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MANDATORY

**SERVICE
BULLETIN**

MANDATORY SERVICE BULLETIN Z 126, Z 226/32a - Rev.1
Z 326/86a - Rev.1
Z 526/69a - Rev.1
Z 726/19a - Rev.1

Supersedes Mandatory Service Bulletin Z 126, Z 226/32a
Z 326/86a
Z 526/69a
Z 726/19a

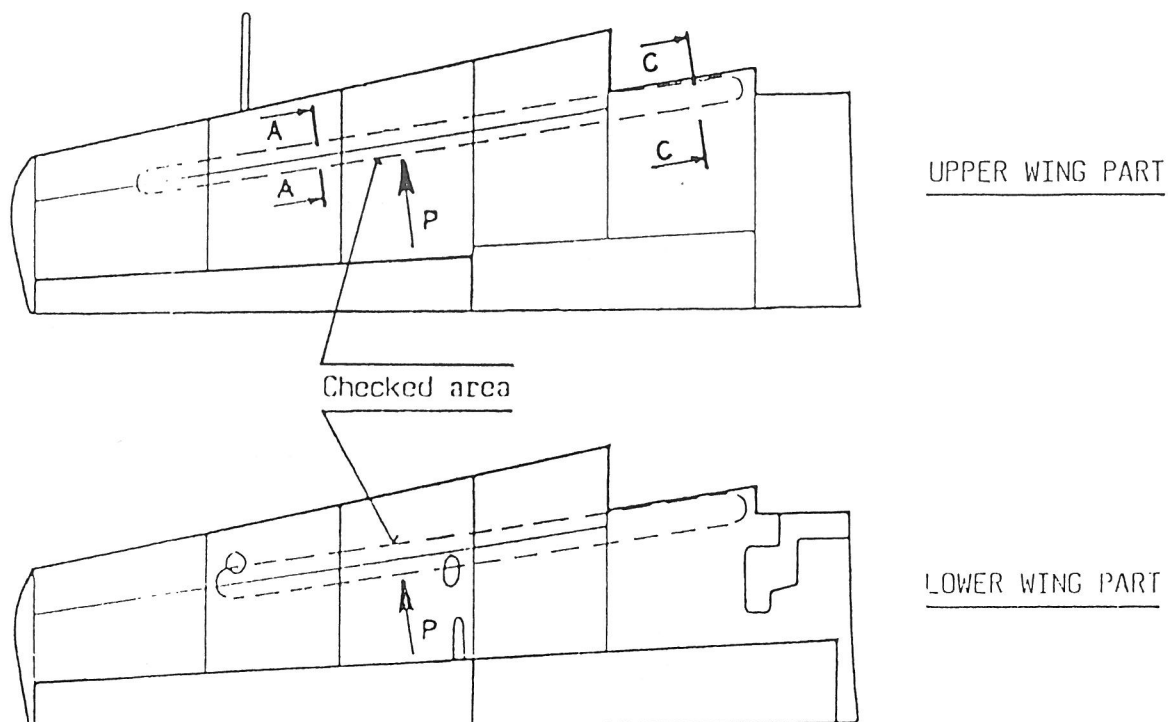
Engineering Aspects are CAA
of Czech Republic Approved

1. DATE: April 25, 1998
2. MODELS AFFECTED: All Z 126, Z 226B, Z 226T, Z 326, Z 326A,
Z 526, Z 526A, Z 526AS, Z 526F, Z 526L,
Z 526AFS, Z 726 and Z 726K aircraft.
3. SUBJECT: Sporadic occurrence of corrosion on the main
wing spar flange plates.
4. CORRECTION: Visually check the wings in area of the main
spar.
The wings attacked from corrosion must be put
out of operation.
5. TIME OF COMPLIANCE: a) Before next flight.
b) Before first take-off of airplane with
wings in which this bulletin was not
accomplished.

