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**MANDATORY**  
**SERVICE**  
**BULLETIN**

**MANDATORY BULLETIN Z 242L/10a**

Supersedes Service Instruction No. 1/94

1. **MODELS AFFECTED:** All Z 242L airplanes that are, or shall be registered in the U.S.A., or in another country where the Z 242L airplane was certificated on the basis of the FAA Type Certificate No. A76EU, or in Canada. The airplanes of S/N 0671 and up are manufactured in compliance with this Bulletin except of Manuals revisions prescribed in subsequently issued Mandatory Bulletins (see item 3.1 in this Bulletin).
2. **SUBJECT:** Unification of Manuals and application of an identical maintenance system for the Z 242L airplanes.
3. **CORRECTION:** 3.1 Replacement of the airplane Manuals by following ones, containing Revision No. 1 and all subsequent Revisions prescribed in corresponding Mandatory Bulletins (at the date of issuance of this Bulletin the following Mandatory Bulletins are applicable: Z 242L/12a (Z 242L/12a - Rev. 1), Z 242L/13a, Z 242L/14a and Z 242L/16a).
  - a) Airplane Flight Manual Doc. No. 003.012
  - b) Maintenance Manual Vol. I Doc. No. 003.022
  - c) Maintenance Manual Vol. II Doc. No. 003.032
- 3.2 Provision of additional (4) Inspection Lids in the bottom skin of the wing, which allows to carry out structural inspections required by the appropriate parts of the Maintenance Manual I (Section 5, par. 5.4).
- 3.3 Installation of the Identification Plate drwg. No. 850-488 complying with FAR 45.11 and FAR 45.13 on the right side of the fuselage rear part.
- 3.4 Check the compliance of the inboard placards and the instrument marking with the revised Manuals.

4. **TIME OF COMPLIANCE:** By the time of presenting application for the airplane registration in the U.S.A. or in another country where the Z 242L airplane was certificated on the basis of the FAA Type Certificate No. A76EU, or in Canada and, by the time of the airplane demonstration before registration performed by Aviation Authorities of above-mentioned countries.  
On yet registered aircraft during next 100 h inspection.
5. **CORRECTION PERFORMED:** User  
The term Authorized person/organization used in previous text means:  
**in Czech Republic**  
The Manufacturer Moravan Inc., Otrokovice and ICAO licenced maintenance engineers of I. type authorized for avionic/instruments maintenance/testing, delegated by the manufacturer.  
**in Foreign Countries**  
Any person and maintenance organisation approved by domestic Aviation Authority for the required range of work.
6. **EXPENSES COVERED BY:** User
7. **PROCEDURE:** Prescribed for individual measures in point No. 8 in this Bulletin.  
Delivered by Manufacturer in accordance with the order.
8. **NECESSARY MATERIAL:**
1. **AFM and Maintenance Manuals Revisions**
    - i. Replace the Z 242L AFM and both Maintenance Manuals Vol. I and Vol. II by new ones. The new Manuals will be provided by manufacturer Moravan Inc., Otrokovice, on the order basis.
    - ii. Enter the airplane Serial No./Series and Registration Mark onto title page of new Manuals.
  2. **Provision of the inspection lids**

See Fig. 1 through 4.  
Necessary material/parts will be delivered by the manufacturer, Moravan Inc. Otrokovice, on the order basis.

The kit contains:

Position	Item	Design.	Amount
1	Framing	Z 42.2141-00.03	4 pc
2	Inspection lid	LDN 3655.1	4 pc
3	Strape plate	LND 3650.02	4 pc
-	Button head rivet 2.6x7	ČSN 02 2304.0	8 pc
-	Button head rivet 3x6	ČSN 02 2304.0	8 pc
-	Button head rivet 3x5	ČSN 02 2304.0	72 pc

### Procedure

- i. Survey the four holes in the bottom skin of the l.h./r.h. wing behind the main spar between the ribs No. 3-4 and 6-7 respectively - see Fig. 1 through 3. Adjust the lid according to the survey and mark out the shape of the holes on the skin. Cut-out the holes carefully, use the rotary file to finish the correct shape.

### CAUTION

Avoid the possible damage of inner parts during the cutting-out procedure! The lid spanwise positions, measured from the ribs No. 3 and 6 or from the centre of low hinge, are to be hold on the nominal values, shown in Fig. 2 and 3, in allowed tolerance  $\pm 5$  mm.

