LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

A. Flygplan
Moravan
LVD Nr 2596 R1
Upphäver LVD 2596

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Ändring av riggningsprocedur**

GÄLLER: Alla Z 242L.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av Mandatory Service Bulletin Z 242 L/13a - Rev. 1 daterad 1995-04-20 eller senare utgåva.

TID FÖR ÅTGÄRD: I enlighet med punkt 4 i Mandatory Service Bulletin Z 242 L/13a - Rev. 1.

UNDERLAG: Mandatory Service Bulletin Z 242 L/13a - Rev. 1 daterad 1995-04-20 eller senare utgåva.

REFERENS: Mandatory Service Bulletin Z 242 L /13a - Rev. 1

UTGIVNINGS-DATUM: 1995-07-06

LFS: 1995:36

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

L 1563-1

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THE MANDATORY SERVICE BULLETIN Z 242L/13a - REV. 1

(Supersedes Mandatory Service Bulletin Z 242L/13a dated January 13, 1995)

1. **MODELS AFFECTED:** All manufactured Z 242L aircraft.

2. **SUBJECT:** Results of the review of the rigging measurements and the in-flight checks of the Z 242L and Z 142C fleet.

3. **CORRECTION:**

3.1 The change of permissible tolerances of rigging, as determined in the Levelling/Rigging Record No. 6.901-P, enclosed in the Z 242L Maintenance Manual Vol II. and in the new aircraft documents file.

3.2 Completion of the levelling-rigging procedure carried-out during airplane operation (e.g. at Type B or C Inspections).

4. **TIME OF COMPLIANCE:** Corr. 3.1. - immediately after receipt of this Bulletin.

Corr. 3.2. - at each levelling/rigging procedure in operation.

5. **CORRECTION PERFORMED BY:** The user

6. **EXPENSES COVERED BY:** No expenses arise

7. **PROCEDURE:**

7.1 The Z 242L Maintenance Manual Vol. II, Doc. No. 003.032:

a) Remove old pages: 0-3/0-4; 0-5; 0-7; 6-1; 6-105/6-106; 6-109/6-110; 6-111/6-112.

b) Insert new revised pages: 0-4; 6-1; 6-106; 6-109; 6-111 dated Rev. Jan 9, 1995
and 0-3; 0-5; 0-7; 6-105; 6-110; 6-112 dated Rev. Mar 20, 1995.

c) Enter the Revision into the "Log of Revisions" page No. O-7.

7.2. a) Observe the Levelling / Rigging procedure as described in the MD 6.901 enclosed in the Z 242L Maintenance Manual Vol. II.

b) Check that measured rigging values comply with the maximum tolerances as determined in the "Aircraft Levelling/Rigging Record" 6.901-P.

c) In case of exceeding the determined tolerances contact the Manufacturer for decision on further procedure.

8. **MATERIAL:** Necessary new pages of the Z 242L Maintenance Manual Vol. II. are enclosed to this Bulletin.

9. **THIS REVISION OF THE SERVICE BULLETIN IS EFFECTIVE SINCE THE DATE OF IT'S APPROVAL BY THE CAI OF CR.**

10. **ENCLOSURES:** New revised pages of the Z 242L MM II, No. O-4; 6-1; 6-106; 6-109; 6-111 dated Rev. Jan 9, 1995
and O-3; O-5; O-7; 6-105; 6-110; 6-112 dated Rev. Mar 20, 1995.

