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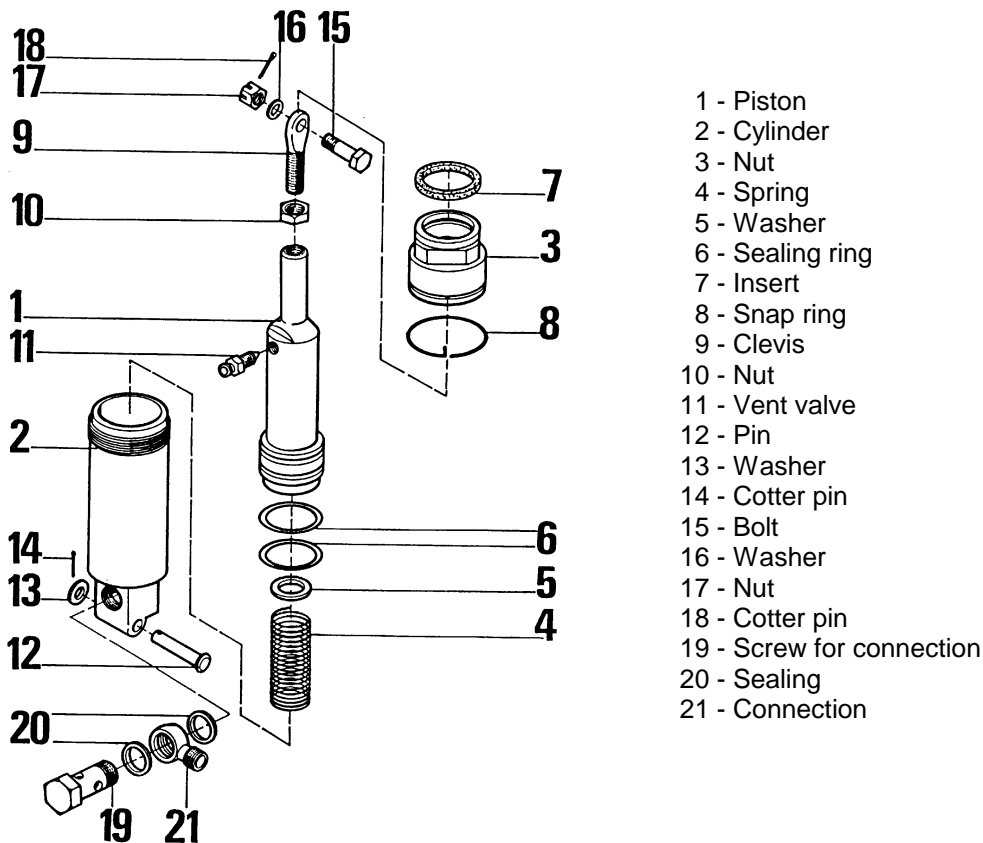
LOG OF REVISION

Rev. No.:	Description / eligibility	Pages affected:	Date of issue of new page	Date of revision incorporating and signature
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	
10	Change of screw position of attaching clamp in parking brake installation and correspond change of rudder deflection measurement procedure (<i>applicable only for aircraft from S/N 0741 to 0799</i>)	0-3, 0-4, 0-5, 0-7, 2-37, 4-46, 4-46A, 4-46B, 6-123	May 28, 2014	

2.3.7 Removal of Brake Actuators

- 1) Drain off the brake fluid from the brake system.
- 2) Release the parking brake control from the brake actuator
(Fig. C 142.5330-00.00 in the Z 242L Catalog) for aircrafts with fixed pedals
(Fig. E 242.5330-00.00 in the Z 242 L Catalog) for aircrafts with adjustable pedals:
 - Set the parking brake control rod in the position - BRAKE RELEASE
 - Screw off the nut (19) and take out the screw (16) from the attaching clamp of arresting ring (3).
- 3) Release the brake actuator from the brake piping (21) and from the rudder pedals (15).