- ii. Adjust and clamp the framing on the outer side of skin, with the framing hem inside the hole and predrill 18 holes, 2.1 mm dia into skin.
- iii. Adjust and clamp by appropriate clamps the framing into the hole according to predrilled 2.1 mm holes, redrill the 18 holes on 3.1 mm dia and rivet the framing by 18 DuV 3x5 mm rivets.
- iv. Adjust the lid pos. 2 with the strap plate pos. 3, according to Fig. 4 drill two holes 3.1 mm dia and 2.7 mm dia each, rivet 2x DuV 3x6 mm and 2x DuV 2.6x7 mm (Fig. 4 is applicable both for pos. 18 and 19 lids).

NOTE

Aviod the damage of paint coat as possible. Remove sharp edges and splits before assembly. Renew the protective paint coat using the appropriate primer and enamel of suitable colour shade.

### 3. Installation of the Identification Plate drwg No. 850-488

See Fig. 1 and 5.

Necessary material/parts will be delivered by the manufacturer, Moravan Inc. Otrokovice, on the order basis.

The kit contains:

Position	Item	Design.	Amount
1	Identification plate	850-488	1 pc
-	Button head river 2.6x5	ČSN 02 23404.0	4 pc

Procedure

- i. Remove rear cover pos. 20 below horizontal tail surfaces
- ii. Adjust the plate pos. 21 on the r.h. outer side of fuselage rear part skin above the fuselage rear part axis (above the pulley for trimming gear control cable) and in front of the last fuselage bulkhead.
- iii. Drill 4 holes 2.7 mm dia both into the plate and skin
- iv. Rivet the plate by 4 DuV 2.6x5 mm rivets
- v. Reinstall the rear cover pos. 20 on the fuselage rear part below horizontal tail surfaces.

### 4. Inboard placards and instrument marking

- i. Check the conformity and completeness of the inboard placards in accordance with the new AFM. Complete the missing placards and replace the incorrect ones. Necessary placards kit will be provided by manufacturer, Moravan Inc. Otrokovice, according to order.

- ii. Check, if the instrument colour marking at the airspeed indicator LUN 1107.03 and the engine four-pointer indicator LUN 1639.07 comply with the new AFM. Correct the non conforming markings according to the table in AFM, Section 2.

#### CAUTION

The owner is authorized to correct the instrument marking by covering the original one with the corresponding colour, applied only on the instrument face protective glass. In case, that this procedure is unacceptable, only Authorised organization, licensed for the instrument disassembly, is competent to correct the instrument marking on the indicator scale. The optional provision is to replace the original indicator by the new one, which will be delivered by manufacturer, Moravan Inc. Otrokovice, after the order. In this case, the original indicator replacement shall be carried out as follows.

#### Procedure

- i. Remove 4 slotted-head screws fixing the l.h./r.h. instrument panel section, swing the upper part of the panel backward.
- ii. Release the locking wire securing the 1 plug and 3 hoses on the rear part of the airspeed indicator or 4 plugs on the rear part of the engine four-pointer indicator. Remove plugs, and hoses from instrument. (Mark them if you find it necessary to avoid later misplacement).
- iii. Replace one or both instruments with new ones. Put the plugs on proper connectors and screw-in. Put the hoses on the proper socket of the airspeed indicator (if the airspeed indicator is replaced).
- iv. Lock properly hoses and plugs with the locking wire. Observe the original locking pattern.

#### CAUTION

Carry out leakage test of the pitot-static lines after new airspeed indicator installation. Check the leakage of static,

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stall warning and total pressure lines in accordance with Maintenance Manual Vol. II, Chapter 6 - Manufacture Directive 6.803, Sect. 2.2. and 2.3. The leakage test should be accomplished by the Authorised person.

- v. Remove the l.h. / r.h. instrument panel section and fix it with 4 slotted-head screws in original position.
- vi. Enter the replacement including new instruments S/N, and the leakage test performance, into the Airplane Log-book.

NOTE

Because the engine four-pointer indicator is not paired with appropriate float-transducers (which are calibrated independently on special jig) the system recalibration is not necessary after replacement. The functional check is carried out during the engine ground-check and flight test after accomplishment of the Service Instruction procedure.


