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LOG OF REVISION

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1	Formal adaptations, reminder from aircraft operation near of the user	0-3, 0-4, 0-5, 0-7, 1-14, 6-69, 6-91, 6-115, 7-27, 7-28 Deleted pages: 7-29 to 7-40	Mar 20, 2000	
2	Revision of rubber hoses service life time	0-3, 0-4, 0-7, 6-59	Apr 13, 2001	
3	Design modifications, formal adaptations	0-1, 0-3, 0-4, 0-5, 0-7, 1-16, 2-2, 2-7, 2-33, 2-35, 2-37, 3-24, 3-27, 4-2, 4-28, 4-33, 4-35, 4-36, 4-36A, 4-36B, 4-40, 4-40A, 4-40B, 4-40C,4-40D, 4-41, 4-46, 4-49, 4-50, 4-66, 4-67, 4-67A, 4-67B, 6-6, 6-8, 6-10, 6-22, 6-23, 6-41, 6-47, 6-48, 6-80, 6-81, 6-82, 6-83, 6-99, 6-101, 6-102, 7-21	Oct 15, 2002	
4	1. Supplement of list of parts with limited operation time for aircraft operation over 5500 flight hours. 2. Formal arrangements of accompanying technical documentation.	0-1, 0-3, 0-4, 0-5, 0-7, 1-12, 2-2, 2-7, 2-13A, 2-13B, 4-12, 6-1, 6-74A, 6-74B, 7-6	Aug 15, 2003	
5	Operation on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7	0-3, 0-7, 1-13, 2-27, 3-1, 3-17, 3-18, 3-19	Nov 20, 2003	
6	Formal arrangements of accompanying technical documentation	0-3, 0-4, 0-5, 0-7, 6-1, 6-59, 6-78A, 6-78B, 6-78C, 6-78D, 6-119, 7-27	Jun 20, 2006	
7	Revision of the airworthiness limitation	0-3, 0-4, 0-5, 0-7, 1-11, 1-18, 3-8, 6-1, 6-39, Deleted pages: 6-74A, 6-74B	Mar 8, 2007	

LOG OF REVISIONS

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SUMMARY OF TYPE B, C INSPECTIONS

	B	C	MM II: section (Directive)
1.10B.2 Wings			
1) Wing L.H. / R.H.			
(a) Main wing spar			
- Type B inspection: tightening nuts of cone pins.	o		3.2.1,sub1),(a)
- Type B and C inspection: corrosion, scratching, cracks on main attachment fittings; cracks on web a na pásnicích and on flanges between ribs No. 1 and No. 2 - visual check.	o	o	3.2.1,sub1),(b)
- Type B and C inspection: Fitted bolts of upper outer wing hinges (on upper wing side) - loosening, damage - visual check	o	o	3.2.1,sub1),(c) (MD 6.202)
(b) Skin (skin of ailerons and wing flaps incl.): deformation, damage, cracks.	o	o	3.2.1, sub 2)
(c) Wing flaps stop : distortion.	o	o	3.2.1, sub 3)
(d) Riveted joints: corrosion, loosened rivets.	o	o	3.2.1, sub 4)
(e) Antiskid tape: damage, wear.	o	o	3.2.1, sub 5)
(f) Brackets for attachment of the wing flaps control lever: cracks, distortion, loosened bearings.		o	3.2.1, sub 6)
(g) Tip arches: damage.	o	o	3.2.1, sub 7) (MD 6.009)
2) Ailerons and wing flaps suspension, mass balance of ailerons			
(a) Hinges - corrosion, cracks:			
- hinges at ailerons and wing flaps (cracks - visual check),	o	o	
- hinges of ailerons on the wing rear spar (cracks - visual check),	o	o	3.2.2, sub 1) (MD 6.001 and 6.009)
- hinges of wing flaps on the rear spar: cracks - visual check	o		
NDT method.		o	
(b) Attachment pins (fitted bolts): corrosion, cracks.		o	3.2.2, sub 2)
(c) Bearings: rolling-in, damage.		o	3.2.2, sub 3)
(d) Mass balance of ailerons:			
- cracks: visual	o		3.2.2, sub 4)
NDT method		o	(MD 6.001)
- locking nuts.	o	o	
3) Wing attachment on the fuselage			
(a) Holes in main attachments: ovality, deformation.		o	3.2.3, sub 1)
(b) Bearings in rear (auxiliary) attachments: rolling-in, damage.		o	3.2.3, sub 2)
(c) Wing attachment pins: cracks, corrosion, deformation.		o	3.2.3, sub 3)
(d) Sealing between wing and fuselage: damage.		o	3.2.3, sub 4)

