

**1.6. IMPORTANT MARKINGS ON THE AIRCRAFT**

Text	Text location
FUEL 100 LL      60 L      16 US GALS CAUTION DON'T OPEN THE CAP WHEN THE FUEL IN AUXILIARY TANKS	Main tanks filling caps (both wings)
FUEL 100 LL      55 L      14,5 US GALS CAUTION EMPTY FOR ACROBATIC	Wing tip tanks filling caps (both wings)
OIL 8 LITERS	Door on the right engine cowl
DON'T PUSH HERE	Ailerons and wing flaps upper side
DON'T STEP HERE	Leading edge at wings root, wing flaps at fuselage
DON'T LIFT HERE	Stabilizer, Wing tips
SUPPORT HERE	Fuselage: - down, behind firewall - below tail fin (behind bulkhead No. 4)
28 V, 150 A	External source socket on the left side of the fuselage
AERO SHELL FLUID 4 FILL              400 <sup>+10</sup> kPa      58 <sup>+2</sup> psi OPERATION      400 <sup>+10</sup> <sub>-40</sub> kPa      58 <sup>+2</sup> <sub>-4</sub> psi	Nose wheel shock absorber
TIRE (BARUM)      250 ± 10 kPa      36 ± 2 psi TIRE (GOODYEAR)      180 ± 10 kPa      26 ± 2 psi	Nose wheel fairing
FILL BRAKES WITH AEROSHELL FLUID 4	Main landing gear leg
TIRE              190 ± 10kPa      27 ± 2 psi	Main wheels fairings
CONNECT GROUNDING CABLE FROM THE FUEL UNIT HERE	At filler caps of all fuel tanks
QUICK DRAIN VALVE	At quick drain valves of the fuel tanks on the bottom side of the wings
MAIN DRAIN VALVE	At the fuselage bottom cover, close to the fuel drain valve
STATIC VENT KEEP CLEAN	The left and the right side of the fuselage rear part
ELT HERE	Fuselage right side behind the cabin, marks ELT location, if installed

## 5.2. SCHEDULED MAINTENANCE CHECKS

Item	Maintenance checks	List of scheduled inspections					Note	Perform ed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
<b>0. PREPARATORY WORKS</b>	<p>Check aircraft accompanying technical and operational documentation, accuracy of records in Aircraft Log Book, Engine Log Book and Propeller Log Book.</p> <p>Check all aircraft, engine and propeller bulletins accomplished.</p> <p>Check time limits of all parts with limited safe life time (Chapter 9 Maintenance Manual of the Z 242 L Aircraft, Vol. I)</p> <p>Check accomplishment of all Airworthiness Directives (AD).</p> <p>Wash aircraft surface, the engine and clean the cabin.</p> <p>Disassembly covers to enable inspection performance.</p> <p>Perform the engine check.</p>				o			
<b>1. FUSELAGE</b>	<p><u>Composite covers of the center part</u>: check tightening of screws</p> <p><u>Skin</u>: damage, deformation.</p> <p><u>Auxiliary tail skid</u>: corrosion, attachment, deformation.</p> <p><u>Fuselage latticework</u>: welds in the vicinity of rear part suspension, landing gear springs attachment and engine bed suspension: corrosion, cracks.</p> <p><u>Sliding canopy</u>:</p> <p>a) emergency release mechanism, hinges, locking of canopy.</p> <p>b) free sliding of canopy, locking in opened position.</p> <p><u>Canopy glass</u>: cracks, damage.</p> <p><u>Cockpit interior</u>:</p> <p>a) cleanness, no loose items.</p> <p>b) seats, belts: damage, adjustment, locks.</p> <p>c) completeness of cabin equipment.</p> <p>d) fire extinguisher: corrosion, technical life time.</p> <p>e) check pressure in lower cap of spar: min. 150 kPa (22 psi)</p> <p>f) crash axe: attachment and securing</p>		o		o		(21)	
					o		(22)	
					o			
					o			
					o		(23)	
					o		(24)	
					o		(25)	
<b>2. WINGS</b>	<p><u>Main fuel tanks covers</u>: check tightening of countersunk screws at final works.</p> <p><u>Check of wing attachment fittings</u>:</p> <p>a) corrosion or damaged attachment fittings</p> <p>b) cone pins nuts tightening.</p> <p>c) loosening or damaging of fitted bolts of the upper outer wing hinges.</p> <p><u>Auxiliary fuel tanks, wing tips</u>: damage, tightening of screws, leak.</p> <p><u>Skin</u>: damage, deformation, loose rivets.</p> <p><u>Ailerons and wing flaps</u>:</p> <p>a) hinges: corrosion, cracks (visually), bearings rolled-in without play, nuts locked.</p> <p>b) ailerons mass balance: nuts of attachment bolt locked, cracks (visually).</p> <p>c) stops of the wing flaps: distortion, deformation</p>		o		o			
					o			
			o		o			
			o		o			
			o		o		(21)	
					o		(26)	
					o		(26)	
					o			

Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
	<u>Nose landing gear:</u> a) function of hydropneumatic shock absorber: swaying of aircraft fuselage (piston rod must move continuous). b) nose landing gear control: condition. c) hydraulic strut attachment: nuts of joints tightened, condition of mounts and struts (welds in vicinity): visually. d) hydraulic shock absorber: leakage, function (after releasing from jacks), check fluid quantity and check air pressure. e) shimmy damper: leakage, check fluid quantity. f) leather sleeve: damage. <u>NOTE:</u> inspection after 100 f.h. or max. 500 landings. <u>Wheel fairings:</u> attachment, damage. <u>Play in landing gear bearings:</u> adjust during the wheel assembly.				o  o o  o o	   (19)  (35)  (36) (37)		
6.	<b>ENGINE AND PROPELLER SYSTEMS</b> <u>Fuel system:</u> a) pipeline and hoses: condition, attachment, tightness and locking of joints, hoses technical life time. b) fuel strainer: clean. c) fuel filter on the firewall: clean. d) fuel nozzles: clean strainers and nozzles. e) fuel pump: fuel or oil in vent. f) drain valves: leakage, cleanness. <u>Oil system:</u> a) pipeline and hoses: condition, attachment, tightness and locking of joints, hoses technical life time. b) oil and oil filter element replacement. c) strainers in oil inlet and outlet: cleanness. d) oil cooler: tightness, damage. e) inverted flight oil system: clean (acc. to SI Lycoming No. 1397 in latest issue). f) adhesive joints in „tee“ and „elbow“ fittings. <u>Engine electrical system, ignition:</u> a) spark plugs: reposition of plugs, cleanness and adjustment of electrodes. b) high tension ignition cable: attachment, tightening of joints at spark plugs/magnetos ends. c) el. conductors in engine compartment: condition and attachment, cleanness and tightening of plugs. d) alternator: belt tension (see SI Lycoming No. 1129 in latest issue), alternator attachment. e) magnetos: condition of contacts, oil in the breaker, ignition point adjustment. f) starter: lubricate (see SI Lycoming No. 1278 in latest issue). <u>Air inlet:</u> a) air inlet pipe: condition, tightness, attachment. b) air intake filter: cleanness, damage.	o  o o  o o		o o o o o o	o o o o o o	   (1) (2) (3) (4) (5)    (1) (6) (7)  300 (8) 1Y (55)  (9) (10)         as necessary (52)		

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