



**ZLIN AIRCRAFT a.s.**  
Letiště 1578, 765 81 Otrokovice,  
Czech Republic  
e-mail: [zlin-service@zlinaircraft.eu](mailto:zlin-service@zlinaircraft.eu)  
<http://www.zlinaircraft.eu>

**MANDATORY**

**SERVICE  
BULLETIN**

**MANDATORY SERVICE BULLETIN Z 242L/20a**

At the aircraft stated further it supersedes the Mandatory Service Bulletin No. Z 42/36, Z 142/30, Z 242/2, Z 142C/1 dated October 20, 1992

1. MODELS AFFECTED: ZLIN Z 242L aircraft S/N 0657 and up if they are provided with Maintenance Manual Vol.I. and Vol.II. with Doc.No. 003.022 and 003.032.
2. SUBJECT: Change of airworthiness limitation.
3. CORRECTION:
  - a) Change of Section 5.4. "Possible Failures of Main Wing Spar and Their Remedies (Structural Inspection)" and change of Chapter 9. "Airworthiness limitation" in Maintenance Manual of Z 242L Aircraft, Vol. I.
  - b) Replacement of rivet with fitted bolt in the upper flange of the main spar root part of L.H. as well as R.H. wing.
  - c) Replacement off fitted bolts at upper wing attachment fittings after every 1500 flight hours and completion of Maintenance Manual, Vol.II, connected with this.
4. TIME OF COMPLIANCE:
  - Correction 3.a) Immediately after receiving the bulletin
  - Correction 3.b) At the closest 500 hour inspection
  - Correction 3.c) At each 1500 hour inspection, completion of the Maintenance Manual immediately after the Bulletin is received.
5. CORRECTION PERFORMED BY: The operator.  
The operations relating to measure 3.b) can be made only by manufacturer or authorized organization.
6. EXPENSES COVERED BY: The operator.
7. PROCEDURE:
  - a) In the Maintenance Manual of Z 242L Aircraft, Vol. I, replace the original pages 0-3/0-4, 0-5, 5-1, 5-25/5-26, 5-27/5-28 and 9-1/9-2, 9-3/9-4 by the new ones bearing the date May 15, 1996.  
Make an entry about the change execution in the Log of Revisions.

- b) Replace the connecting elements as follows:
1. Dismount both wings from the aircraft following the procedure in Maintenance Manual of Z 242L Aircraft, Vol. II, Subsect. 2.2.10.
  2. Bring the wings in vertical position, with the leading edge downwards.
  3. Dismount el. installation tubes holders on the butt rib No. 1 at the left and the right wing. Having released the tube end with the holder, deviate the tube in wing trailing edge direction.
  4. Mark with a punch or in another suitable way the point for drill positioning on supporting heads of the rivets that are to be replaced.

Rivet replaced with fitted bolt

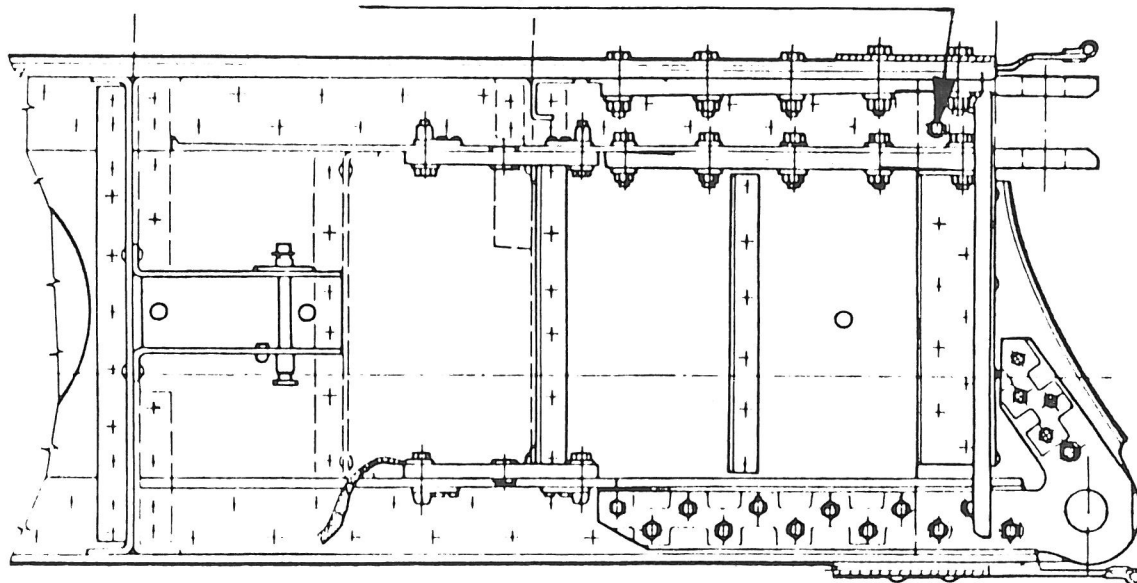


Fig.: Replacement of 5 DuK 4x15P rivet (ČSN 02 2302.5) with M 5x20 ONL 3120.24 fitted bolt

5. Using hand electrical drilling machine with angular extension piece for spindle deflection by 90° drill out the rivet supporting head (see Fig.) and a part of its shank (to the depth of about 1/3 of the overall material thickness gripped) with a drill  $\phi$  4.1 and overall length of 65 mm). Drive out the remaining part of the rivet with a suitable driving-out mandrel.
6. Re-drill the holes remained after the removed light-alloy rivets with hand el. drilling machine having an angular extension piece on it. Use a drill  $\phi$  4.8 and with overall length of 65 mm. When drilling the drilling machine must be in perpendicular position to flange area!!!

7. Ream the re-drilled holes with hand reamer  $\phi$  5H7 and ratchet wrench.
8. Remove chips that result from drilling and reaming.
9. Check the reamed holes with plug gauge.
10. Mount bolt M 5x20 ONL 3120.24 with washers 5.3 CSN 02 1702.14 placed under the bolt head and under the nut M5 ONL 3247, into the cleaned, reamed hole.

c) Replace fitted bolts at the upper attachment fitting regularly according to Directive 6.201, Maintenance Manual, Vol.II.  
In the Maintenance Manual, Vol.II. replace the original pages 0-3/0-4, 0-7, 6-1/6-2, 6-35/6-36 a 6-37/6-38 by the new ones bearing the date May 15, 1996 and add. new pages 6-38a/6-38b, 6-38c with the same date.

8. NECESSARY MATERIAL: a) New sheets of the Maintenance Manual of Z 242L aircraft, Vol.I and II will be delivered, together with the Bulletin, by the aircraft manufacturer.
- b) Connecting elements:  
bolt M 5x20 ONL 3120.24 - 2 pcs  
washer 5.3 CSN 02 1702.14 - 4 pcs  
nut M 5 ONL 3247 - 2 pcs  
will be delivered together with the Bulletin by the aircraft manufacturer.
9. THIS BULLETIN IS EFFECTIVE FROM THE DATE OF APPROVAL BY THE CIVIL AVIATION INSPECTORATE.

  
Ing. František Tížek

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Manufacturer's  
Representative

  
Ing. Milan Vyhnálek

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CAI Representative

*June 6, 1996*  
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Date of approval by the CAI

CONTACT ADDRESS: ZLIN AIRCRAFT a.s.  
ZLIN SERVICE  
765 81 Otrokovice  
CZECH REPUBLIC