

Service Letter No. L95 Rev.1

September 18, 2007

1. TO: Ministry of Defence of Republic of Croatia
(For need of the aircraft's user for acceptance in accordance with Contract No. AA-0272060-06/03-17)

2. APPLICABLE TO: Z242L Aircraft, S/N 0783, 0784, 0785, 0786, 0787.

3. SUBJECT:

Z242L Aircraft, S/N 0783, 0784, 0785, 0786, 0787 operated by Croatian Air Force can perform acrobatic manoeuvres prescribed for ACROBATIC Category at maximum take-off weight prescribed for UTILITY Category on following conditions:

- 3.1. Above stated aircraft shall be operated and maintained according to properly revised accompanying documentation of the aircraft manufacturer and according to pertinent service bulletins and service letters issued by the aircraft manufacturer.

Mandatory replacements of airframe parts with limited safe life time, where the limits are different from those stated in aircraft accompanying documentation:

Conic pins and bushings of main wing hinges	- after 1500 hours TIS, or - after 150* ¹⁾ hours TIS in UTILITY category, or - after 200* ²⁾ hours TIS in ACROBATIC category, or
Pin of rear wing hinge	- after 150* ¹⁾ joint hours TIS in ACROBATIC and UTILITY category, it depends on what comes earlier

Notes:

*¹⁾ Basic time which can be changed by aircraft manufacturer on the basis of AMU1 data evaluation. This basic time ensures safe aircraft operation till first regular AMU1 data evaluation. Interval of expected limits determined by aircraft manufacturer on the basis of AMU1 data evaluation is 150 – 1500 hours TIS.

*²⁾ Basic time which can be changed by aircraft manufacturer on the basis of AMU1 data evaluation. This basic time ensures safe aircraft operation till first regular AMU1 data evaluation. Interval of expected limits determined by aircraft manufacturer on the basis of AMU1 data evaluation is 200 – 1500 hours TIS.

- 3.2. The data files from the AMU1 Acceleration Monitoring Unit shall be downloaded from all the aircraft here stated and sent to the aircraft manufacturer for evaluation.

Intervals of sending an information related to total operation time: in 50 flight hours intervals during 100 flight hours but not less than once a year, and then after each 100 flight hours but not less than once a year.

Intervals of sending an information related to acrobatic operation time: in 25 flight hour intervals during 50 flight hours in ACROBATIC category, or during 50 flight hours in UTILITY category, or during 50 joint flight hours in ACROBATIC and UTILITY category, but not less than once a year,

and then after each 50 flight hours in ACROBATIC category, or 50 flight hours in UTILITY category, or 50 joint flight hours in ACROBATIC and UTILITY category, but not less than once a year.

The interval which expires earlier is effective.

- 3.3. Flights with acrobatic manoeuvres performed within the limits of UTILITY Category shall be recorded into Aircraft log Book as UTILITY Category flights.

Numbers of flight hours shall be recorded separately for flights in ACROBATIC Category and for flights in UTILITY Category and sent to the aircraft manufacturer together with complete information on the aircraft and its operation prescribed in the "Methods of Data Processing Procedure for AMU1.01 Acceleration Monitoring Unit installed in Z42 Aircraft Series", Doc. No. Z42.AMU1.092 .

Sums of mentioned times shall be recorded in a way to enable determination of overall operation time in ACROBATIC Category and overall operation time in UTILITY Category.

- 3.4. Acrobatic manoeuvres permitted for ACROBATIC Category which will be performed at aircraft weight from maximum take-off weight prescribed for ACROBATIC Category to maximum take-off weight prescribed for UTILITY Category shall be performed within the limits of load factors prescribed for UTILITY Category.
- 3.5. A copy of this Service Letter must be inserted into the Flight Manual and Maintenance Manual, Vol. I., Chapt.9 of each aircraft.
- 3.6. Based on AMU1 data evaluation, prescribed limits for safe fatigue life of the aircraft and of aircraft parts can be changed according to actual operation of each single aircraft.

4. PROCEDURES:

Insert a copy of this Service Letter into the Flight Manual and Maintenance Manual, Vol. I., Chapt.9 of each aircraft.

All related procedures and works are prescribed in accompanying documentation and pertinent service bulletins and service letters.

5. PERFORMS:

Operator: Croatian MOD - User: Croatian AF.

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Dusan Totek
Chief Designer

Contact address: Moravan Aviation, Ltd.
ZLIN Service
765 81 Otokovice
Czech Republic