Fig. 2-14A Brake Actuator



- 1 - Piston
- 2 - Cylinder
- 3 - Nut
- 4 - Spring
- 5 - Washer
- 6 - Sealing ring
- 7 - Insert
- 8 - Snap ring
- 9 - Clevis
- 10 - Nut
- 11 - Vent valve
- 12 - Pin
- 13 - Washer
- 14 - Cotter pin
- 15 - Bolt
- 16 - Washer
- 17 - Nut
- 18 - Cotter pin
- 19 - Screw for connection
- 20 - Sealing
- 21 - Connection

- 4) Remove the cotter pin (14) from the joint pin (12), shift out the pin from the attachment and remove the brake actuator from the aircraft.
- 5) Disassembly of the brake actuator: remove the snap ring (8), screw off the nut (3) and shift out the piston (2) with sealing rings (6) from the cylinder (1).

CAUTION:

SEALING RINGS PLACED IN BRAKE ACTUATORS MAY BE WITHOUT THE BRAKE FLUID MAX. 24 HOURS (MAX. ACCEPTABLE TIME INTERVAL), OTHERWISE THERE IS A DANGER OF THEIR SHRINKAGE. IF ORIGINAL SEALING RINGS ARE TO BE USED FOR FURTHER OPERATION, REASSEMBLE BRAKE ACTUATORS AFTER INSPECTION, REFILL THEM WITH THE BRAKE FLUID AND BLIND THE INLET BRANCH.

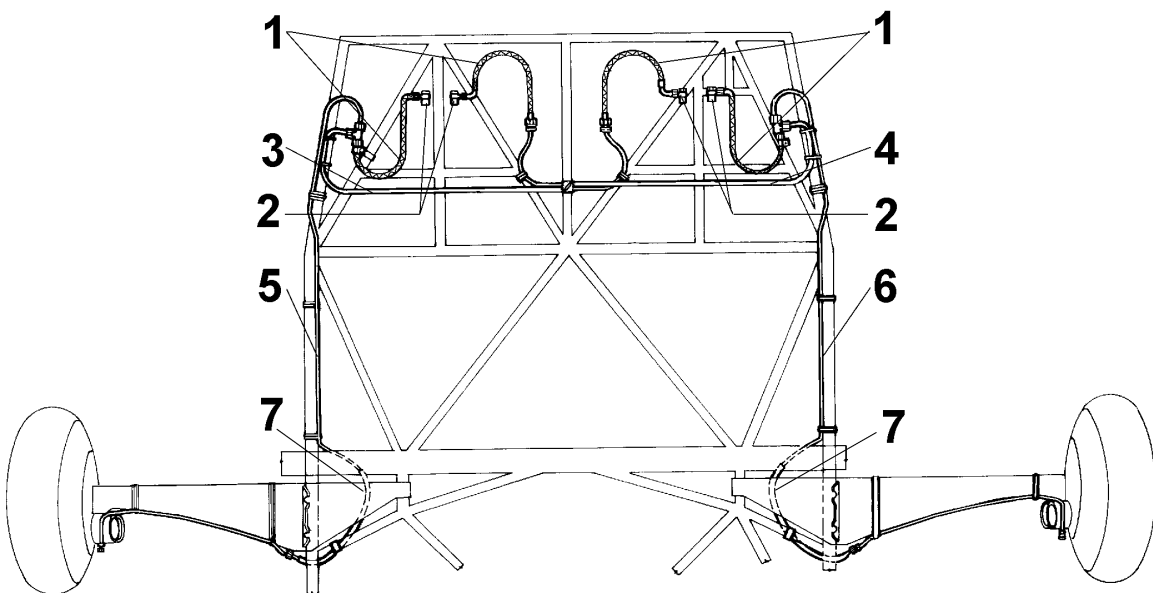
2.3.8 Removal of Fuel Strainer

(Fig. L 242.7210-00.00 in the Z 242L Catalog)

- 1) Disconnect the fuel piping from the fuel strainer.
- 2) Screw off nuts (79) and remove the strainer from attachment.
- 3) Within 48 hours, preserve the fuel strainer by filling-up it with the compound of engine oil and gasoline in the ratio 1:1 and blind fill fittings.