.....
Manufacturer's Representative

.....
CAI Representative

20.4.1995
.....
Date

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LIST OF REVISIONS

Change	No. of revision ordering	Pages affected	Date of Revision	Performed on: Signature:
1	REVISION No.1	0-1,0-3,0-4,0-5,0-7 3-13, all pages from Sect. 6	Apr 6,1994	INCORPORATED BY MANUFACTURER
2	Z 242L/13a	0-3,0-4,0-5,0-7,6-1 6-105,6-106,6-109, 6-110,6-111,6-112	Jan 9,1995	
3	Z 242L/13a Rev.1	0-3,0-5,0-7,6-105, 6-110,6-112	Mar20,1995	

CHAPTER 6 CONTENTS - MANUFACTURE DIRECTIVES

FIGURES

AIRCRAFT LEVELLING AND RIGGING

1. GENERAL

1) The rigging of the aircraft is recommended particularly in following cases:
   a) At Type B and C Inspection.
   b) At replacement of new or repaired wings or empennage.

   NOTE:

   At replacement of landing gear legs check the toe-in of main landing wheels.

   c) After exceeding the limit loads, hard or emergency landings and any similar occurrences, where changes in levelling or adjustment may be expected.

2) To exclude the open-air influence do the levelling inside the closed hangar. Exception is acceptable in case of extremely calm air; in this case the levelling on the hard concrete surface outside the hangar may be carried out.
3) All measurements/readings are repeated 3 times; the average value is entered into the Record.
4) The lengths and distances in "Levelling Record" are set out in "mm" or "in." values. Select the used units and use only one system during measurement.

2. VERTICAL DISTANCES (Fig. 6-25)

1) Reference plane for vertical measurements is determined by the levelling points (NiB) 2, 3 on the left side of fuselage rear part and 6, 6 on the front bottom outer wing part.
2) Calculated nominal distances of levelling points from Reference plane are stated in Table 1, 2nd column of the "Aircraft Rigging Record" 6.901-P.
3) The distance is considered positive (+) if the levelling point is situated above the Datum plane and vice-versa.
4) To facilitate the calculation by entering only positive (+) readings, it is recommended to select the levelling datum plane (i.e. the plane of the theodolite optical axis) by 600mm (23.6in.) or more below the Reference Plane (see 1).
5) The suitable optical device/theodolite and levelling rulers are used for vertical distances measurements. The way of setting the rulers onto levelling points is shown in fig 6-25, point 4.

3. DIRECTLY MEASURED DISTANCES (Fig. 6-25)
Mutual distance of wings and horizontal stabilizer (A,B) and vertical and horizontal stabilizers (C) are measured with steel measuring tape.

4. LEVELLING/RIGGING PROCEDURE
1) Check and enter into Aircraft Levelling Record 6.901-P (further "ALR") Table 5 the lengths of prestressed bolts at the front rear fuselage parts joints.

NOTE:
The length of bolts before and after assembly must be measured, see MD 6.002 for details.

2) Jack the aircraft: the front jack Z 42.9310 supporting the 1st bulkhead of the fuselage, the rear jack Z 42.9320 supporting the tail-skid spar.
3) Level the aircraft using the levelling points 2, 3 on fuselage rear part and 6, 6 on both wings. Set the absolute Reference Plane height considering the recommendation of 2.4) of this MD

NOTE:
Using the "hose water-level" facilitates the rough levelling.

4) Adjust the theodolite, measure and enter into ALRR (Tab. 1) the distances of levelling points 2-11 (on both left and right side) to the Datum plane.

NOTE:
Choose such position of the theodolite, that enables reading out of all measurements on both sides of the airframe. The position behind the aircraft is not suitable.

5) Measure and enter into ALRR (Tab. 3) measures A,B,C for both left and right side of the a/c.
6) Check and enter into ALRR (Tab.2 and Tab.4) the authorized values of control surfaces adjustment and main wheels toe-in (Fig. 6-26, 6-25 respectively).

CAUTION:
(1) THE WING FLAPS' ADJUSTMENT: CHECK THE "14°" and "37°" (TAKE-OFF LANDING POSITION) AT SIMULTANEOUS LOADING THE FLAP BY THE FORCE OF 100 N ACTING PERPENDICULARLY TO THE TRAILING EDGE AND UPWARDS.
(2) DURING THE TOE-IN MEASUREMENT THE LANDING WHEELS MUST NOT TOUCH THE GROUND.