SUMMARY OF TYPE B, C INSPECTIONS

	B	C	MM II: section (Directive)
1.10B.3 Empennage			
1) Empennage surface			
(a) Skin: damage, distortion, cracks.	o	o	3.3.1, sub 1)
(b) Tip arches: damage (deformation).	o	o	3.3.1, sub 2)
(c) Riveted joints.		o	3.3.1, sub 3)
2) Stabilizer			
(a) Front spar: cracks, deformation, corrosion.		o	3.3.2, sub 1)
(b) Attachment pins: cracks (visually), deformation, corrosion.		o	3.3.2, sub 2)
(c) Joints on the stabilizer: corrosion, cracks, holes deformation.		o	3.3.2, sub 3)
3) Control surfaces suspension			
(a) Hinges on control surfaces: corrosion, cracks.		o	3.3.3, sub 1)
(b) Bearings: rolling-in, condition, greasing.		o	3.3.3, sub 2)
(c) Hinge pins: cracks (visually), deformation, corrosion.		o	3.3.3, sub 3)
4) Elevator			
(a) Balance tab and trim tab:			
- condition of tabs, corrosion of piano-hinge wires, play in piano-hinges	o	o	3.3.4, sub 1)
- play in the balance tab control.		o	
(b) Mass balance: condition and tightening of nuts.		o	3.3.4, sub 2)
5) Trim tab on rudder: damage, distortion.		o	3.3.5
1.10B.4 Control system			
1) Stops of control system: deformation, damage.	o	o	3.4.1
2) Cables and pulleys:			
(a) Condition of cables.	o	o	3.4.2, sub 1)
(b) Cable stretching.	o	o	3.4.2, sub 2)
(c) Pulleys: wear of groove caused by cables, smooth turning.		o	3.4.2, sub 3)
3) Play in stick and pedal control: may not exceed permissible values.	o	o	3.4.3
4) Control rods: corrosion, cracks, deformation.		o	3.4.4
5) Control stick, wing flaps lever: corrosion, cracks.		o	3.4.5
6) Bearings: (after control system removal)			
(a) Condition of bearings, damage.		o	3.4.6, sub 1)
(b) Lubrication of bearings.	o	o	3.4.6, sub 2)
7) Aileron and wing flap control linkage in wings: check for cracks evidence by NDT method.		o	3.4.7

SUMMARY OF TYPE B, C INSPECTIONS

	B	C	MM II: section (Directive)
1.10B.9 Electrical system (lighting inclusive)			
1) Main battery			
(a) Check of electrolyte quantity and density, battery servicing.	o	o	3.9.1, sub 1)
(b) Battery installation: corrosion of metal parts, condition of plastic cover.	o	o	3.9.1, sub 2)
2) Auxiliary battery emergency power source for turn-and-bank indicator: capacity test.	o	o	3.9.2
3) Electric wires: cleanness of bundles, insulation/screening condition, wires attachment, shorting or broken wires.	o	o	3.9.3
4) Electric wiring connectors and temirnal boards: cleanness, condition and electric wiring connectors locking.		o	3.9.4
5) Ground service receptacle: corrosion, damage, lid lock funcktion.		o	3.9.5
6) Electrical bonding and static dischargers: condition, damage.	o	o	3.9.6
7) Accessories			
(a) Contactors and other parts of electrical system located on firewall: condition, check of fixing.	o	o	3.9.7, sub 1)
(b) Fuses and circuit breakers: condition.	o	o	3.9.7, sub 2)
8) Lighting: condition of internal lights, condition of landing and taxiing lights guards and reflectors, condition of anticollision beacon.	o	o	3.9.8
1.10B.10 COMM/NAV equipment			
1) Antennas			
(a) Damage, corrosion.	o	o	3.10.1, sub 1)
(b) Safety grounding of transceiver coaxial cable.	o	o	3.10.1, sub 2)
2) Equipment condition			
(a) Damage.	o	o	3.10.2, sub 1)
(b) Service life of ELT battery.	o	o	3.10.2, sub 2)

SUMMARY OF TYPE B, C INSPECTIONS

		B	C	MM II: section (Directive)
1.10C	**CHECK AND RIGGING OF AIRCRAFT AT FINAL ASSEMBLIES**			
1.10C.1	**Check at completion works**			
	1) Aircraft greasing.	o	o	
	2) Brake system filling-up and bleeding.	o	o	
	3) Check of main battery and auxiliary batteries installation and wiring: check of vent plugs mounting.	o	o	5.1
	4) Verification of repairs, check of completed assembly (with exception of outer covers).	o	o	
	5) Cleaness of canopy glass.	o	o	
1.10C.2	**Post-assembly check**			
	1) Cockpit			
	(a) Cleaness of the cockpit.	o	o	
	(b) Completeness and legibility of placards.	o	o	
	(c) Crash axe fixing.	o	o	5.2, para 1)
	(d) sliding canopy: opening, closing and locking the canopy, securing emergency release levers, re-adjustment of seats.	o	o	
	(e) Nitrogen pressure in the main spar.	o	o	
	2) Wings			
	(a) Locking nuts of main attachment pins, locking rear attachment pin.	o	o	
	(b) Locking of fitted bolts of upper outer wing hinges	o	o	5.2, para 2)
	(c) Preservation of wing attachment fittings.	o	o	
	(d) Locking nuts on hinge pins of ailerons and wing flaps, locking nuts on aileron mass balance.	o	o	
	3) Empennage			
	(a) Securing piano-hinge wires both of balance and trim tab..	o	o	
	(b) Locking nuts of stabilizer, elevator and rudder hinges.	o	o	5.2, para 3)
	4) Control			
	(a) Securing all control likage connections and hinges.	o	o	
	(b) Correct function of all control systems.	o	o	
	(c) Cables tension.	o	o	5.2, para 4)
	(d) Plays in stick and rudder control, control levers adjustment.		o	(MD 6.401)

