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**NOTE:**

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

**LOG OF REVISION**

<b>Rev. No.:</b>	<b>Description / eligibility</b>	<b>Pages affected:</b>	<b>Date of issue of new page</b>	<b>Date of revision incorporating and signature</b>
1	Revision of the airworthiness limitation and related changes in the maintenance schedule	0-3, 0-4, 0-5, 2-7, 2-21, 5-1, 5-8, 5-10, 5-26, 9-2 Deleted pages: 5-27, 5-28, 5-29, 5-30, 9-3, 9-4	Oct 1, 1997	INCORPORATED BY MANUFACTURER
2	Cold weather operation	0-3, 0-5, 3-14	Sep 30, 1998	INCORPORATED BY MANUFACTURER
3	Revision of the airworthiness limitation	0-3, 0-4, 0-5, 9-1, 9-2	Oct 7, 1998	INCORPORATED BY MANUFACTURER
4	Cold weather operation	0-3, 0-5, 2-34, 2-35, 3-14	Apr 30, 1999	INCORPORATED BY MANUFACTURER
5	Formal adaptations, reminder from aircraft operation near of the user	0-2, 0-3, 0-4, 0-5, 1-5, 2-14, 2-15, 2-22, 2-23, 2-34, 2-38, 2-51, 2-54, 2-55, 2-61, 2-63, 2-67, 3-8, 3-9, 3-12, 4-6, 4-10, 4-12, 4-13, 4-13a, 4-13b, 4-17, 4-18, 5-3, 5-4, 5-5, 5-6, 5-9, 5-10, 5-11, 5-13, 5-17, 5-18, 5-21, 5-21a, 5-21b, 6-8, 6-11, 6-19, 7-1, 7-8, 7-10, 7-13, 7-14, 7-18, 7-21, 7-22, 7-25, 7-26, 7-27, 7-29, 7-30, 7-31, 7-33, 7-34	Mar 20, 2000	INCORPORATED BY MANUFACTURER
6	Revision of the airworthiness limitation	0-3, 0-4, 0-5, 9-1, 9-2	Oct 31, 2000	INCORPORATED BY MANUFACTURER
7	Revision of the airworthiness limitation – using the AMU 1 acceleration monitoring unit	0-3, 0-4, 0-5, 9-1, 9-2	Oct 31, 2000	INCORPORATED BY MANUFACTURER
8	Revision of rubber hoses service life time	0-3, 0-4, 0-5, 5-13	Apr 13, 2001	INCORPORATED BY MANUFACTURER
9	Check of the "Tee" and the "Elbow" in Oil System	0-3, 0-4, 0-5, 5-5, 5-21a	Oct 7, 2002	INCORPORATED BY MANUFACTURER
10	Design modifications, formal adaptations	0-1, 0-3, 0-4, 0-5, 2-2, 2-5, 2-6, 2-10, 2-11, 2-11A, 2-11B, 2-15, 2-18, 2-18A, 2-18B, 2-29, 2-32, 2-33, 2-33A, 3-33B, 2-34, 2-35, 2-36, 2-41, 2-51, 2-52, 2-53, 2-53A, 2-53B, 2-53C, 2-53D, 2-54, 2-55, 2-56, 2-57, 2-57A, 2-57B, 2-57C, 2-57D, 2-58, 2-58A, 2-58B, 2-59, 2-59A, 2-59B, 2-60, 2-61, 2-61A, 2-61B, 2-62, 2-63, 2-63A, 2-63B, 2-64, 2-65, 2-65A, 2-65B, 2-68, 2-69, 2-70, 2-71, 2-72, 2-73, 2-74, 3-3, 3-5, 3-6, 3-7, 4-10, 4-14, 4-24, 6-21	Oct 15, 2002	INCORPORATED BY MANUFACTURER

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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	

#### 4.4. LANDING GEAR

##### NOTE:

Air pressure and fluid filling of nose landing gear dampers are also described in maintenance and operation manual on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7.

