



SERVICE LETTER No. L 144-Rev.2

DATE: April 3, 2023

TO: Sault College Aviation Technology

MODEL AFFECTED: Z 242 L aircraft, S/N: 0685

SUBJECT: Aircraft manufacturer instructions for detected cracks and defects and repair instructions.

NOTE:

Based on Service letter Nr. L114 from 30th March 2014 the service life of the aircraft fuselage is extended up to 18 000 flight hours.

The operator reported the cracks disclosed during the regular servicing of the airplane's structure. The reported findings were considered by the Commission of Airworthiness and Reliability of ZLIN AIRCRAFT a.s. and its conclusion is that the cracks are repairable with no impact on airplane's airworthiness:

The reported crack was detected as follows:

- 1) The rear part of the left root rib (see Fig. 1 and No. 2) The length of the crack is 3mm.

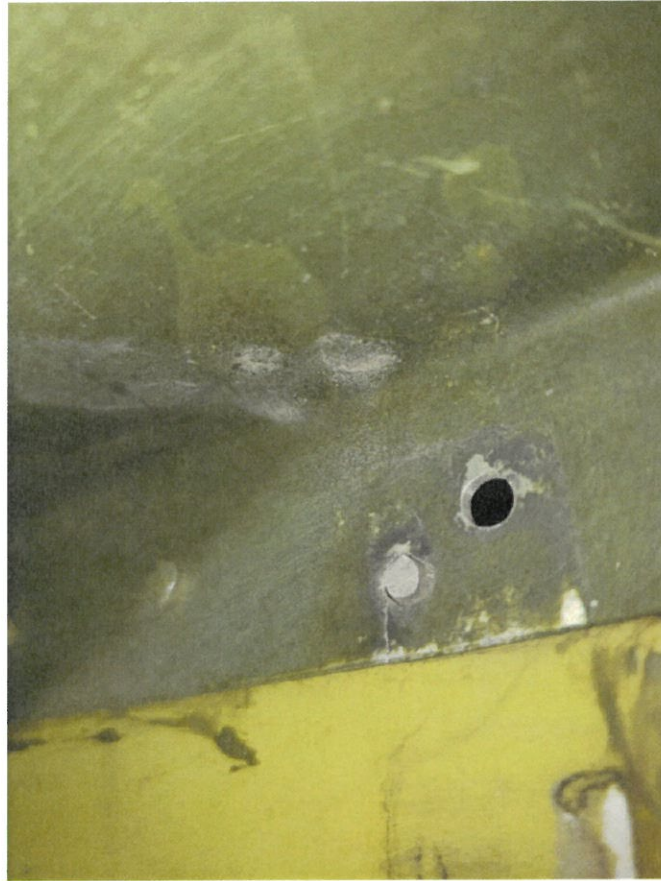


Fig. No. 1

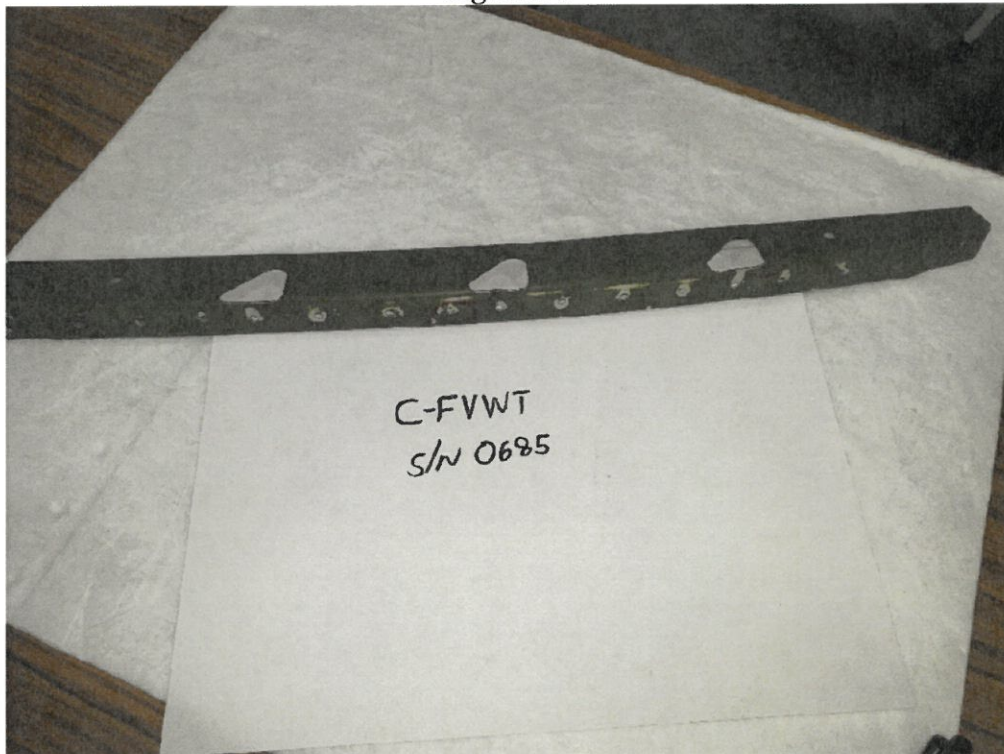


Fig. No. 2



TIME OF COMPLIANCE: Upon receiving of this letter perform the repairs as described in accordance with operator's schedule repair plan