9. THIS BULLETIN IS EFFECTIVE WITHIN 30 DAYS FROM THE DATE OF THE CAI APPROVAL.

10. ENCLOSURES:                      Figures to PROCEDURE according to point No. 8 (5 sheets).



Ing. Antonín Partika

.....  
Manufacturer's  
Representative



Ing. Milan Vyhnálek

.....  
CAI Representative

.....  
*26. 6. 1995*  
Date of CAI Approval

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Fig. 1

Covers and Lids -View from Right and Below

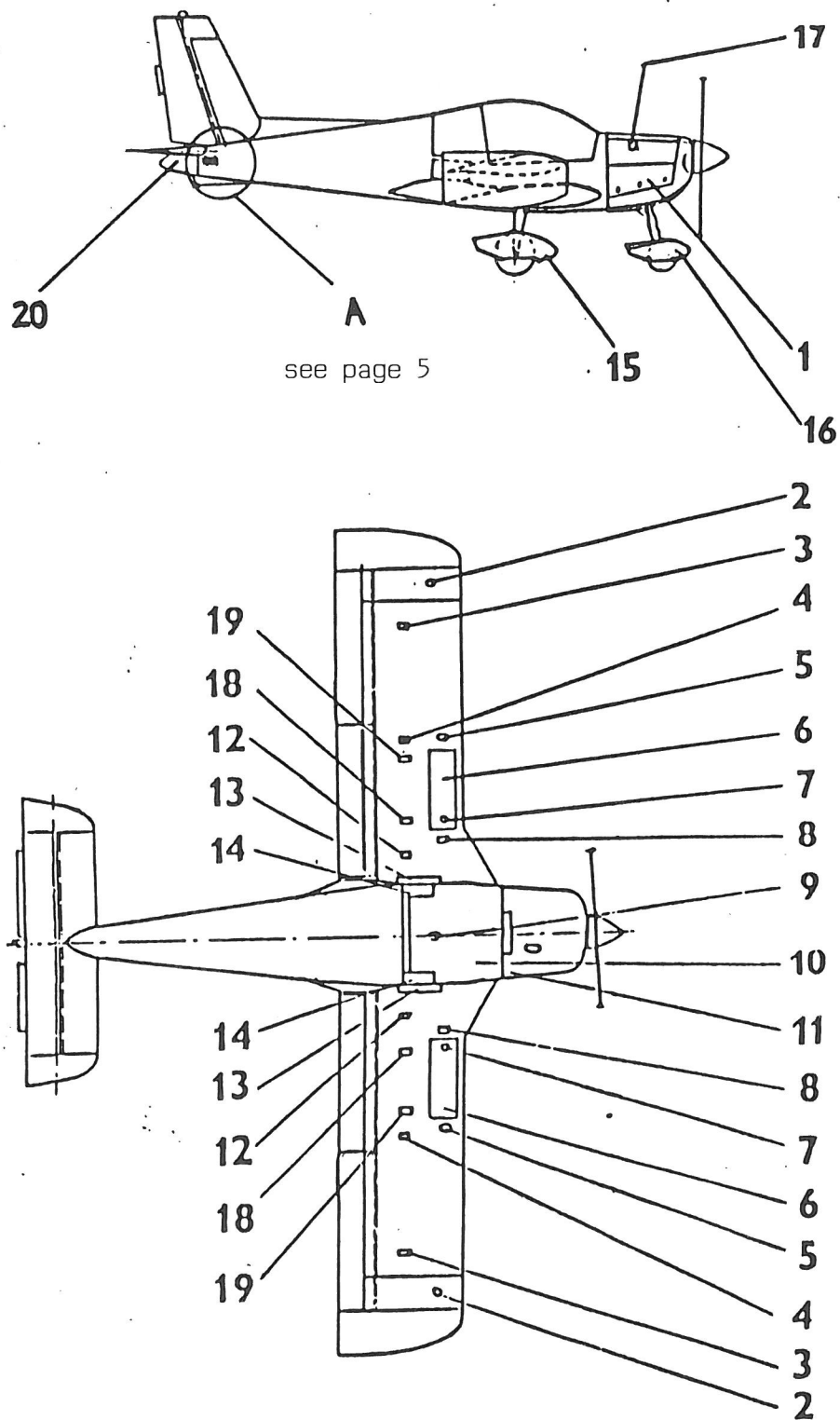
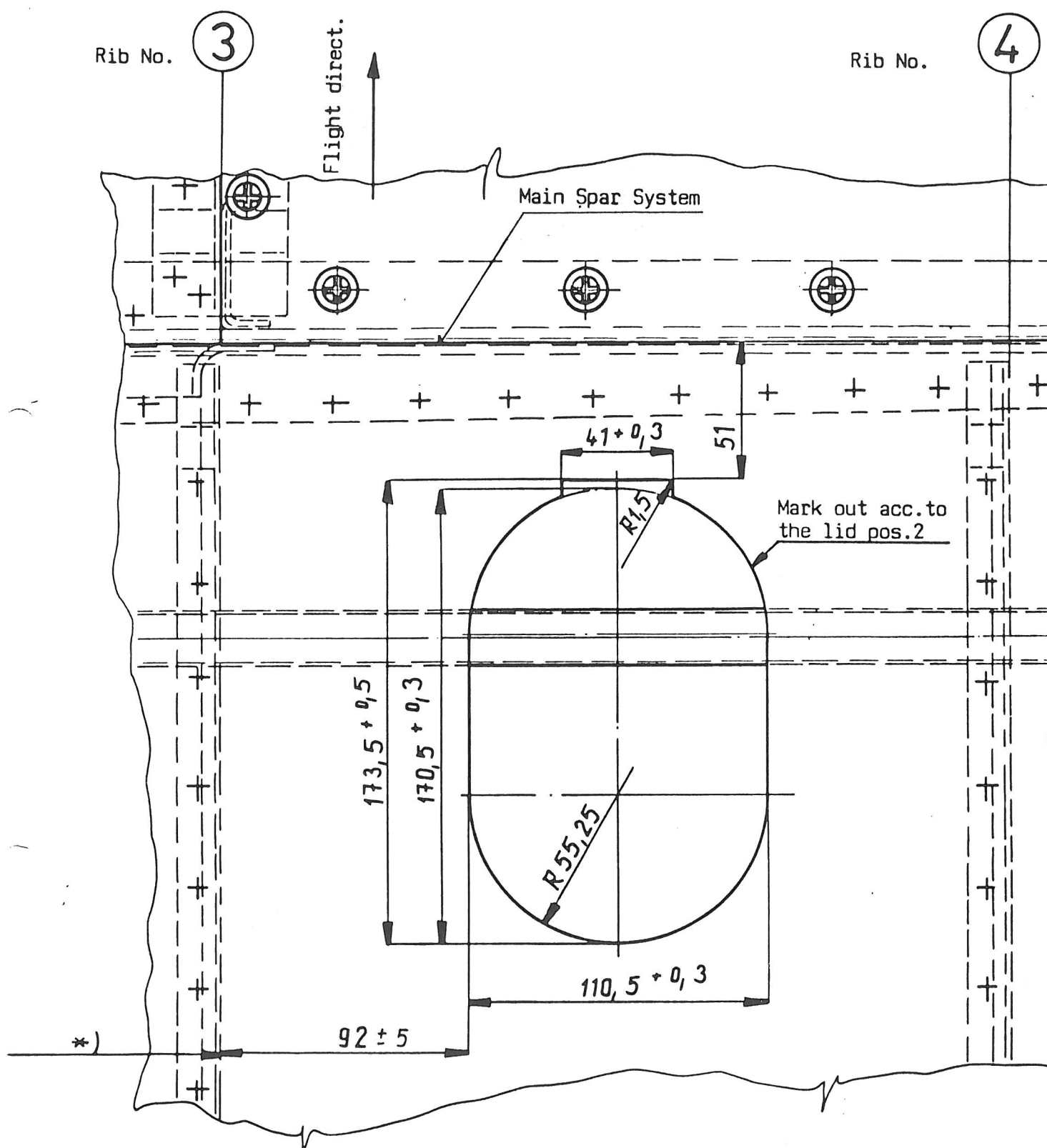


