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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

**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>
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	

## 2. FUSELAGE

- (1) Fuselage skin - CHECK CONDITION
- (2) Static pressure probes - REMOVE PLUGS,  
CHECK CLEANNES OF INPUT

## 3. TAIL UNIT

- (1) Skin - SCRATCHES, DAMAGE
- (2) Rudder and elevator - FREE MOVEMENT  
- PLAY IN RUDDER AND ELEVATOR  
JOINTS, BALANCE TAB AND TRIM TAB  
HINGES; BOLTS SECURED
- (3) Position rear light, anticollision beacon - CHECK CONDITION

## 4. RIGHT WING

- (1) Trailing edge - CHECK FOR DAMAGE
- (2) Wing flaps - CHECK FOR DAMAGE
- (3) Aileron - FREE MOVEMENT  
- PLAY IN JOINTS, BOLTS SECURED  
- MASS BALANCE FASTENING  
- SURFACE CONDITION
- (4) Wing tip, auxiliary tank - SURFACE CONDITION; FILLING CAP  
CLOSED
- (5) Position light, strobe light - CONDITION, ATTACHMENT,  
TRANSPARENT COVER, LIGHT-  
CONDUCTOR
- (6) Wing surface - skin - CHECK FOR SCRATCHES, DAMAGE,  
LOOSE RIVETS
- (7) Headlights (if installed) - CONDITION, ATTACHMENT,  
TRANSPARENT COVER
- (8) Leading edge - CHECK FOR DAMAGE
- (9) Fitted bolts of upper outer wing hinges - LOOSENING, DAMAGE (visually)

## 5. FUEL AND OIL

- (1) Fuel quantity in main tanks - only if auxiliary tanks are empty.
- (2) Fuel tank filling caps closed.
- (3) Fuel drainage (use glass vessel), check for water, or other sediments/particles contamination. Verify the proper fuel grade by checking its colour. If water or slush appears, repeat drainage. Repeat drainage at each pre-flight inspection and after refuelling.

### NOTE:

Drain valves list:

- main tank left and right
  - auxiliary tank left and right
  - master draining valve under the fuselage
  - fuel filter on the firewall
- (4) Oil quantity.
  - (5) Oil filler cap secured.
  - (6) Oil and fuel leakage inside engine compartment.
  - (7) Oil drainage: Drain valve on the hose from oil separator.

**CAUTION:**

AT LOW OAT (BELOW + 5 °C ON THE GROUND) REMOVE THE BLINDING CAP FROM THE OIL SYSTEM VENTING PIPE IN THE ENGINE COMPARTMENT, CHECK THIS PIPE FOR CLEANNESS AND PASSAGE - THROUGH (REMOVE ICE, IF PRESENT) AND INSTALL SCREENS INTO THE INLET HOLES OF ENGINE COOLING (Subsect. 3.13.2, Para 2, Points (1), (2)).

**6. MAIN LANDING GEAR**

- (1) Tires
  - (a) Surface - CONDITION
  - (b) Pressure (BARUM and GOODYEAR tires) - 190 kPa (27 p.s.i.)
- (2) Landing gear spring - CONDITION, FASTENING TO FUSELAGE CHECK
- (3) Mud guards (fairing) - FASTENING CHECK
- (4) Brakes - CHECK VISUALLY

**7. ENGINE COWLING, PROPELLER, NOSE LANDING GEAR**

- (1) Cowling locked - CHECK
- (2) Propeller blades - WITHOUT DAMAGE
- (3) Engine Cooling screens - ACCORDING TO OAT (Subsect. 3.13.2, Para 2, Point (2))
- (4) Tire
  - (a) Surface - CONDITION
  - (b) Pressure
    - BARUM tire - 250 kPa (36 p.s.i.)
    - GOODYEAR tire - 180 kPa (26 p.s.i.)
- (5) Nose landing gear
  - CHECK CONDITION
  - STATIC STROKE OF SHOCK ABSORBER
  - CHECK FUNCTION OF SHOCK ABSORBER

**8. LEFT WING**

- (1) Leading edge - CHECK FOR DAMAGE
- (2) Pitot tube - REMOVE COVER, CHECK INPUT HOLE FOR CLEANNESS
- (3) Stallwarning sensing unit - REMOVE BLINDING CAP, CHECK INPUT HOLE FOR CLEANNESS
- (4) Wing surface - skin - CHECK FOR SCRATCHES, DAMAGE, LOOSE RIVETS
- (5) Headlights - CONDITION, ATTACHMENT, TRANSPARENT COVER
- (6) Wing tip, auxiliary tank - SURFACE, FILLING CAP CLOSED
- (7) Position light, strobe light - CONDITION, ATTACHMENT, TRANSPARENT COVER, LIGHT-CONDUCTOR
- (8) Aileron
  - FREE MOVEMENT
  - PLAY IN JOINTS, BOLTS SECURED
  - MASS BALANCE FASTENING
  - SURFACE CONDITION
- (9) Wing flaps - CHECK FOR DAMAGE
- (10) Trailing edge - CHECK FOR DAMAGE
- (11) Fitted bolts of upper outer wing hinges - LOOSENING, DAMAGE (visually)



