W – MOTOR SERVICE , j.s.c.

Airport Bubovice
267 18 post office KARLŠTEJN

INFORMATION BULLTEIN

No. M4-III/38b
M6-III/47b

Relates to: Possibility of using shielded spark plugs PAL-L 22.62 in the operation of engines Walter Minor M4-III and M6-III as compensation instead of the originally prescribed spark plugs PAL-L 22.90

Reason : 1.originally prescribed spark plugs PAL-L 22.90 are currently not producing

2. Spark plugs PAL-L 22.62 have been successfully verified in tests on certified test engine unit and flight tests on prototype of engine M4-III producing number P01 and P02

Measures : Using of spark plugs PAL-L 22.62 to the engines M4-III and M6-III is only possible at assumption , that on a professional workplace, equipped by necessary equipment will be made a correction of origin ignition cable ramp , adapted to use the spark plugs PAL-L 22.62 . Treatment of cable ramps consists in the fact that the original contact device must be replaced by a shielding elbows with contact device RK-14 (part number Sc 0748/1) adapted for using of spark plugs PAL-L 22.62 .

Cable ramp adjusted like this is controlled on the test facility by voltage of 15 kV during 1 minute . Leakage is unacceptable !

By using the spark plugs PAL-L 22.62 are not changed the requirements for periodic inspection and treatment of the engine that are listed in the approved manual "Technical description and operating instructions, managing and maintaining engines Walter Minor M4-III and Walter Minor 6-III " .

Removing of the spark plugs PAL-L 22.62 from the engine is done for the purpose of:

- periodical inspections of the technical condition
- prescribed engine revisions
- in consequence of any engine's failure

Warning: During a regular treatments of spark plugs PAL-L 22.62 after about 100-150 hours of operation follow this procedure:

a/ unscrew the power cables of cable ramp

b/ remove all engine plugs with a special spark plug wrench including sealing washers

Note: Do not damage the cylinder head temperature sensor placed under the spark plug instead of sealing washer .

c / remove accumulated carbon from the electrodes of spark plugs f.e. by sandblasting

d/ check the clearance between the electrodes of spark plug , which has to be in the range of 0.4 to 0.5 millimetres

e/ check the technical condition of the surface of the spark plug and its mounting thread M12x1, 25 mm

Note: damage, eventually deformation of the thread is inadmissible for other uses of spark plug.

f/ spark plug , that has been treated with sandblasting, thoroughly blow dry with compressed air

g/ wash thoroughly a spark plug with in technical petrol and blow dry with a compressed air

h/ if is available the test equipment, rehearse the functional activity of spark plug

ch/ damaged or not working plugs remove from further operation

i/ on the fastening thread of spark plug insert the plug sealing washer and thread lightly wipe by the graphite grease

j/ before installing the plug, check threaded barrel of plug in the cylinder heads if is not damaged or loose

k/ Screw plug with sealing washers / alternatively with a temperature sensor of cylinder head / into the threaded sleeve in the cylinder head first by hand , as is apparent that the plug is correctly seated in the thread .

Warning : check the completeness and integrity of cable terminations of shading node RK-14 and the contact system / part number Sc 0748/1 / before connecting the plugs by a union nut

Documentation : Modification of cable ramp for using spark plugs PAL-L 22.62 must be entered in the engine log book and confirmed its functionality .

Measures shall be performed by: W – Motor Service to order of User/Operator

The costs are paid by : User / Operator

Validity of bulletin : from the date of issuing

Bubovice Airport , dated :

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CAA W-Motor Service