

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 ⁺¹⁰ kPa 58 ⁺² psi OPERATION 400 ⁺¹⁰ kPa 58 ⁺² psi -40 -4	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)		
0.	PREPARATORY WORKS Check aircraft accompanying technical and operational documentation, accuracy of records in Aircraft Log Book, Engine Log Book and Propeller Log Book. Check all aircraft, engine and propeller bulletins accomplished. Check time limits of all parts with limited safe life time (Chapter 9 Maintenance Manual of the Z 242 L Aircraft, Vol. I) Check accomplishment of all Airworthiness Directives (AD). Wash aircraft surface, the engine and clean the cabin. Disassembly covers to enable inspection performance. Perform the engine check.				o			
1.	FUSELAGE <u>Composite covers of the center part</u> : check tightening of screws <u>Skin</u> : damage, deformation. <u>Auxiliary tail skid</u> : corrosion, attachment, deformation. <u>Fuselage latticework</u> : welds in the vicinity of rear part suspension, landing gear springs attachment and engine bed suspension: corrosion, cracks. <u>Sliding canopy</u> : a) emergency release mechanism, hinges, locking of canopy. b) free sliding of canopy, locking in opened position. <u>Canopy glass</u> : cracks, damage. <u>Cockpit interior</u> : a) cleanliness, no loose items. b) seats, belts: damage, adjustment, locks. c) completeness of cabin equipment. d) fire extinguisher: corrosion, technical life time. e) check pressure in lower cap of spar: min. 150 kPa (22 psi) f) crash axe: attachment and securing		o		o		(21)	
					o		(22)	
					o		(23)	
					o		(24)	
					o		(25)	
2.	WINGS <u>Main fuel tanks covers</u> : check tightening of countersunk screws at final works. <u>Check of wing attachment fittings</u> : a) corrosion or damaged attachment fittings b) cone pins nuts tightening. c) loosening or damaging of fitted bolts of the upper outer wing hinges. <u>Auxiliary fuel tanks, wing tips</u> : damage, tightening of screws, leak. <u>Skin</u> : damage, deformation, loose rivets. <u>Ailerons and wing flaps</u> : a) hinges: corrosion, cracks (visually), bearings rolled-in without play, nuts locked. b) ailerons mass balance: nuts of attachment bolt locked, cracks (visually). c) stops of the wing flaps: distortion, deformation		o		o			
			o		o			
			o		o			
			o		o		(21)	
					o		(26)	
					o		(26)	
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Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
	<p>Electrical system</p> <p><u>Battery:</u></p> <p>a) primary battery: check of electrolyte quantity and density, battery maintenance (capacitance check after 1 year).</p> <p>b) emergency battery: function check, capacitance check after 1 year.</p> <p><u>El. conductors:</u></p> <p>a) conductors attachment.</p> <p>b) condition of insulation or screening, damage conductors.</p> <p><u>Plugs:</u> locking, corrosion, damage.</p> <p><u>El. bonding and static dischargers:</u> replace damaged or abnormal corroded ones.</p> <p><u>Lighting:</u> function check.</p> <p><u>Fuses:</u> replace faulty fuses, complete fuses set - if necessary.</p> <p>Communication and navigation equipment (instructions of the equipment manufacturer must be observed).</p> <p><u>Antennas:</u> damage, attachment, corrosion.</p> <p><u>Transceiver(s):</u></p> <p>a) general condition, damage</p> <p>b) function: connection with station on ground and during flight (during COM/NAV system check)</p> <p>c) ground measurement on simulators (it is necessary to follow instructions of the manufacturer of this equipment and perform measurements in accordance with regulations of the country where the aircraft is operated)</p> <p><u>Avionics (if installed):</u></p> <p>a) ground measurement on simulators</p> <p>b) in-flight function test</p> <p><u>ELT emergency locator (if installed):</u></p> <p>a) check function acc. to manufacturer instruction</p> <p>b) battery service life check</p> <p><u>SANDELL SN-3308 navigation system (if installed):</u> replace projection lamp</p>				o	1Y	(54)	
					o	1Y	(44) (45)	
					o		(46)	
					o		(47)	
					o		(48)	
					o			
					o			
					o		(49)	
					o		(50)	
						200		
9.	<p>FINAL WORKS</p> <p>Check and readability of placards and markings in the cockpit and upon the surface of aircraft.</p> <p>Grease the airplane systems acc. to Plan of greasing (sect. 4.17 MM I).</p> <p>Check of aircraft to detect foreign objects, lost tools etc.</p> <p>Shut access and inspection port doors and install all before removed covers and lids.</p> <p>Make engine test (acc. to record mentioned in MM II Z 242 L, Chapter 6, Directive 6.905).</p> <p>After engine test check the tightness of fuel and oil systems.</p> <p>Make the test flight (acc. to record mentioned in MM II Z 242 L, Chapter 6, Directive 6.905).</p> <p>Check serviceability of alternate source of static pressure in flight by turning over the static pressure selector.</p> <p>Make all the required entries into the pertinent logbooks.</p>				o			
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