##### 4.4.1 Basic Data

Basic data necessary for operation and maintenance of the landing gear are included in the following table:

Item		Main landing gear	Nose landing gear
Shock absorber type		without shock absorber	hydropneumatic
Fluid in shock absorber	kind	-	According to Article 4.17, No. 3
	amount	-	shock absorber $216 \text{ cm}^3$ $132 \text{ cu.in.}$ shimmy damper $50 \text{ cm}^3$ $30 \text{ cu.in.}$
Shock absorber stroke		-	shock absorber $190 \pm 1 \text{ mm}$ $7.5 \pm 0.04 \text{ in.}$ shimmy damper $\pm 40 \text{ mm}$ $\pm 1.6 \text{ in.}$
Operating pressure in shock absorber		-	shock absorber: - fill $400 \pm 10 \text{ kPa}$ $58 \pm 2 \text{ p.s.i.}$ - during operation permissible $400 \begin{matrix} +10 \\ -40 \end{matrix} \text{ kPa}$ $58 \begin{matrix} +2 \\ -6 \end{matrix} \text{ p.s.i.}$ - shimmy damper without pressure
Tyres pressure		BARUM and GOODYEAR tires $190 \pm 10 \text{ kPa}$ $27 \pm 2 \text{ p.s.i.}$	(a) BARUM tire $250 \pm 10 \text{ kPa}$ $36 \pm 2 \text{ p.s.i.}$ (b) GOODYEAR $180 \pm 10 \text{ kPa}$ $26 \pm 2 \text{ p.s.i.}$
Tyres diamensions	BARUM	$420 \times 150 \text{ mm}$ $16.5 \times 5.9 \text{ in.}$	$350 \times 135 \text{ mm}$ $13.8 \times 5.3 \text{ in.}$
	GOODYEAR	$440 \times 150 \text{ mm}$ $17.3 \times 5.9 \text{ in.}$	$360 \times 126 \text{ mm}$ $14.2 \times 4.95 \text{ in.}$

**4.4.2 Shock Absorber Trouble-shooting**

Principally two kinds of defect may appear on the shock-absorber:

- loss of the pneumatic system pressure (air leakage)
- loss of the hydraulic damping fluid

The loss of air-pressure may be caused by the leakage at filling valve or it's sealing ring in the upper part of the cylinder body. In both cases replace the faulty part after releasing the pressure.

The loss of hydraulic fluid from shock-absorber and/or shimmy damper is the result of damaged sealing cups. The "spring" leakage of the fluid on the piston-shaft occurs in the case of sealing-cups damage. A slightly wetted push rod surface doesn't necessary indicate a defective seal.

Perform the sealing-cups replacement in the nose gear shock absorber and shimmy damper according to the instructions mentioned in maintenance and operation manual on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7.

**4.4.3 Air-pressure check**

Use the filling-tool (Fig. 4-1) for the procedure. The pressure-check is recommended only after the increased "static-stroke" is indicated because of the possible hydraulic fluid loss during the procedure.

Check procedure:

- 1) Release the nose landing gear load.
- 2) Unscrew the blind cap-nut of the filling-valve.
- 3) Attach the filling-tool with the control shaft (1) screwed sufficiently out and the input fitting blinded by cap-nut on the filling valve.
- 4) Screw in the control shaft using the wrench No. 7 - the filling valve is opened now.
- 5) Check the pressure indication on the tool gauge. Refill with air according to 4.4.4 (4 to 9) if necessary.
- 6) Screw the control shaft of filling-tool out.
- 7) Remove the filling tool from the filling valve (8) and using the soap solution or oil check the filling valve for leakage (bubble method). Filling valve of sealing under the valve must be replaced in case of leakage.
- 8) Screw the blind cap nut (7) on the filling valve and lock it with locking wire.