- d) Attach the brake control piping to T-couplings (33) (Fig. C 142.5320-00.00 in Z 242L Catalog):
- Fasten the pipe (1) and the left brake actuator hose on the fuselage left side to the left T-couplings. Fix the pipe to the fuselage framework tubes using clamping strips (38) and clips (39)
 - the pipe attachment procedure corresponds to the procedure described in the previous para 1).
 - Attach the hose (34) to the brake pipe (1); fasten the hose other end to the left brake actuator (6) located on the fuselage right side using the seal (36), the connection (35) and the screw (37).
 - Fasten the hose (34) to the T-coupling (33) placed on the fuselage right side; attach the hose other end to the right brake actuator (6) located on the fuselage right side
- e) Tighten all joints and lock them with the locking wire.
- f) Fill the brake system with the brake fluid and bleed it - see point j) in the previous para 1).
- 2A) From S/N 0741 including, the brakes are controlled from both the seats.
- Attach pumps into the fool-control carriages on left and right side of fuselage (Fig. 2-14A) with pin (12), washer (13) and cotter pin (14).
 - Locate the pump piston clevis (9) to the brake pedal and fix it with a screw (15), washer (16), nut (17) and cotter pin (14).

Fig. 4-7A Brake system scheme



- 1 - Hose
- 2 - Brake cylinder
- 3 - Cross-ignition piping L.H.
- 4 - Cross-ignition piping R.H.
- 5 - Piping L.H.
- 6 - Piping R.H.
- 7 - PVC split hose

- Attach the piping on left and right side to rear edges of landing gear legs and to the fuselage airframe with help of clamping straps and clips according to Fig. 4-7A.. In the point of contact with body, put longitudinally open PVC hoses and lock with binding wire.
- Connect piping on landing gear legs with help of connectors and 2 pcs of sealing to upper holes of brakes. Screw filling valves with shut-off nut to lower holes.
- Screw connectors and hoses to the front ends of pipings. Screw hoses with sealing to foot pumps (Figure of foot pump 2.3.7, position 21).
- Lock with binding wire all the connections after tightening.
- the brake system with brake fluid and bleed it in accordance with subsect. 4.4.8 in Z 242L Maintenance Manual - Vol. I. Use brake fluid mentioned in Directive 6.011.

3) The parking brake control

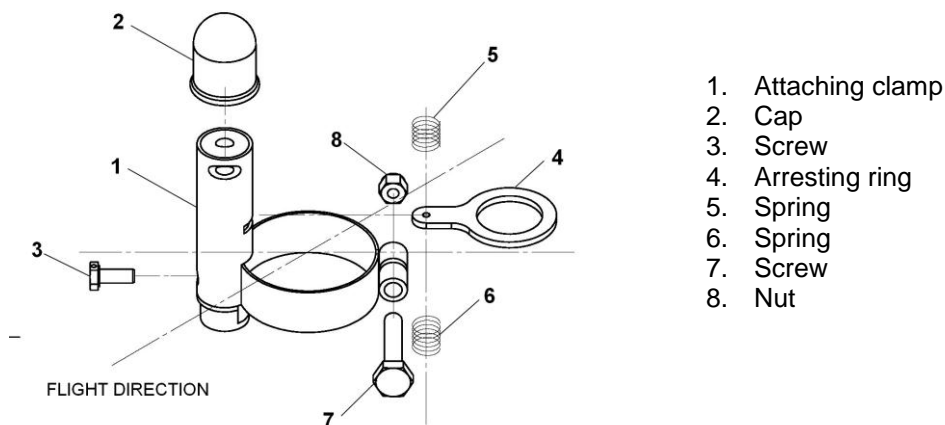
(Fig. C 142.5330-00.00 in Z 242L Catalog) – for aircrafts with fixed pedals:

(Fig. E 242.5330-00.00 in Z 242 L Catalog) – for aircrafts with adjustable pedals:

CAUTION:

PRIOR TO MOUNTING, GREASE PIANO WIRES AND SLIDING SURFACES (DIRECTIVE 6.011, GREASE No. 5).