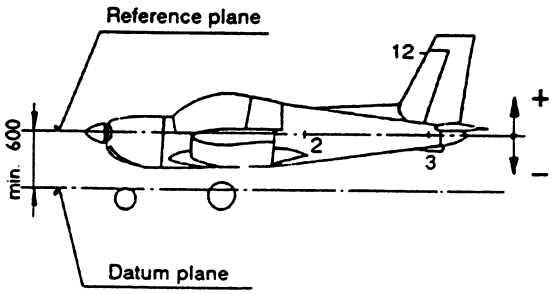
7) Carry out required calculations and compare the measured values with nominal ones and permitted tolerances.

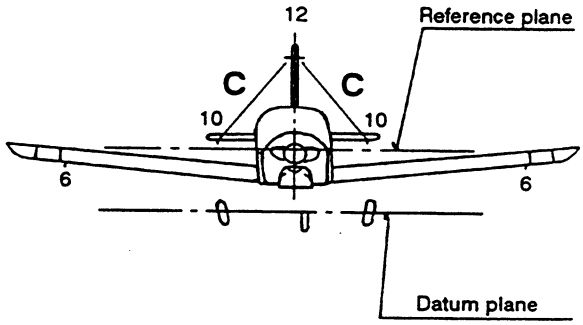
AIRCRAFT LEVELLING/RIGGING RECORD

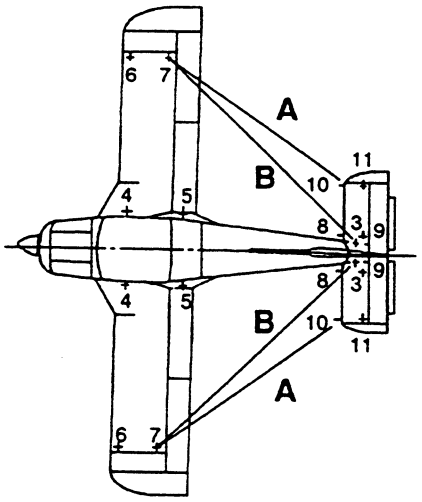
Moravan, Inc. Otrokovice	Z 242 L AIRCRAFT LEVELLING/RIGGING RECORD	Page: 1, Pages: 4

1. **LEVELLING:** Level NiB 2-3 on the left side of fuselage and NiB 6-6 on wings.

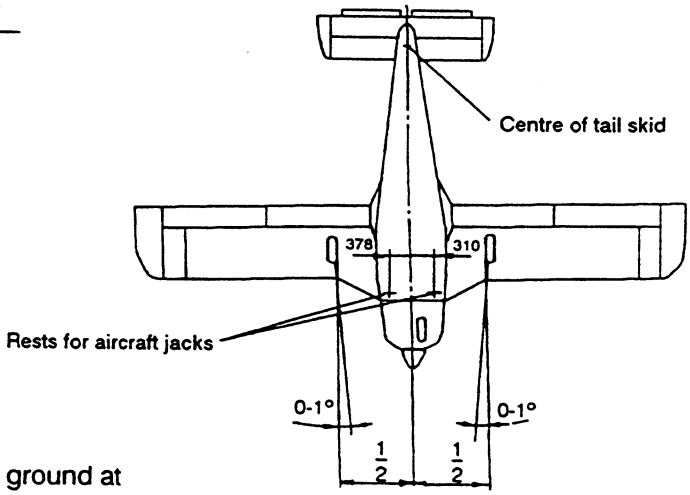
1.1 Diagram of levelling - rigging points (NiB)







1.2 Toe-in of Wheels

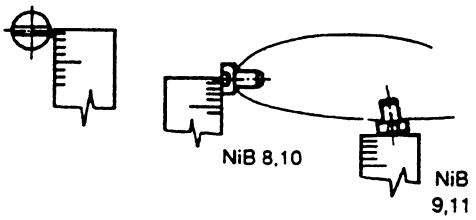


Note: Wheels must not touch the ground at toe-in check.