2) Rubber parts
Replace rubber parts if damaged or cracked.

3.2. WING ASSEMBLY

Figures in Z 242L Catalog:
L 242.2100-00.00 / L 242.2200-00.00 Wing L.H. / R.H.
Z 42.2300-00.00 / Z 42.2400-00.00 Aileron L.H. / R.H.
Z 42.2501-00.00 / Z 42.2601-00.00 Wing flap L.H. / R.H.

NOTE:
Checking parts of control system as well as parts of fuel and electrical systems assembled into wings is described in sect. 3.4, 3.7.2, 3.9.

3.2.1 Wing L.H. / R.H.

Frequency of inspections: as per sect.1.10B.2, para 1)

1) Main wing spar (root part)
   (a) Instructions for tightening nuts of the wing main attachments cone pins are outlined in MM I, subsect. 5.4.2.
   (b) Check wing main attachment fittings and check main spar web and flanges between ribs 1 and 2 (Fig. 3-2):
   - At Type B inspection (without removal of wings) remove covers of attachments so that these attachments (MM I, item 13 in Fig. 2-34 and Fig. 2-35) may be checked; to check web and flanges, use access holes positioned on the wing bottom.
   - After wings removed (Type C inspection), the wing inside area is accessible through holes in the root rib.

NOTE:
To check web and flanges, use a mirror and a hand lamp or other suitable equipment.

Precautionary measure:
Attachment fittings with cracks evidence must be replaced and the web showing cracks must be repaired. If cracks have been detected at any of flanges, reject appropriate wing from operation.

CAUTION:
(1) IF THERE ARE ANY DOUBTS OF THE CHECK RESULT, CONSULT A SITUATION WITH THE MANUFACTURER OF AIRCRAFT. CONTACT THE MANUFACTURER ALSO FOR ADVICE AS TO POSSIBILITY AND/OR METHOD OF THE WEB REPAIR.
(2) REPLACEMENT OF ATTACHMENT FITTINGS AND REPAIR OF CRACKS IN THE WEB MAY BE CARRIED OUT ONLY BY MANUFACTURER OR BY AUTHORIZED REPAIR STATION.
(3) REPAIR OF DISTORTED MAIN WING SPAR IS NOT PERMITTED, THE WING WITH DISTORTED SPAR HAS TO BE REPLACED.

c) Instructions for replacing fitted bolts at the wing upper outer hinges are given in MM I, Chapter 9 and in Direction 6.202 in Chapter 6 of this Manual.

2) Skin (aileron and wing flap skin inclusive)

Flatten distorted or punctured skin and drill, if required, cracks at their both ends. Instructions for the skin repair including patching damaged places are given in Directive 6.201.

Using the same method as applied at the skin, repair damaged covers and ribs.

NOTE:

Damaged access caps placed on the wing bottom should be repaired or, if necessary, replaced by the new ones.

3) Wing flaps stops

Replace distorted or otherwise damaged stops.

4) Riveted joints

Replace loosened or corroded rivets – refer to Directive 6.003.

5) Antiskid tape at the wing root:

a) Tear off damaged or worn tape, thoroughly clean and degrease the wing surface in area for sticking a new tape.

b) Clip off a new self-sticking tape properly long, tear off protective foil and put the tape on cleaned surface. Push the tape thoroughly, e.g. with a rubber roller.

6) Brackets for attachment of the wing flaps control lever (Fig. 2-13, detail C in this Manual)

Roll in loosened bearings; replace brackets if cracked or distorted.

NOTE:

Brackets are located in the wing root part on the main spar rear side.

7) Tip arches

Repair damaged tip arches according to Directive 6.009, replace them if damaged extensively.

CHAPTER 6 - MANUFACTURE DIRECTIVES

CONTENTS

FIGURES

REPLACEMENT OF FITTED BOLTS AT WING UPPER ATTACHMENT OUTER FITTING

CAUTION:
REPLACEMENT OF FITTED BOLTS AS DESCRIBED IN THIS DIRECTIVE MAY BE DONE ONLY BY THE MANUFACTURER OR BY THE AUTHORIZED REPAIR ORGANIZATION.

