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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	
8	Formal arrangements, reminder from aircraft operation near of the user	0-1, 0-3, 0-4, 0-7, 1-11, 1-12, 3-14, 3-24, 6-69	Jan 10, 2010	
9	Z 242 L aircraft operation with "aerobatic" wings - revision of the airworthiness limitation	0-3, 0-7, 1-9, 1-10, 1-11, 1-12, 1-13, 1-14, 1-15, 1-16, 1-17, 1-18	Jun 1, 2013	

1.10. SCHEDULED MAINTENANCE CHECKS

Item	Maintenance checks	List of scheduled inspections			Note	Performed by
		500	1500	S.I. (hour)		
0.	PREPARATORY WORKS					
	Check aircraft accompanying technical and operational documentation, accuracy of records in Aircraft Log Book, Engine Log Book and Propeller Log Book.	o	o			
	Check all aircraft, engine and propeller bulletins accomplished.	o	o			
	Check time limits of all parts with limited safe life time (Chapter 9 Maintenance Manual of the Z 242 L Aircraft, Vol. I)	o	o			
	Check accomplishment of all Airworthiness Directives (AD).	o	o			
	Wash aircraft surface, the engine and clean the cabin.	o	o			
	Disassembly covers to enable inspection performance.	o	o			
	Perform the engine check.	o	o			
	FUSELAGE					
	<u>Cockpit canopy:</u>					
	a) sliding canopy: emergency release, condition of joints, greasing, free sliding the canopy, closing, securing emergency release levers.	o	o			
	b) canopy glass: cracks, damage, glass silvering.	o	o			
	c) seats: position adjusting	o	o			
	d) cockpit cleanness	o	o			
	e) completeness and visibility of placards	o	o			
	<u>Fuselage latticework:</u>					
	a) visual check (with magnifier) for cracks in attachment and in vicinity of attachment of the engine mount, the main spar, in fixing of the battery and safety belts.	o	o			
	b) corrosion, damaged coat.	o	o			
	c) holes in attachment of the wings, engine mount, main landing gear and nose landing gear struts: check for distortion after mandatory removal of suspended parts	o	o			
	d) distortion of tubes (e.g. at unsuitable leveling)	o	o			
	<u>Rear fuselage part:</u>					
	a) skin and bulkheads: damage, deformation, coating	o	o			
	b) auxiliary tail skid: attachment, damage	o	o			
	c) riveted joints: loosened rivets, corrosion	o	o			
	d) foot rests: deformation, cracks	o	o			
	e) last bulkhead: attachments of stabilizer struts, attachment of pulleys, cracks, loosened rivets	o	o			
	f) stabilizer struts: deflection, cracks (visually by magnifier) cracks (by NDT method)	o	o			
	g) attaching bolts of the rear fuselage part: deformation, measuring the bolts length	o	o			
	<u>Body work:</u>					
	a) covers and floors: deformation, damage.	o	o			
	b) rubber parts: condition	o	o			

Item	Maintenance checks	List of scheduled inspections			Note	Performed by
		500	1500	S.I. (hour)		
	WINGS					
	<u>Wing L.H. / Wing R.H.:</u>					
	a) main wing spar: corrosion, tightening nuts of cone pins	0				
	a ₁) main wing spar: corrosion, scratching, crack on main attachment, cracks on web and on flanges between ribs No. 1 and No. 2 (visually)	0	0			
	a ₂) fitted bolts of upper outer wing hinges (on upper wing side): loosening, damage (visually)	0	0			
	b) preservation of wing attachment fittings	0	0			
	c) skin (ailerons and wing flaps incl.): deformation, damage, cracks	0	0			
	d) wing flaps stop: deformation	0	0			
	e) riveted joints: corrosion, loosened rivets	0	0			
	f) antiskid tape: damage, wear	0	0			
	g) brackets for attachment of the wing flaps control levers: cracks, deformation, loosened bearings		0			
	h) wing tips: damage.	0	0			
	<u>Ailerons and wing flaps suspension, mass balance of ailerons:</u>					
	a) hinges: corrosion, cracks	0	0			
	a ₁) hinges at ailerons and wing flaps: cracks (visually)	0	0			
	a ₂) hinges of ailerons on the wing rear spar: cracks (visually)	0	0			
	a ₃) hinges of wing flaps on the rear spar: cracks (visually)	0				
	a ₄) hinges of wing flaps on the rear spar: cracks (by NDT method).		0			
	b) attachment pins (fitted bolts): corrosion, cracks, nuts securing.		0			
	c) bearings: rolling-in, damage		0			
	d) mass balance of ailerons: corrosion, cracks (visually)	0				
	d ₁ mass balance of ailerons: corrosion, cracks (by NDT method)		0			
	d ₂) locking nuts	0	0			
	<u>Wing attachment on the fuselage:</u>					
	a) holes in main attachments: ovality, deformation		0			
	b) bearings in rear (auxiliary) attachments: rolling-in, damage		0			
	c) wing attachment pins: cracks, corrosion, deformation, locking		0			
	d) sealing between wing and fuselage: damage		0			