- a) Set piano wires (12) with springs (9) and with the arresting ring (10) into attachment of the arresting ring (3).
- b) Put bowden hoses (13) on wires; shift end of each hose into attachment of the arresting ring and lock them with the screw (11); after tightening, secure screws with the locking wire.
- c) Set the arresting ring attaching clamp with the bowden hose and the wire on the brake cylinder and fasten it with the screw (16) and the nut (19). Be sure, that position of clamp on attaching clamp of arresting ring do not collide with pedal of foot control at adjusting in front position (see following picture):

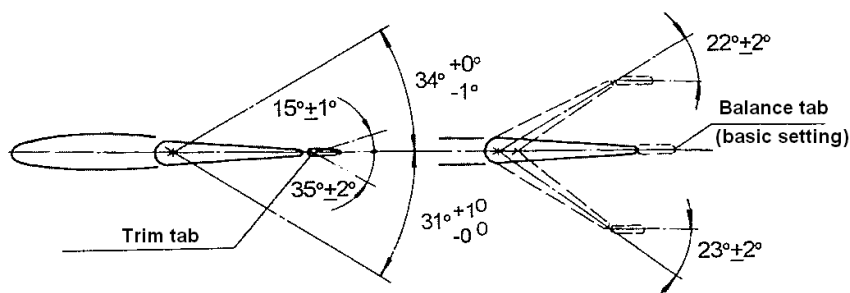


- d) Fasten bowden hoses in two points to the firewall using the clamp (8), the screw (17), the washer (22) and the nut (20).
Location of clamps (8): the upper clamp - about 225 mm (8.85 in) under the axis of the fuselage frame first bulkhead upper tube and about 125 mm (4.92 in) to the right from the fuselage axis; the lower clamp - about 30 mm (1.18 in) under the axis of the fuselage frame first bulkhead lower tube and about 190 mm (7.48 in) to the left from the fuselage axis - flight direction view.
- e) Attach the bowden hose free end to the bracket located on the fuselage framework under the instrument panel using the clamp (5) and connecting parts: screws (15) - 2 pcs, washers (21) - 2 pcs, nuts (19) - 2 pcs.

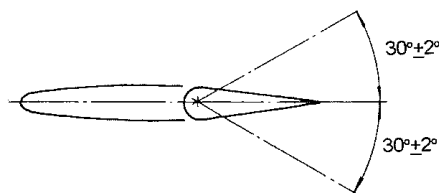
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2. CONTROL SURFACES RIGGING

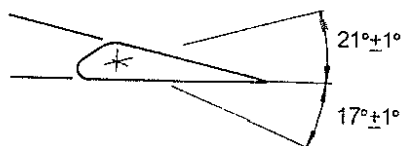
2.1 Elevator



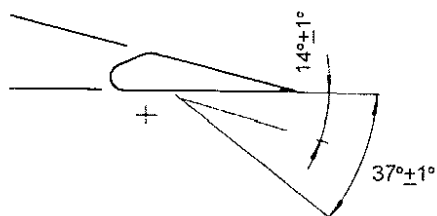
2.2 Rudder



2.3 Ailerons



2.4 Wing flaps



2.5 Results of measuring

Measurement on	Angular deflection			Tolerance	Measured value	
	No.	Position	Nominal		L.H.	R.H.
Elevator	1	UP	34°	$+0^{\circ} -1^{\circ}$		
	2	DOWN	31°	$+1^{\circ} -0^{\circ}$		
Elevator trim tab	3	UP	15°	$\pm 1^{\circ}$		
		DOWN	35°	$\pm 2^{\circ}$		
Elevator balance tab	4	UP	22°	$\pm 2^{\circ}$		
		DOWN	23°	$\pm 2^{\circ}$		
Rudder in front position of adjust. pedals in rear position of adjust. pedals	5	L R	30°	$\pm 2^{\circ}$		
Ailerons	6	UP	21°	$\pm 1^{\circ}$		
	7	DOWN	17°	$\pm 1^{\circ}$		
Wing flaps	8	TAKE-OFF	14°	$\pm 1^{\circ}$		
	9	LANDING	37°	$\pm 1^{\circ}$		