Fig. 2

M 1:2

View on the bottom skin of wing



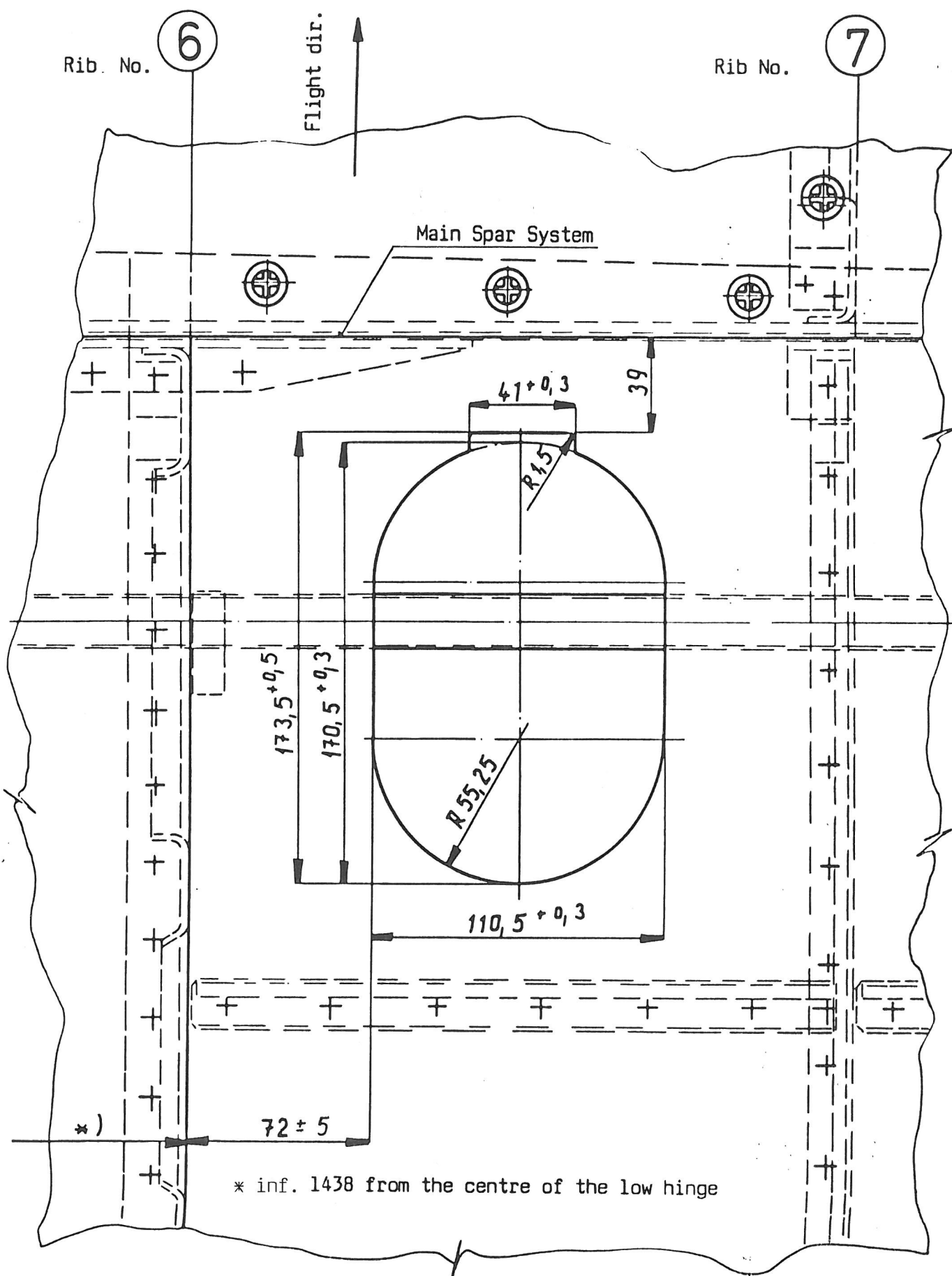
\* inf. 596 from the centre of the low hinge