The List of Scheduled  
Maintenance Checks

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	f50	100 (AN)	S.I. (h)	Note	Sign.
5. <u>Ailerons and flaps:</u>					
(a) Hinges: corrosion, cracks, bearings rolled-in without play, nuts locked.		o		(26)	
(b) Ailerons mass ballance: nuts of attachment bolts locked, cracks on horns (visually).		o		(26)	
(c) Stops of the wing flaps (Fig. 2-8, items 4 and 14) : distortion, deformation		o			
5.2.6 <u>EMPENNAGE</u>					
1. <u>Stabilizer suspension and struts</u> (MM-I., Fig. 2-6): general condition, crack in attachment area and struts weld beads, locking of nuts.	o	o		(26)	
2. <u>Elevator and rudder hinges</u> : condition, locking of nuts, bearings rolled-in without play.		o		(26)	
3. <u>Skin and tips</u> : damage, deformation, tips attachment screws tightened.		o		(21)	
5.2.7 <u>CONTROLS</u>					
1. <u>Control stops</u> : check on condition (squeezes, deformations).		o		(27)	
2. <u>Cables</u> :					
(a) Cables condition, corrosion, broken wires.		o		(28)	
(b) Rudder, trim and flaps control cables tension.		o		(28)	
3. <u>Control system joints</u> : nuts and turnbuckles locked.		o			
4. <u>Control function check</u> (incl. flaps, engine and propeller control): free movement of all parts of system, correct run.		o			
5. <u>Primary controls plays</u> : do not exceed permitted values - judgement of quality.		o		(29)	
5.2.8 <u>LANDING GEAR</u>					
(jack the airplane before landing gear check)					
1. <u>Tires</u> : damage, wear (tire cord must not appear), creep on wheel rim (red marking), tire pressure.	o	o		(30)	
2. <u>Landing gear wheels</u> (after removal):					
(a) Clean bearings, check wear (damage, coloured shading by overheating). Replace bearings if necessary (MM-I., Subsect. 7.8.2, par.3).	f 100 (1Y)		1Y (500h) max.	(30a)	
(b) Wheels casting: damage, cracks, repair acc. MM-I., Subsect. 7.8.2, par.1) and 7.8.3, par.1)(at changing of tire or max. 1.500 hours, alternatively 12 years of operation).			Acc. to text		
(c) Nose wheel static mass-ballance if necessary.				(31)	