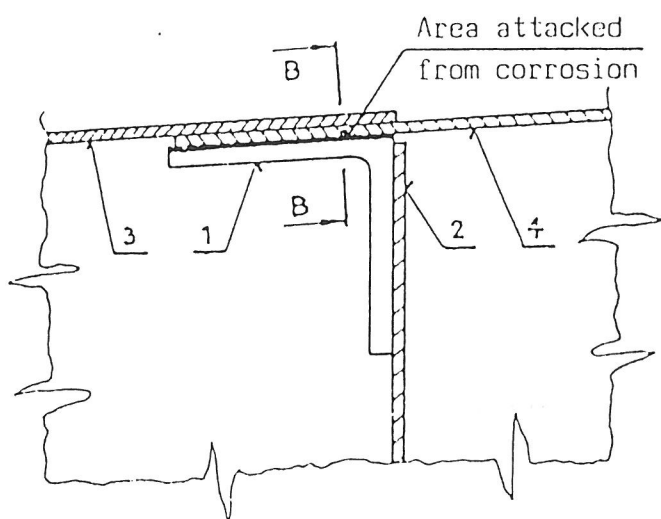
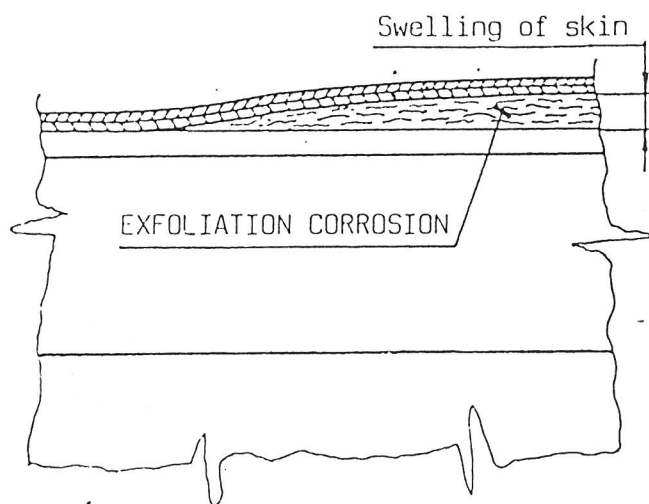
NOTE: If wings was checked per the requirements
specified in Service Bulletin Z 126, Z 226/32a
Z 326/86a, Z 526/69a, Z 726/19a, the require-
ments for compliance to Service Bulletin Z 126,
Z 226/32a-Rev.1, 326/86a-Rev.1, 526/69a-Rev.1,
Z 726/19a-Rev.1 have been met.
6. CORRECTION PERFORMED BY: Operator.
7. EXPENSES COVERED BY: Operator.
8. NECESSARY MATERIAL: None.

9. PROCEDURE:

a) Check surface of the upper and the lower wing part in the main spar area:



Local corrosion occurred on the outside of angle, that creates the wing spar flange plate (see Section A-A), is reliably detectable at view in direction "P" (see Figure of Wings) because the exfoliation corrosion occurrence is shown by the skin sheet concavity on the rivet row (see Section B-B) that is caused by the attacked area swelling. Also there may be the rivet heads loosened considerably in attacked area.

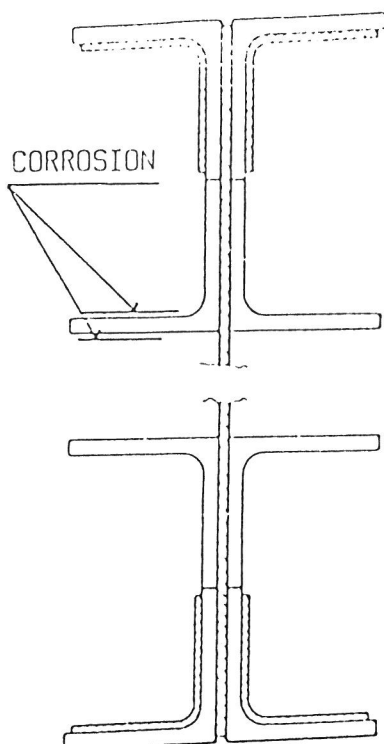
SECTION A-ASECTION B-B

1 - Flange plate's angle of wing spar
 2 - Wing spar web

3 - Leading edge skin
 4 - Rear skin

SECTION C-C

Drawn without skin



- b) Check of the main wing spar flange plates inside of the wing root part:
Drain off the fuel, remove fuel tanks and visually check surface of angles of upper and lower flange plates (see Section C-C). To enable the check, tear off the cloth blinding stops on the wing structure precluding access to the checked spots.
- c) Unless the corrosion presence is proved by checking, replace torn-off cloth blinding stops with the new ones and re-install fuel tanks.
Enter the result of check into the Aircraft Log-Book.
- d) If the main spar flange plate is attacked from corrosion, the wing must be put out of operation because its repair is impossible.

Ing. Radek Sejbal

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Manufacturer's
Representative

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