

# **REISSUE**

## **MAITENANCE MANUAL**

### **of the**

### **Z 242 L aircraft**

## **VOL II.**

DOC. No. 003.032.1

Applicable to S/N 0490, 0541, 0651 through 0689, 0691 and up.

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THIS MAITENANCE MANUAL SUPERSEDES ALL MAITENANCE MANUALS OF THE Z 242L AIRCRAFT – VOL. II., IN ENGLISH VERSION, WHICH ARE NOT MARKED ON THE TITLE PAGE WITH DOC. No. 003.032.1.

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OTROKOVICE

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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	

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## SUMMARY OF TYPE B, C INSPECTIONS

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### 1.10B.2 Wings

#### 1) Wing L.H. / R.H.

##### (a) Main wing spar

- Type B inspection: tightening nuts of cone pins.
- Type B and C inspection: corrosion, scratching, cracks on main attachment fittings; cracks on web and on flanges between ribs No. 1 and No. 2 - visual check.
- Type B and C inspection: Fitted bolts of upper outer wing hinges (on upper wing side) - loosening, damage - visual check

##### (b) Skin (skin of ailerons and wing flaps incl.): deformation, damage, cracks.

##### (c) Wing flaps stop : distortion.

##### (d) Riveted joints: corrosion, loosened rivets.

##### (e) Antiskid tape: damage, wear.

##### (f) Brackets for attachment of the wing flaps control lever: cracks, distortion, loosened bearings.

##### (g) Tip arches: damage.

#### 2) Ailerons and wing flaps suspension, mass balance of ailerons

##### (a) Hinges - corrosion, cracks:

- hinges at ailerons and wing flaps (cracks - visual check),
- hinges of ailerons on the wing rear spar (cracks - visual check),
- hinges of wing flaps on the rear spar: cracks - visual check  
NDT method.

##### (b) Attachment pins (fitted bolts): corrosion, cracks.

##### (c) Bearings: rolling-in, damage.

##### (d) Mass balance of ailerons:

- cracks: visual  
NDT method
- locking nuts.

#### 3) Wing attachment on the fuselage

##### (a) Holes in main attachments: ovality, deformation.

##### (b) Bearings in rear (auxiliary) attachments: rolling-in, damage.

##### (c) Wing attachment pins: cracks, corrosion, deformation.

##### (d) Sealing between wing and fuselage: damage.

B	C	MM II: section (Directive)
o		3.2.1,sub1),(a)
o	o	3.2.1,sub1),(b)
o	o	3.2.1,sub1),(c) (MD 6.202)
o	o	3.2.1, sub 2)
o	o	3.2.1, sub 3)
o	o	3.2.1, sub 4)
o	o	3.2.1, sub 5)
	o	3.2.1, sub 6)
o	o	3.2.1, sub 7) (MD 6.009)
o	o	
o	o	
		3.2.2, sub 1) (MD 6.001 and 6.009)
	o	
	o	3.2.2, sub 2)
	o	3.2.2, sub 3)
o		3.2.2, sub 4) (MD 6.001)
o	o	
	o	3.2.3, sub 1)
	o	3.2.3, sub 2)
	o	3.2.3, sub 3)
	o	3.2.3, sub 4)