The list of Scheduled  
Maintenance Checks

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5.2.4 FUSELAGE AND COCKPIT

1. Composite covers of the center part: check tightening of screws.
2. Skin: damage, deformation.
3. Auxiliary tail skid: corrosion, attachment, deformation.
4. Fuselage latticework: welds in the vicinity of rear part suspensions (MM-I., Fig. 2-2), landing gear spring attachment (MM-I., Fig. 2-9, 2-11) and engine bed suspensions (MM-I., Fig. 2-14) : corrosion, cracks.
5. Sliding canopy
  - a) Emergency release mechanism, hinges, mounting and locking of canopy (MM-I., Sect. 6.2).
  - b) Free sliding of canopy locking in opened position.
6. Canopy glass: cracks, damage (MM-I., Sect. 7.7).
7. Cockpit interior:
  - a) Cleaness, no loose items.
  - b) Seats, belts and harness: damage, adjustment, locks.
  - c) Completeness of equipment.
  - d) Fire extinguisher: corrosion, technical life.
  - e) Check pressure in lower cap of spar: min. 150 kPa (22 p.s.i.), no leak.
  - f) Crash axe on the sliding canopy: attachment and securing (MM-I., Sect. 6.2.2, Point 6).

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	o			
o	o			
	o		(21)	

5.2.5 WINGS

1. Main fuel tanks covers (MM-I., Fig. 2-35, Item. 6): check tightening of countersunk screws at final jobs (see Subsect 5.2.15).
2. Check of wing attachment fittings (MM-I., Sect. 5.4):
  - a) Corroded or damaged attachment fittings.
  - b) Cone pins nuts tightening.
  - c) Loosening or damaging of fitted bolts of the upper outer wing hinges.
3. Auxiliary fuel tanks, wing-tips: damage, leak, tightening of screws.
4. Skin: damage, deformations, loose rivets.

**CHAPTER 9 - AIRWORTHINESS LIMITATIONS**

This Airworthiness Limitations section is:

1. FAA approved and specifies maintenance required under par. 43.16 and 91.403 of the FAR unless an alternative program has been FAA approved. (US registered aircraft).
2. Approved by the Minister and specifies maintenance required under any applicable airworthiness or operating rule, unless an alternative program has been approved by the Minister. (aircraft registered in Canada).

Approved by: CAA CZ

Date: Mar. 8, 2007

Safe-life concept is applied to the Z 242 L aircraft.  
Safe life time is limited at following parts:

1. The Airframe (1)
2. Main Landing Gear Legs **2 500** flight hours (2)  
Z 242.5100-00.09 (L.H.)  
Z 242.5100-00.10 (R.H.)
3. Nose Landing Gear Strut **3 500** flight hours (3)  
793 HPK-185-19-7
4. Conic pins and bushings of main wing hinges 4)
5. Pin of rear wing hinge 4)
6. Fitted bolts of upper outer and upper inner wing hinges 5)

**NOTES:**

- (1a) The Z 242 L aircraft with **unstrengthened wings** (aircraft up to S/N 0656 incl. which the wings replacement according to Mandatory Service Bulletin Z 242L/27a or Z 242L/27a-Rev. 1 or Z 242L/52a has not been performed), at which the **limit of 190 hours TIS** in ACROBATIC (A) and/or UTILITY (U) category **has not been reached**, can reach this limit in UTILITY (U) category only at keeping the total limit of **3500 hours TIS**.
- (1b) The Z 242 L aircraft with **unstrengthened wings** (aircraft up to S/N 0656 incl. which the wings replacement according to Mandatory Service Bulletin Z 242L/27a or Z 242L/27a-Rev. 1 or Z 242L/52a has not been performed), at the **limit of 190 hours TIS** in in ACROBATIC (A) and/or UTILITY (U) category **has been exceeded**, on which **reconstruction of root wing part and replacement of conic pins and bushings of main wing hinges and pins of rear wing hinges has been performed**, can be operated in NORMAL (N) category only up to the total limit of **3500 hours TIS**.

The aircraft with unstrengthened wings can't be operated in ACROBATIC (A) category.