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Item	Maintenance checks	List of scheduled inspections			Note	Performed by
		500	1500	S.I. (hour)		
	LANDING GEAR					
	<u>Tires</u> : damage, wear, pressure in tires,	o	o			
	<u>Landing wheels</u> :					
	a) bearings check		o			
	b) check single parts of wheel		o			
	c) aligning index marks on tires and wheel rims	o	o			
	d) free rotation of wheels (after jacked-up the aircraft)	o	o			
	e) wheel toe-in (after jacked-up the aircraft)	o	o			
	<u>Wheel fairings</u> : damage	o	o			
	<u>Nose wheel trimming</u> : as necessary					
	<u>Main landing gear legs</u> :					
	a) condition, damage, grooves, cracks (visually)	o	o			
	b) attachment hole: damage, ovality (at each removal of legs)		o			
	c) limiting insert: damage, corrosion (at each removal of legs)		o			
	d) attachment bolts: deformation (bolt heads deformation), nuts locking.	o	o			
	e) play in attachment of landing gear legs: see MM I sec. 5.2.16 (note 33)	o	o			
	<u>Brake system</u> :					
	a) check friction discs and friction segments	o	o			
	b) check single parts of brake		o			
	c) brake control: condition of hose and metal piping, brake master cylinder leakage, condition of bowden cables, joints securing, control function	o	o			
	d) parking brake: function	o	o			
	<u>Nose landing gear</u> :					
	a) attachment of landing gear: nuts locking, corrosion, cracks	o	o			
	b) clearances in attachment of hydropneumatic shock absorber piston rod	o	o			
	c) piston rod cover: damage	o	o			
	d) hydropneumatic shock absorber: damage, tightness, fluid quantity, air pressure, function	o	o			
	e) groove in piston rod: condition	o	o			
	f) aluminum ring for cover fixing: condition	o	o			
	g) length of piston rod extension	o	o			
	h) fork fixing: condition	o	o			
	i) filling valve: fluid leakage	o	o			
	j) cover damper: fluid leakage	o	o			
	k) shimmy damper: tightness, fluid quantity	o	o			
	l) piston rod: fluid leakage	o	o			
	<u>NOTE</u> : inspection after 500 flight hours or max. 2000 landings.					
	<u>Struts and attachment pins</u> :					
	a) struts deformation	o	o			
	b) cracks in struts (visually)	o				
	b ₁) cracks in struts (by NDT method)		o			
	c) spherical bearing and hemmed bushing in double strut: loosening, damage		o			
	d) attachment pins: cracks (visually), deformation, corrosion	o	o			
	e) corrosion and damaged coat.		o			

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Item	Maintenance checks	List of scheduled inspections			Note	Performed by
		500	1500	S.I. (hour)		
	COMM/NAV EQUIPMENT <u>Antennas:</u> a) damage, corrosion, attachment b) safety grounding of transceiver coaxial cable <u>COMM/NAV:</u> a) condition, attachment, visibility of values <u>ELT:</u> a) battery life time <u>Instruments:</u> a) check of board instruments installation: attachment b) engine instruments function check	0 0 0 0 0 0 0	0 0 0 0 0 0 0			
9.	FINAL WORKS Check and readability of placards and markings in the cockpit and upon the surface of aircraft. Grease the airplane systems acc. to Plan of greasing (sect. 4.17 MM I Check of aircraft to detect foreign objects, lost tools etc. Shut access and inspection port doors and install all before removed covers and lids. Perform the aircraft leveling and adjusting acc. to measurement record mentioned in MM II Z 242L, chapter 6, Directive 6.901 Perform the aircraft weighing acc. to measurement record mentioned in MM II Z 242L, chapter 6, Directive 6.902 Perform the compensation of magnetic compass. Make engine test (acc. to measurement record mentioned in MM II Z 242 L, chapter 6, Directive 6.905). After engine test check the tightness of fuel and oil systems. Make the test flight (acc. to record mentioned in MM II Z 242 L, Chapter 6, Directive 6.905). Check serviceability of alternate source of static pressure in flight by turning over the static pressure selector. Make all the required entries into the pertinent logbooks.	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0			

Used symbols and abbreviations:

S.I. - special inspection.

GO - general overhaul

(h) - flight hours

MM I., (II) - Maintenance Manual I., (II.) Z 242 L

1.10A. SCHEDULED MAINTENANCE CHECKS IN CASE OF INSTALLATION OF ACROBATIC WINGS

(this list follows on perform inspection type B, C mentioned in previous subsect 1.10)

Item	Maintenance checks	List of scheduled inspections			Note	Performed by
		500	1500	S.I. (hour)		
	FUSELAGE a) check of the holes of main hinges of fuselage frame.			1)		
	WINGS a) check of the holes of main wing hinges b) check of clearance in pressed-in bushing of spherical bearing in rear wing hinges c) check of the web and flanges of main wing spar between the ribs No. 1 and 2: cracks (visually) d) check of the web and flanges of main wing spar between the ribs No. 1 and 2: crack (NDT method) e) check of upper outer wing hinge (penetrant or eddy-current testing method)			2) 3) 4) 5) 6)		
	ENGINE MOUNT a) check of engine mount: cracks (by NDT method)			7)		

1) inspection is perform at:
every 560 flight hours in category A or every 500 flight hours in category A and 1000 flight hours in category U or every 1500 flight hours, it depends on what comes earlier.

2) inspection is perform at:
every 140 flight hours in category A or every 100 flight hours in category A and 1000 flight hours in category U or every 1500 flight hours, it depends on what comes earlier.

3) inspection is perform at:
every 140 flight hours in category A or every 100 flight hours in category A and 1000 flight hours in category U or every 1500 flight hours, it depends on what comes earlier.

4) inspection is perform at:
every 140 flight hours in category A or every 100 flight hours in category A and 1000 flight hours in category U or every 1500 flight hours, it depends on what comes earlier.

5) inspection is perform at:
at 3000 flight hours and subsequently after each 1500 flight hours. Occurrence of cracks is not permissible.

6) inspection is perform at:
at 3000 flight hours and subsequently after each 1500 flight hours. Occurrence of cracks is not permissible.

7) inspection is perform at:
at I. engine GO and at III. engine GO (i.e. each odd GO)
replace of engine mount - at II. engine GO and at IV. engine GO (i.e. each even GO)

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