## SUMMARY OF TYPE B, C INSPECTIONS

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### 1.10B.3 Empennage

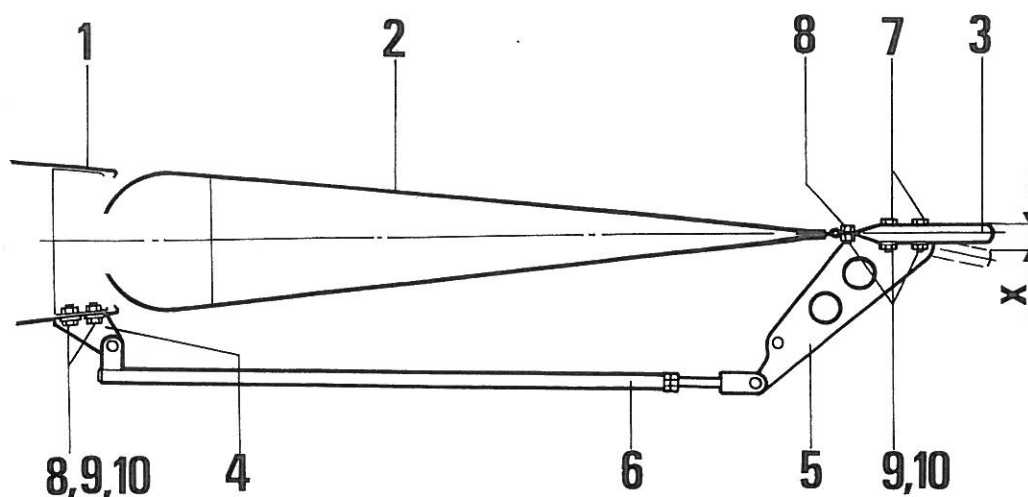
- 1) Empennage surface
  - (a) Skin: damage, distortion, cracks.
  - (b) Tip arches: damage (deformation).
  - (c) Riveted joints.
- 2) Stabilizer
  - (a) Front spar: cracks, deformation, corrosion.
  - (b) Attachment pins: cracks (visually), deformation, corrosion.
  - (c) Joints on the stabilizer: corrosion, cracks, holes deformation.
- 3) Control surfaces suspension
  - (a) Hinges on control surfaces: corrosion, cracks.
  - (b) Bearings: rolling-in, condition, greasing.
  - (c) Hinge pins: cracks (visually), deformation, corrosion.
- 4) Elevator
  - (a) Balance tab and trim tab:
    - condition of tabs, corrosion of piano-hinge wires, play in piano-hinges
    - play in the balance tab control.
  - (b) Mass balance: condition and tightening of nuts.
- 5) Trim tab on rudder:
  - damage, distortion.

#### 1.10B.4 Control system

- |   |   |   |                |
|---|---|---|----------------|
| 1) <u>Stops of control system</u> : deformation, damage.  | o | o | 3.4.1          |
| 2) <u>Cables and pulleys</u> :  |   |   |                |
| (a) Condition of cables.  | o | o | 3.4.2, sub 1)  |
| (b) Cable stretching.   | o | o | 3.4.2, sub 2)  |
| (c) Cables cleanness and cables greasing  | o | o | 3.4.2, sub 2a) |
| (d) Pulleys: wear of groove caused by cables, smooth turning.                                       |   | o | 3.4.2, sub 3)  |
| 3) <u>Play in stick and pedal control</u> : may not exceed permissible values.                      | o | o | 3.4.3          |
| 4) <u>Control rods</u> : corrosion, cracks, deformation.  |   | o | 3.4.4          |
| 5) <u>Control stick, wing flaps lever</u> : corrosion, cracks.                                      |   | o | 3.4.5          |
| 6) <u>Bearings: (after control system removal)</u>  |   |   |                |
| (a) Condition of bearings, damage.  |   | o | 3.4.6, sub 1)  |
| (b) Lubrication of bearings.  | o | o | 3.4.6, sub 2)  |
| 7) <u>Aileron and wing flap control linkage in wings</u> : check for cracks evidence by NDT method. |   | o | 3.4.7          |



**Fig. 3-3 Play in Elevator Balance Tab Control**



X - play at the end of the elevator balance tab: max. 2 mm  
(0.08 in)

- |                 |                         |             |
|-----------------|-------------------------|-------------|
| 1 - stabilizer  | 4 - bracket             | 7 - screw   |
| 2 - elevator    | 5 - lever               | 8 - screw   |
| 3 - balance tab | 6 - balance tab control | 9 - nut     |
|                 |                         | 10 - washer |

**NOTE:**

Spare parts for repair are listed in the Z 242L Catalog, List L 242.4600-00.00 (dual control) or L 242.4620-00.00 (single control of balance tab).

### 3.4 **CONTROL SYSTEMS**

Figures in Z 242 L Catalog:

L 242.4000-00.00 Control systems (and other figures included in the assembly group L 242.4000).

Frequency of inspections: as per sect. 1.10B.4.

