securing washer 00-05-54 and sealing under the magneto 26-115-01 use the new ones. The sealing 14-212-02 use in original thickness (if necessary mounting the two pieces is permitted). The sealing is to be covered by Hermosal. Remove the sealing from the oil channels and the teeth of gears lubricate by means of motor oil.
8. The result of checking write into the engine book.
9. For engines, which were found in order, short-run test is to be carried out and the aircraft is to be delivered to operation.

Attention:

1. In case of using the special defectoscoping equipment (endoscop etc.) the dismantling of the drive body of magneto 14-711-02 including pinion 14-711-17 is not necessary.
2. The sealing 14-212-02 (point 7) is to be replaced by new one only in case of its damage during the dismantling.