- (1c) The Z 242 L aircraft with **strengthened wings** (all aircraft from S/N 0657 incl. and aircraft up to S/N 0656 incl. which the wings replacement according to Mandatory Service Bulletin Z 242L/27a or Z 242L/27a-Rev. 1 or Z 242L/52a has been performed), with **AMU1 Acceleration Monitoring Unit installed** (Mandatory Service Bulletin Z 242L/44a or Z 242L/52a has been performed) **basic total safe life time is 5500 hours TIS in all aircraft airworthiness category**. Aircraft operation in accordance with a load spectrum which corresponds with the basic total safe fatigue life time is a condition for saving this limit. This limit can be increased or decreased according to actual load spectrum.
- If the aircraft is operated outside the limits of frequencies of load factors, which correspond with basic total safe fatigue life time, its safe life time is changed, either by a change of total safe life time limit or by determination of a limit from which the aircraft shall be operated in NORMAL (N) category only or by determination of acrobatic time limit for specified total operation time limit or by determination of a limit at which the wings and another prescribed parts shall be replaced to enable further aircraft operation.
- If the aircraft is operated in acrobatic operation outside the limits of frequencies of load factors which correspond with basic time of replacement intervals of main wing hinges pins and bushings and rear hinge pins, interval time of these replacement is changed.

The Form with changed total safe life time must be inserted into the Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9. In this way changed safe life time supersedes safe life time stated in Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9 para 1c).

The Form with changed time of replacement intervals of main wing hinges pins and bushings and rear hinge pins must be inserted into Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9. In this way changed basic time of main wing hinges pins and bushings and rear hinge pins replacement stated in Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9.

**NOTES:**

Aircraft operator is obliged to record flights performed in ACROBATIC (A) and/or UTILITY (U) category and pertinent flight time into the Aircraft Log Book. A flight in ACROBATIC (A) and/or UTILITY (U) category is a flight during which acrobatic manoeuvres permitted in the Aircraft Flight Manual for ACROBATIC (A) and/or UTILITY (U) category are performed. Flights in ACROBATIC (A) category are marked by A letter in the Aircraft Log Book and flights in UTILITY (U) category are marked by U letter in the aircraft Log Book. Flight time is total time from the instant of aircraft first movement for the purpose of take-off to the instant when the aircraft finally stops in the end of that flight.

Aircraft operator is obliged to download the AMU1 data and send them to the aircraft manufacturer in determined intervals. In case aircraft operator does not send the AMU1 data to the aircraft manufacturer, the aircraft can be operated according to paragraph 1d only.

- 1d) The Z 242 L aircraft with **strengthened wings** (all aircraft from S/N 0657 incl. and aircraft up to S/N 0656 incl. which the wings replacement according to Mandatory Service Bulletin Z 242L/27a or Z 242L/27a-Rev. 1 or Z 242L/52a has been performed), **without AMU1 Acceleration Monitoring Unit installed** (Mandatory Service Bulletin Z 242L/44a or Z 242L/52a has not been performed) if aircraft operation time in ACROBATIC (A) and/or UTILITY (U) category **is not greater than 250 hours TIS**, the aircraft can be operated till the limit of **700 hours in UTILITY (U) category only**. This time incorporates also hitherto flights in ACROBATIC (A) and/or UTILITY (U) category. Total operation time is 5500 hours TIS.

If aircraft operation time in ACROBATIC (A) and/or UTILITY (U) category has **exceeded 250 hours TIS**, the aircraft can be operated **in NORMAL (N) category only** till total operation time of 5500 hours TIS.

- (2) This limitation may be exceeded up to the total number of **11 000 landings** if the operator of appropriate aircraft registers a number of landings by a demonstrable manner.
- (3) This limitation may be exceeded up to the total number of **15 000 landings** if the operator of appropriate aircraft registers a number of landings by a demonstrable manner.
- (4) Aircraft with strengthened wings:
  - after 1500 hours TIS, or
  - after 200\* hours TIS in ACROBATIC (A) category, or
  - after 200\* joint hours TIS in ACROBATIC (A) and UTILITY (U) category\*\*it depends on what comes earlier

\* basic time which can be changed on the basis of AMU1 data evaluation.

\*\* in case the aircraft is not operated in ACROBATIC (A) category since last replacement, the replacement interval is 1500 hours TIS.

Aircraft with unstrengthened wings:

- On the aircraft which have reached less than 190 hours TIS in ACROBATIC (A) and/or UTILITY (U) category - replace at nearest „C“ inspection.

On the aircraft which have reached more than 190 hours TIS in ACROBATIC (A) and UTILITY (U) category and on which these parts have not been replaced during reconstruction of wing root part - replace at that „B“ or „C“ inspection

it depends on what comes earlier

- (5) In case of loosening or failure of even one single fitted bolt, replacement of all 20 bolts on both hinges shall be performed.

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