#### 3.4.1 **Stops**

Replace distorted or otherwise damaged stops.

#### 3.4.2 **Cables and pulleys**

- 1) Condition of cables of the rudder control, the wing flaps control and the elevator trim tab control:  
When checking cables, pay increased attention to areas of cables contact with guide pulleys.  
Using increased care, check the rudder control cables in area of guide pulleys behind the pilot's seats (MM-I, Fig. 2-7, detail A). The check should be carried out carefully by touch. In case of detected burst wires (even only one of them), replace so damaged cable.

#### **CAUTION:**

**NEW CABLES MUST BE PRE-STRETCHED PRIOR TO MOUNTING ON THE AIRCRAFT, USING THE SPECIFIED FORCE. THE CABLES, DELIVERED BY THE MANUFACTURER OF AIRCRAFT AS SPARE PARTS, ARE ALREADY SO PRE-STRETCHED.**

- 2) Cables tension

Check the cables tension at final assembly operations (sect 5.2, para4) in this manual) according to Directive 6.401.

- 2A) Check the cables cleanness. Remove detected impurity (the rest of grease) and grease cables as per the Lubrication Chart (Directive 6.011).

- 3) Pulleys:

Remove pulleys with worn grooves evidence; clean pulleys, clean worn grooves into the contour using a file and an emery paper and renew the surface protection (Directive 6.009).

Grease pulleys as per the Lubrication Chart (Directive 6.011).

#### 3.4.3 **Plays in stick and pedal control**

Check play in the stick and the pedal control before the aircraft disassembly or control system parts removal (subsect 1.7.2, para 6)) in accordance with Directive 6.401, sect. 2.

If plays in the control exceed permissible values, find out the linkage part with excessive play and remove the defect: fix (roll in) loosened outer rings of appropriate bearings (Directive 6.004), replace damaged parts (bearings, pins, tie rod fork/socket). At checking, use the „Z 242 L Table of dimensions, limits and clearances“.

### 3.7.3 Engine and propeller control linkage

1) Flexible rods

- (a) Replace damaged parts: tubes, guides, etc. Grease rods as per Directive 6.011.
- (b) Replace forks and pins if cracked, distorted or damaged.

**NOTE:**

Grease non-removed flexible rods with appropriate lubricating spray and removed rods with grease (Directive 6.011).

2) Flat springs and brackets for fixing the flexible rods to the engine:

- (a) Remove corrosion, coat repaired spot with the priming paint.
- (b) Replace damaged parts as well as parts with cracks evidence.

3) Aligned marking of the front tubes of rods and the grommets located on the firewall with red paint (marking "d" in Fig. 4-10, 4-11, 4-12):

If the red strip is not aligned, loosen the cap nut (52), set the front tube in proper position, tighten the nut using the torque moment 20 Nm and lock it with the locking wire; renew colour marking strip.

4) Locking pins in the engine and the propeller control:

Pins for connection of the throttle control rod and the mixture control rod to levers on the injector as well as pins in the cooling flap control (if this flap is installed) must be locked with stainless steel cotter pins.

Recommended kinds of stainless steel cotter pins for the engine control are listed in subsect. 4.3.13: para 1), point g); para 4), point g) and para 5) of this Manual.

The recommended cotter pin for locking the pin in the propeller control is mentioned in subsect. 4.3.14, para 8).

### 3.8 EQUIPMENT

Frequency of inspections: as per sect. 1.10B.8

#### 3.8.1 Seats and safety belts

Figures in Z 242L Catalog:

L 242.8110-00.00 Parachute seat L.H.

L 242.8120-00.00 Parachute seat R.H.

L 242.8130-00.00 Safety belts installation L.H./R.H.

##### 1) Seat adjustment

(a) Replace damaged or considerably worn parts.

(b) Weld distorted (worn) holes of the seat adjustment mechanism redrill and ream these holes: the holes in the seat spars (seat figure in the Z 242L Catalog, items 7, 8, 9, 10), to a diameter 8 H11 and holes in the seat structure to a diameter 9 H11.