PROCEDURES: For corrective actions recommended by the manufacturer follow the repair procedures recommended by the FAA document AC-43.13-1B, issued on 8 SEP 98 as follows:

Repair the rib cracks as described on pages 4-17, 4-30 and 4-37 of the above-mentioned document. The final state of the repaired rib as follows:

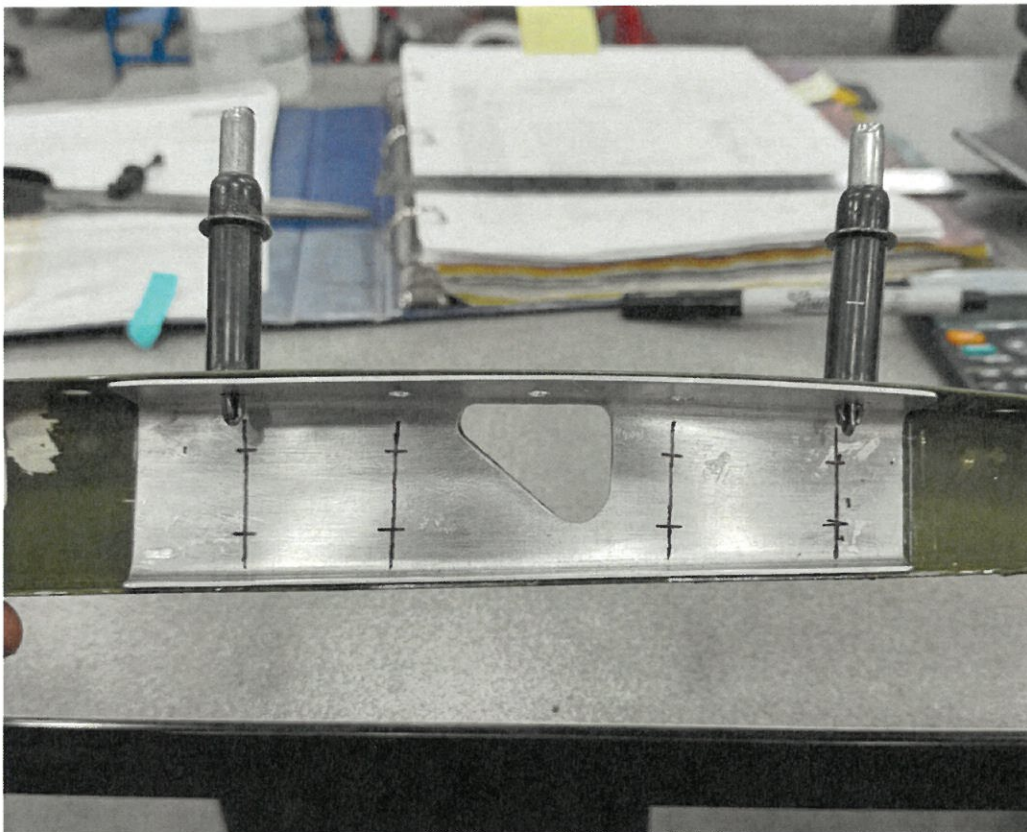


Fig. No. 3

RECOMMENDATION:

The aircraft manufacturer recommends using EMFIMASTIC glue to insure the riveted joint.



CAUTION:

PERFORM REGULAR VISUAL CHECKS OF REPAIRED SPOTS AT EVERY 500 FLIGHT HOURS. RECORD THE RESULTS OF CHECKS IN AIRPLANE TECHNICAL DOCUMENTATION.

CAUTION:

THE SAULT COLLEGE AVIATION MAINTENANCE FACILITY BEARS A FULL RESPONSIBILITY FOR THE QUALITY OF THE ALL WORK PERFORMED, COMPLIANCE WITH THE APPROVED REPAIR PROCEDURES AND REGULATIONS, USE OF THE PRESCRIBED MATERIAL AND THE AIRCRAFT FINAL RELEASE TO SERVICE ON WHICH THIS SL HAS BEEN APPLIED.

CAUTION:

Repair procedure (especially removing rivets from rear strut) defined in this Service letter, can be performed only once. If this situation occurs again, operator must contact the manufacturer.

NECESSARY MATERIAL: will be provided by the operator

ENCLOSURES: --

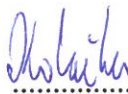
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