

THE ZLIN 242 L AIRPLANE FLIGHT MANUAL

SUPPLEMENT No. 8b

ME-406 EMERGENCY LOCATOR TRANSMITTER

Airplane S/N:

Registration Mark:

This Supplement must be attached to the Airplane Flight Manual Doc. No. 003.012 Section 7, when the ME-406 Emergency Locator Transmitter manufacture by ARTEX Inc. is installed according to Drwg. No. L 242.8626 or L 242.8627.

The information contained herein supplements or supersedes the basic AFM information only in sections listed herein. Limitations, procedures and information not contained in this Supplement are included in the basic CAA approved AFM.

THIS FLIGHT MANUAL SUPPLEMENT IS EASA APPROVED UNDER APPROVAL

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LIST OF EFFECTIVE PAGES

Page No.	Date of issue
1	Nov 10, 2009
2	Nov 10, 2009
3	Nov 10, 2009
4	Nov 10, 2009
5	Nov 10, 2009
6	Nov 10, 2009

SECTION 1 - GENERAL

1.5.9. Equipment

/5/ /c/ Emergency Locator Transmitter

The ME-406 Emergency Locator Transmitter is designed to withstand forced landing and crash environmental conditions and survive in an operable condition. It is designed to be removed from the aircraft and used as a personal locating device when it is necessary to leave the scene of the accident.

The ELT automatically activates during a crash and transmits the standard swept tone on 121.5 MHz. Every 50 seconds for 440 milliseconds the 406 MHz transmitter turns on and transmits an encoded digital message to the COSPAS/SARSAT satellite system.

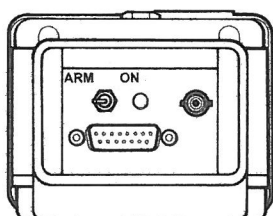
The ME-406 ELT is designed, tested and certified as a complete system incl. the following components:

- ELT Transmitter incl. integral battery
- ELT Mounting tray
- ELT Antenna
- ELT Remote switch

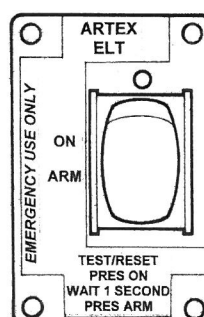
The Remote Switch is located on the instrument panel.

Control panels

ELT UNIT



REMOTE SWITCH



ON - used to activate the ELT (the red led flashes) for a test or emergency situation. An example of such an emergency situation would be a forced landing with an impact insufficient to activate the „G“ switch.

ARM - used to arm the ELT for automatic activation by the „G“ switch.

Supplement No. 8b**1.12.2 Standard Equipment**

Item	Designation	Model	Weight		Arm	
			kg	lb	m	inch
39.	ELT	ME 406	0,907	2,00	1,50	59,0

Detailed information about technical description, function, operation and maintenance is described in the „Description, operation, installation and maintenance manual for the ME406 and ME406HM ELT“ in latest version.

SECTION 2 - OPERATING LIMITATIONS**2.24. ELT Operating Limitations**

Do not allow ELT test duration to exceed 5 second !

Always perform the tests within the first 5 minutes of the hour. Notify any nearby control tower of your intentions.

SECTION 3 - EMERGENCY PROCEDURES**3.16. ELT Operation****Operating instructions**

In the event of a crash, the ME406 activates automatically, and transmits the standard swept tone on 121,5 Mhz lasting until battery power is gone. This 121,5 Mhz signal is mainly used to pinpoint the beacon during search and rescue operations.

Switch Operation

In a crash, an acceleration activated crash sensor (G switch) turns the ELT „ON“ automatically when the ELT experiences a change in velocity (or deceleration) of $4,5 \text{ fps} \pm 0,5 \text{ fps}$. Activation is also accomplished by means of the cockpit mounted Remote Switch or the switch on the ELT. To deactivate the ELT set either switch to the „ON“ position, then back to „ARM“.

The ELT does not have an „OFF“ position. Instead, a jumper between two pins on the front D-sub connector must be in place for the G-switch to activate the unit. The jumper is installed on the mating half of the connector so that when the connector is installed, the beacon is armed.

The ELT can still be manually activated using the local switch on the front of the ELT.

Detailed specification of problem is described in „Description, operation, installation and maintenance manual for the ME-406 and ME-406HM ELT“ in latest version.

SECTION 4 - NORMAL PROCEDURES

No changes.

SECTION 5 - PERFORMANCES

No changes.

SECTION 6 - WEIGHTS AND C/G POSITIONS

No changes.

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