##### 2) Seat structure

(a) Weld cracks in the weld beads, drill cracks in the seat back structure sheet at both ends with the drill of 1.5 mm (1/16 in) dia. and patch them using the sheet patch.

(b) Straighten distorted seat back structure sheet and bent tubes.

##### 3) Safety belts

(a) Check the lock function by changing-over the revolving knob into all positions (MM I, subsect. 2.9.4). Send the belts with defective locks for repairing to manufacturer.

(b) Repairs of worn or otherwise damaged webbings are prohibited - such webbings must be replaced. Replacement shall be carried out by the manufacturer of safety belts, or by the authorized repair station.

##### 4) Cushions

Repair or replace - as possible - damaged cushions.

##### 5) Corrosion, paint

Remove corrosion; renew damaged paint (MD 6.009).

#### 3.8.2 Instrument panel and control panels

Figures in Z 242L Catalog:

L 242.8211-00.00 Instrument panel - Basic

L 242.8212-00.00 Instrument panel - Optional

##### 1) Placards

Replace damaged or illegible placards by new ones.

##### **CAUTION:**

RENEWAL OF INSTRUMENT SCALE MARKING MAY BE ACCOMPLISHED ONLY BY THE MANUFACTURER OF INSTRUMENT OR BY THE AUTHORIZED REPAIR STATION.

## LUBRICATION CHART

No.	Lubricated point	Lubricant		Inspection		Note
		Name	Specification	B	C	
1	Engine: replacement of oil charge	Aviation engine oil	MM I sect. 4.18	o	o	(1)
2	Nose landing gear oleo-strut and shimmy damper, brake system: filling	Pressure oil	MM I sect. 4.17, No. 3	o	o	(2)
3	Landing gear wheel bearings, movable parts of brakes	Grease	MM I sect. 4.17, No. 4	o	o	(3)
4	TELEFLEX push/pull rods of engine and propeller control: - interfaces of guides and tubes of flexible rods in engine compartment - flexible rods cables	Grease	Note (4)	o	o o	(4)
5	Sliding canopy: - sliding mechanism, canopy locking - emergency release mechanism	Grease	MM I sect. 4.17, No. 5 and 6	o	o	
	Control: - control bearings, journals in engine and propeller control - wing flaps lock - cables and pulleys of control system			o	o	
	Hinges/Suspensions: - bearings of ailerons, wing flaps, rudder and elevator hinges - piano-hinges of outer covers, trim and balance tabs suspension			o	o	
	Pivots of nose landing gear shimmy damper			o	o	
	Towing gear: - pulleys, release mechanism				o	
	Ventilation and heating system: - ventilating and heating mechanism				o	
	- bowden	MD spray			o	

Manufacture Directive 6.011  
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NOTES:

- (1) Recommended viscosity classes of engine oils are listed in MM I, sect. 4.18 and trade-marks of these oils are listed in MM I, subsect. 4.19.1.
- (2) Trade-marks of the fluid aimed for filling oleo-strut and shimmy damper of the nose landing gear and the brake system are provided in MM I, subsect. 4.19.2.  
When filling the nose landing gear oleo-strut and shimmy damper, proceed in accordance with MM I, subsect. 4.4.5 and when filling the brake system - as per MM I, subsect. 4.4.8.
- (3) Be careful when greasing the movable parts of brakes to prevent the friction surfaces from being soiled by grease.
- (4) To grease contact surfaces of guides and front tubes of all TELEFLEX push/pull rods of the engine and the propeller control, use the greases mentioned in this note. Identical greases are to be used for lubricating the cables of flexible rods at assembly.  
Recommended greases:  
AeroShell Grease 22 (specified in MM I, sect. 4.17, No. 4) + 3% MOLYKOTE;  
AeroShell Grease 8 (specified in DEF. STAN. 91-54 A).  
Using the MD spray, grease the cables at Type C inspection or at increased force necessary for cables control.
- (5) Lubricated points must be cleaned and rests of old grease removed prior to re-greasing. For this purpose use suitable degreasing agents, e.g. LPS degreaser.
- (6) When greasing the bearings at the control and the control surfaces hinges, replace defective (cracked or damaged) dust-proof washers of bearings.