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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	

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	f.50	100 (AN)	S.I. (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.		o	Acc.to text	(1)	
(c) Hydraulic control of brakes:					
- 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, craks (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 (after releasing 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			
5.2.9 <u>FUEL SYSTEM</u>					
1. <u>Joints in whole system:</u> leakage, locking.	o	o			
2. <u>Drain valves:</u> leakage, cleanness.	o	o			
3. <u>Rubber hoses:</u> condition, damage, technical life		o		(1)	
5.2.10 <u>PITOT-STATIC SYSTEM</u>					
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 static probes on rear fuselage): cleanness, not clogged.		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		
7. <u>Check of shunt</u> verify function		o		(56)	

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5.2.14 COMM/NAV EQUIPMENT

(observe the special instructions of the equipment Manufacturer)

1. Antennas: check damage, attachment, corrosion.2. Transceiver(s):

(a) Check general condition.

(b) Function check:

- on ground correspondence with appropriate ground station

- flight test/evaluation (during NAV system check).

(c) Ground measurements on simulators (It is necessary to follow instructions of the manufacturer of this equipment and perform measurements in accordance with regulations of the country where the aircraft is operated).

3. Avionics check:

(a) Ground measurement on signal simulators.

(b) In-flight functional tests.

4. Emergency locator transmitter (ELT): check function according to special instructions given by ELT manufacturer. Check battery life.

5. Navigation system SN 3308 (if installed): replace projection lamp display from SN 3308.

5.2.15 FINAL JOB1. Airplane lubrication: by means of recommended operating substances (MM-I., Sect 4.17 , 4.19.2.).2. Assemblies: install all parts and covers removed during inspection.3. Inspection holes, doors: close.4. Canopy glass and airplane surface: clean, polish (MM-I., Sect. 4.1.4.2).5. Entries: Make appropriate entries into airplane/appliances logbooks.

f 50	100 (AN)	S.I. (h)	Note	Sign.
	o			
	o			
	o			
	o			
	o			
	o		(49)	
	o			
	o		(50)	
		1Y (200 h max.)		
	o			
o	o			
o	o			
o	o			
o	o			

## Used symbols and abbreviations:

f 25 - Inspection after first 25 oper. hours.

f 50 - Inspection after first 50 oper. hours.

50 - Inspection after each 50 oper. hours.

100 } - Inspection after each 100 oper. hours or after one year of operation which occurs sooner.

(AN) }

1Y - Inspection after one year of operation.

2Y - Inspection after two year of operation.

S.I. - Special Inspection.

(h) - Operational hours.

MM-I., (II) - Maintenance Manual-Vol. I., II. of the Z 242L aircraft.

TLOM - Textron Lycoming AEIO 360 Engine Operator's Manual.

TLS(B) - Textron Lycoming Service Instructions (Bulletins)

- (56) Verify function of signaling of pitot and static heating. Switch on both circuits for about 20 sec. While the circuits are switched on the light on the signal panel must be signaling. Check out the heating by touching the probes. All four probes must be warm.

#### 5.4. **CHECK OF WING ATTACHMENT FITTINGS**

Interval between check: acc. to subsect. 5.2.8 of this Manual, point 2.

##### 5.4.1 **Corrosion or scratching**

Corrosions and scratches of the wing attachment fittings can be removed by a fine emery paper (min. grain size 400) while the following requirements are observed:

- 0,1 mm (0,004 in.) max. grinding depth is allowed.
- A local grinding which must not exceed 20% of the total surface of the part is allowed; in case of more extensive corrosion the part is to be replaced.
- After grinding renew surface protection: use a reactive primer (e.g. S 2008) far painting cleaned surface on the attachment fittings.
- Renew the preservative wax layer (e.g. RESISTIN ML) on attachment fittings.

##### 5.4.2 **Tightening nuts of cone pins**

- a) The nut of the upper attachment cone pin (fig. 2 – 4 in this manual):
  - Unlock the lock washer (4) and upper nut (9) ; remove the lock washer.
  - Use a new lock washer, torque the nut (9) to  $25 \pm 2$  Nm ( $220 \pm 20$  lbf.in) and lock it with the lock washer.
- b) The nut of the lower attachment cone pin (fig. 2 – 4 in this manual):
  - Remove the split pin, loosen the nut (12) by 2 turns and tighten it with torque  $25 \pm 2$  Nm ( $220 \pm 20$  lbf.in) using the torque wrench.
  - Lock the nut (12) with a new split pin.

##### Recommendation:

Suitable for tightening the cone pins nuts is the TONA OMK 100 torque wrench that is delivered on special customer's wish.