## The List of Scheduled Maintenance Checks

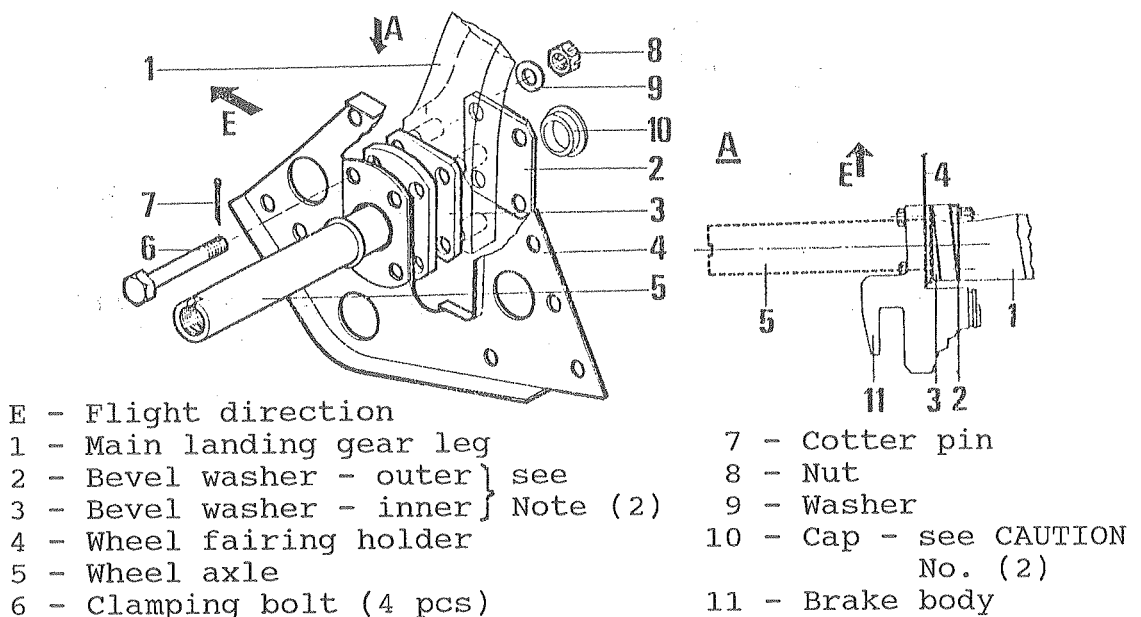
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	P.50	100 (AN)	S.P. (h)	Note	Sign.
3. <u>Brakes and brake control:</u>					
(a) Brakes after cleaning: condition and wear of friction discs and segments (MM-I., Fig. 2-10, Items 20, 21-without wheel removal).		o		(32)	
(b) Brake maintenance checkin acc. with MM-I, Subsect 7.8.4: at malfunction or in interval max. 1.500 flight hours alternatively 12years in operation.			Acc.to text		
(c) Hydraulic control of brakes:		o		(1)	
- joints on leaks, piping on damage, hoses condition, technical life					
- refilling of hydraulic fluid and system bleeding (MM-I., Subsect. 4.4.8) if necessary.					
4. <u>Main landing gear springs:</u>					
(a) Flight hours, alt. the number of landing for possible of the main landing gear legs including hinge screws (MM-I, Chapter 9.).		o			
(b) Condition of the main landing gear legs: corrosion, damage, cracks (visually).		o		(34)	
(c) Hinge screws (without removal): bruise buckling.		o		(34a)	
(d) Clearance in clamping.		o		(33)	
5. <u>Nose landing gear:</u>					
(a) Function of hydropneumatic shock absorber: swaying of aircraft fuselage (piston rod of damper must move continuous)		o			
(b) Nose landing gear control: condition.		o			
(c) Hydraulic strut attachment:		o			
- nuts of joints tightened, locked;		o			
- check visually condition mounts and struts, namely in welds vicinity.		o	(19)		
(d) Hydraulic shock-absorber: leakage, function (alterreleasing from jacks); check fluid quantity and air pressure.		o	(35)		
(e) Antishimmy damper: leakage, check fluid quantity.		o	(36)		
(f) Leather sleeve: damage.		o	(37)		
<b>NOTE:</b> Inspection after 100 flight hours or max. 500 landings.					
6. <u>Wheel fairings:</u> damage, attachment.		o			
7. <u>Landing gear wheels - play in bearings:</u> adjust during the wheels mounting (MM-I., Subsect. 6.4.2, par. 2)c), Subsect. 6.5.2, par2).		o			
<b>FUEL SYSTEM</b>					
1. <u>Joints in whole system:</u> leakage, locking.	o	o			
2. <u>Drain valves:</u> leakage, cleanliness.	o	o			
3. <u>Rubber hoses:</u> condition, damage, technical life		o		(1)	
<b>PITOT-STATIC SYSTEM</b>					
1. <u>Pitot head:</u> attachment horn condition, inlet cleannes.		o			
2. <u>Pressure probes</u> (ram-air probe beneath left wing leading edge, 2		o			
3. <u>Rubber hoses:</u> condition, technical life.		o		(38)	
4. <u>Condensed moisture sumps</u> (3 pcs on left bottom of the fuselage): damage, attachment, drain if necessary, tighten properly.		o		(39)	
5. <u>Alternate static pressure source:</u> check ASPS switch-valve for free motion.		o		(51)	
6. <u>Leakage check</u> (Subsect. 5.3.4)					
			1Y		



- Items 33, 38, 34); under the head of the lower rear connecting screw (33) on the left landing gear leg, ground strap (35) is installed. Lock nuts (34) with cotter pins after their tightening.
- 5) Connect hydraulic installation to the brake; refill hydraulic system with brake fluid and bleed it (Subsection 4.4.8).
  - 6) Install friction disc between friction segments and mount the main wheel on the wheel axle (Subsection 6.5.2).
  - 7) After the assembly is finished check brake operation during taxiing.

