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NOTE:

List of effective pages of Section 8 is not a part of this List. It is includes in the above mentioned section 8.

LOG OF REVISION

Rev. No.:	Description / eligibility	Pages affected:	Date of issue of new page	Date of revision incorporating and signature
11	Revision of the airworthiness limitation	0-3, 0-4, 0-6, 9-1, 9-2, 9-3, 9-4	Apr 15, 2003	
12	Revision of the airworthiness limitation	0-3, 0-4, 0-6, 9-1, 9-3	Apr 23, 2003	
13	1. Supplement of list of parts with limited operation time for aircraft operation over 5500 flight hours. 2. Formal arrangements of accompanying technical documentation.	0-3, 0-4, 0-6, 2-34, 4-26, 5-12, 6-1, 6-10A, 6-10B, 6-10C, 6-10D, 6-12, 6-13, 9-1, 9-2, 9-3, 9-4	Aug 15, 2003	
14	Operation on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7	0-3, 0-4, 0-6, 1-3, 3-6, 5-10, 5-18	Nov 20, 2003	
15	Revision of operation on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7.	0-3, 0-4, 0-6, 4-5, 4-6, 5-10, 6-16	Jan 14, 2005	
16	Formal arrangements of accompanying technical documentation	0-3, 0-4, 0-6, 2-15, 3-3, 4-13, 5-5, 5-10, 5-18	Jun 20, 2006	
17	Revision of the airworthiness limitation	0-3, 0-4, 0-6, 3-5, 3-6, 5-8, 9-1, 9-2, 9-3, 9-4, 9-5, 9-6	Mar 8, 2007	
18	Formal arrangements, reminder from aircraft operation near of the user	0-1, 0-3, 0-4, 0-6, 1-3, 2-2, 2-15, 2-61A, 2-63C, 2-63D, 4-24, 5-5, 5-9, 5-12	Jan 10, 2009	
19	Formal arrangements, reminder from aircraft operation near of the user	0-3, 0-4, 0-6, 5-10, 5-12, 5-21b, 5-26	Nov 1, 2010	
20	Z 242 L aircraft operation with "aerobatic" wings - revision of the airworthiness limitation	0-3, 0-4, 0-6, 5-5, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, 9-1, 9-2, 9-3, 9-4, 9-5, 9-6, 9-7, 9-8	Jun 1, 2013	
21	Implementation of replacement of broken windshield of sliding canopy	0-3, 0-4, 0-6, 7-21	Oct 24, 2014	

- 6) Coat the repaired place with epoxy or polyurethane paint according to instruction of the paint manufacturer.

NOTE:

- 1) Use the brush for applying the resin.
- 2) The particular layers of fabric must be perfectly saturated with resin and pressed together. Regular saturation of the fabric and expelling the air bubbles can be reached by knocking the surface by the brush tip.
- 3) The upper surface layer of resin must not be too thick. The resin itself is fragile and splits easily when mechanically stressed.
- 4) Wash the brush and other tools with acetone immediately after the work has been finished.

7.7. CANOPY GLASS

- 1) Drill in cracks shorter than 40 mm (1.5 in.) on both ends using the drill Ø 1,5 mm (1/16 in.). The canopy glass with longer cracks should be replaced. Procedure for replacement of broken windshield of sliding canopy is mentioned in Directive 6.102 in MM 2.
- 2) The "silvering effect" on the glass of the sliding canopy is admissible only on the part outside the pilot's direct view. The silvering effect cannot be removed. The canopy glass must be replaced if the silvering effect was found in the pilot's view area. The silvering effect is admissible on the whole area of the fixed cockpit glass. This glass needn't be replaced.

7.8. LANDING GEAR WHEELS AND BRAKES

7.8.1 General

Landing wheels are inspected according to Subsections 7.8.2 and 7.8.3 at each tire replacement, at any defect requiring wheels removal incl. tire removal or in intervals shown in Subsect. 5.2.8 Para 2, Item (b).

The inspection of brakes according to Subsect. 7.8.4 is prescribed at any defect requiring brakes disassembly or intervals shown in Subsect. 5.8.2 Para 3, Item (c).

The procedures of wheels and brakes disassembly and assembly are given in Sections 6.4., 6.5., 6.6.