1. FREQUENCY
Replacement of fitted bolts in accordance with this Directive should be accomplished according to instructions mentioned in MM I, Chapter 9, Subsection 5).

NOTE:
When replacing the fitted bolts, replace nuts (3) and washers (4) as well.

2. REPLACEMENT PROCEDURE (Fig. 6-10)
the procedure for fitted bolts replacement is applicable to both wings.

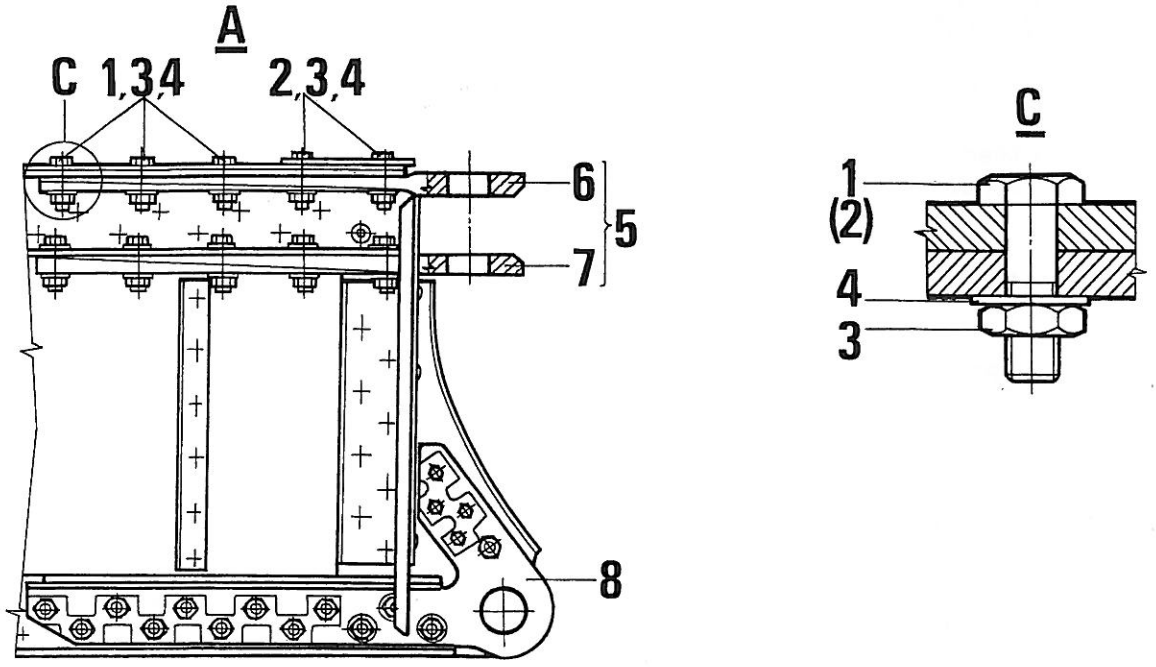
1) Remove the wing from the aircraft (subsect 2.2.8 of this Manual) and place it on a stand vertically, with the leading edge directed downwards.

2) Gradually replace all fitted bolts (1), (2) in the order as shown in Fig. 6-10, detail B (numbers 1 through 10 in circles at individual bolts) : screw off the nut (3), remove the loosened bolt and insert a new one instead; slide a new washer (4) on the bolt and screw on lightly a new nut.

3) Tighten nuts of bolts with torque 9,5 – 11,5 Nm (7.0 – 8.5 lb.ft) and secure them (the wing placed on the stand, with the upper part directed downwards) with drops of LOCTITE 262 adhesive in several points along the periphery of the bolted joint. Mark the nuts secured in such way by the red colour.

4) Install the repaired wing on the aircraft according to subsect. 4.2.14 of this Maintenance Manual.

Fig. 6-10 Replacement of Fitted Bolts at Wing Upper Attachment Outer Fittings



A - front view
B - plan
C - fitted bolt with nut (typical sectional view)

1 - fitted bolt 6 x 23 ONL 3120.24 (6 pcs)
2 - fitted bolt 6 x 25 ONL 3120.24 (4 pcs)
3 - nut M 6 ČSN 02 1401.44 (10 pcs)
4 - washer 6.4 ČSN 02 1726.14 (10 pcs)
5 - upper attachment (item 6, 7)
6 - upper attachment outer fitting
7 - upper attachment inner fitting
8 - lower attachment fitting

NOTE:
(1) Numbers of pieces at items 1, 2, 3, 4 are given for one wing; Standard numbers are identical for both wings.
(2) Numbers in circles in detail B denote the sequence of bolts replacement.