

**Service Letter No. L 50 – Revision 1**  
August 6, 2002

**TO:** **Operators of airplanes:**  
Z 126, Z 126 T, Z 226 T, Z 226 B, Z 226 M,  
Z 226 MS, Z 226 A, Z 226 AS,  
Z 326, Z 326 A, Z 326 M, Z 326 MF,  
Z 526, Z 526 A, Z 526 AS, Z 526 M, Z 526 F, Z 526 ASM,  
Z 526 FI, Z 526 AF, Z 526 AFS, Z 526 AFS-V  
Z 726, Z 726 K

**SUBJECT:** **Correct assembly of M6 castle nut to elevator pin in  
construction point connecting steering template with elevator**

**MODELS AFFECTED:** **All airplanes:**  
Z 126, Z 126 T, Z 226 T, Z 226 B, Z 226 M,  
Z 226 MS, Z 226 A, Z 226 AS,  
Z 326, Z 326 A, Z 326 M, Z 326 MF,  
Z 526, Z 526 A, Z 526 AS, Z 526 M, Z 526 F, Z 526 ASM,  
Z 526 FI, Z 526 AF, Z 526 AFS, Z 526 AFS-V  
Z 726, Z 726 K

Tightening of M6 castle nut on elevator pin is used to ensure transfer of deflection from longitudinal control to the elevator. Axial play on the Elevator (in service) is not possible to reduce by Rough tightening of the M6 castle nut.

Rough tightening of the M6 castle nut may cause damage of the pin installed to elevator root rib.

Service Letter No. L 50 – Revision 1 replace Service Letter No. 50.



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**Dušan Totek**  
Chief Designer

Contact Address: ZLIN AIRCRAFT a.s.  
ZLIN SERVICE  
765 02 Otrokovice  
Czech republic