L.h. wing view, r.h. wing is the mirror view

Fig. 3

M 1:2

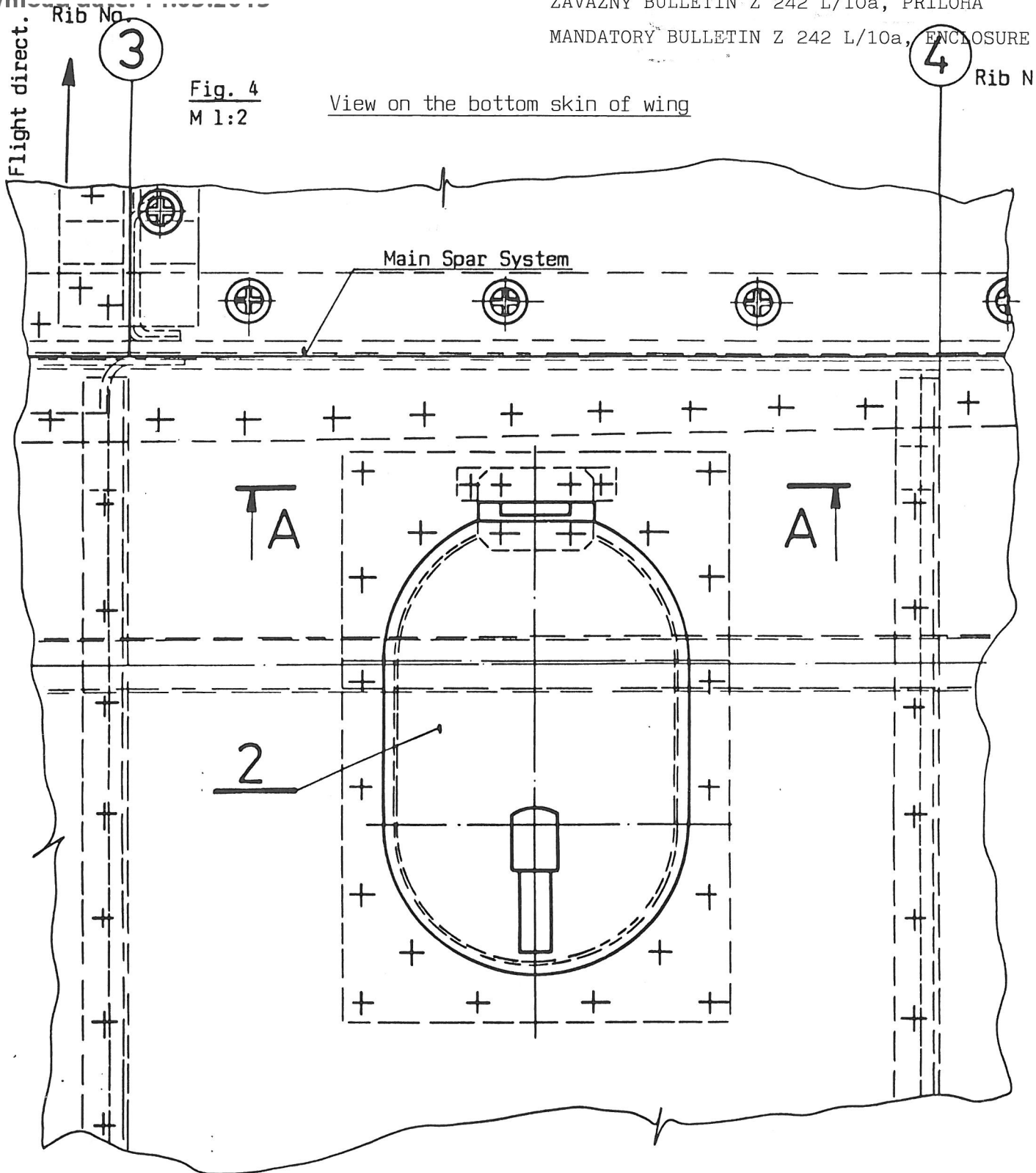
View on the bottom skin of wing



L.H. wing view, r.h. wing is the mirror view

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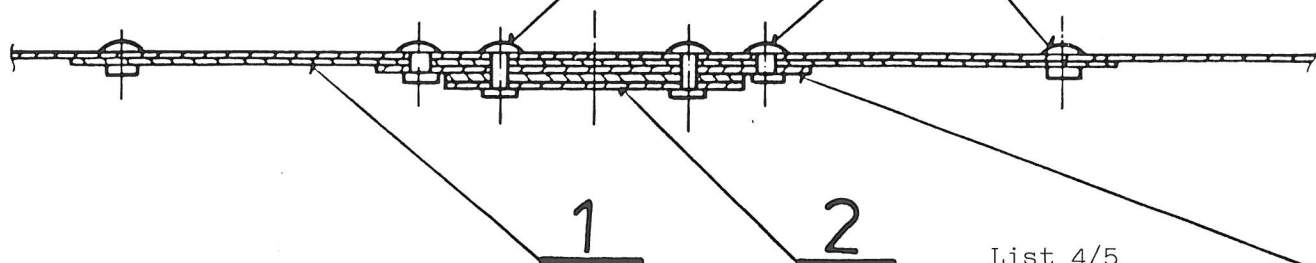
Sect. A - A  
M 1:1

button head rivets:

DuV 2,6 × 7 P

DuV 3 × 6 P

DuV 3 × 5 P



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L.H. wing view, r.h. wing is the mirror view

Fig. 5

Identification plate location

Detail A

(from page 1)