Fig. 6-7 Installation of Bevel Washers for Adjusting the Main Wheels Toe-in



**NOTE:**

- (1) Available bevel washers (2), (3) have bevel angles of  $0^{\circ}30' \pm 5'$  and  $1^{\circ} \pm 5'$ . When ordering these washers refer to the Z 242L illustrated Parts Catalog for Drw. No. L 242.5000-11.00.
- (2) The bevel washer - inner (3) with hole for locating on the wheel axle is to be installed between the axle flange and the landing gear leg; the bevel washer - outer (2) is to be installed on the landing gear opposite side under the clamping bolt nuts, instead of standard cap (10).

**CAUTION:**

- (1) BOTH BEVEL WASHERS MOUNTED ON THE LANDING GEAR LEG MUST HAVE IDENTICAL BEVEL MARKED ON THEIR EDGES.
- (2) WHEN BEVEL WASHERS (2), (3) ARE NOT USED, THE WHEEL AXLE MUST BE BLINDED BY STICKING ON CAP (10) FROM LANDING GEAR LEG SIDE. WHEN BEVEL WASHERS ARE USED, THE CAP IS NOT INSTALLED IN WHEEL AXLE - THE AXLE IS BLINDED WITH THE OUTER BEVEL WASHER (2).

**6.7. NOSE LANDING GEAR****NOTE:**

Removals and assemblies of the nose landing gear incl. dampers are also described in Maintenance and operation manual on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7.

**6.7.1 Removing the nose landing gear from the fuselage (Fig. 2-11)**

- 1) Remove engine cowls according to Section 6.9.
- 2) Disconnect control cables from the control lever (27).
- 3) Jack the aircraft; the nose landing gear wheel should be approx. 10 cm (4 in) above the earth; support the wheel.
- 4) Disconnect the double strut (26) and the strut (14) according to Fig. 2-11, B and C. Remove split pins (16), nuts (18), washers (17) and fitted boltes (15), (21) of connections on the firewall and on the landing gear; remove struts from the aircraft.
- 5) In the inside of the fuselage remove nuts (12), (11), washer (10), silent-block lid (9) and rubber silent block (6) from the nose landing gear upper attachment (Fig. 2-11, A).
- 6) Release the landing gear downward. The removal of the nose landing gear is facilitated by knocking on the upper shoc absorber edge using a soft pad.

**CAUTION:**

KNOCKING ON THE FILLING VALVE (30) IS PROHIBITED.

- 7) Mount free pieces of the landing gear upper attachment (Items 7, 6, 9, 10, 11, 12) back to the upper part of the silent block (29) attachment.

**6.7.2 Mounting the nose landing gear to the fuselage (Fig. 2-11)**

- 1) Coat the joint of the upper attachment with grease.
- 2) Shift the landing gear into the upper landing gear holder on the fuselage, fit the rubber silent-block (6), the silent-block lid (9) and the washer (10) on the upper part of the landing gear from above, and screw on nut (11), (12). Do not tighten the nuts.
- 3) Fit landing gear struts into the suspension on the shock-absorber and into suspensions on the airframe in front of the firewall.
- 4) Push fitted bolts into suspensions, shift washers (17) on bolts and the screw on nuts (18), lock the nuts by split pins after tightening. Lengths of fitted bolts:
  - strut suspensions on fuselage - 27 mm (1.06 in.) - 3 pcs,
  - strut suspension (14) on landing gear 43 mm (1.70 in.) - 1 pc,
  - double strut suspension (26) on landing gear 49 mm (1.93 in.) - 1 pc.
- 5) Tighten the nut (Fig. 2-11, A, Item 11), on the upper landing gear suspension and lock it by the securing nut (12) tightening.
- 6) Connect Control cables to the control lever (27).
- 7) Lower the aircraft and install engine cowls (Subsect. 6.9.2).