Moravan, Inc. Otrokovice	Z 242 L AIRCRAFT LEVELLING/RIGGING RECORD	Page: 2, Pages: 4

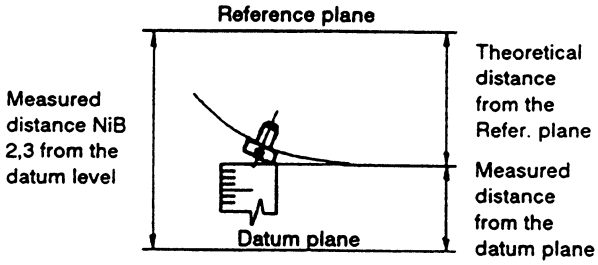
1.3 Method of applying the rule to NiB

Fuselage NiB 2,3 Stabilizer



NOTE: All measures are in millimetres !

Wing - NiB 4, 5, 6, 7



1.4 The Authorized person enters the measured values into heavy bordered parts according to MD-L 242.012.

Tab. 1

NiB	Theoretical distance from the reference plane		Measured distance from the datum plane	
	mm	in.	L.H.	R.H.
2	0	0		
3	0	0		
4	- 587.8	- 23.1		
5	- 554.8	- 21.8		
6	- 247	- 9.7		
7	- 287	- 11.3		
8	+ 194.4	+ 7.65		
9	+ 162.1	+ 6.38		
10	+ 194.4	+ 7.65		
11	+ 166.5	+ 6.55		

Tab. 2

Checked value	Distance between NiB	Theoretical difference		Tolerance of difference		Real difference of measured values	
		mm	in.	mm	in.	L.H.	R.H.
Wing twist Wing dihedral	5 - 4	33	1.3	+7 -3	+0.28 -0.12		
	6 - 7	40	1.57	± 3	± 0.12		
	6 - 4	340.8	13.42	± 10	± 0.40		
Stabilizer twist Stabilizer position	8 - 9	32.3	1.27	± 2	± 0.08		
	10 - 11	27.9	1.1	± 2.5	± 0.10		
	11L - 11P	0	0	max. 15	max. 0.60		

Check of main landing gear wheel toe-in	Main landing gear	Bevel washer	Measured toe-in
	L		
	R		

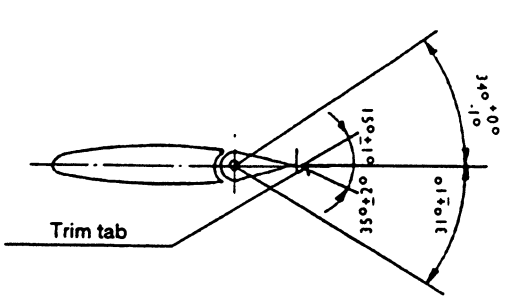
Tab. 3

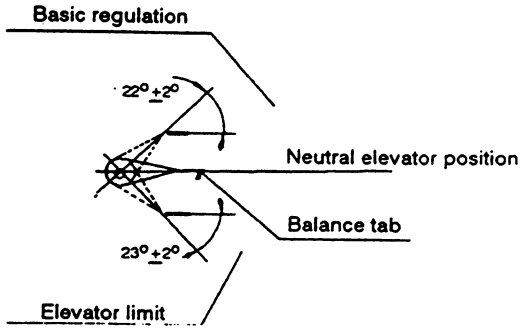
Check	Distance	Measured value		L.H. and R.H. difference	Permissible tolerance between L.H. and R.H.	
		L.H.	R.H.		mm	in.
Position of wings	A				max. 15	max. 0.60
	B				max. 15	max. 0.60
Position of empennage	C				max. 15	max. 0.60

Moravan, Inc. Otrokovice	Z 242 L AIRCRAFT LEVELLING/RIGGING RECORD	Page: 3, Pages: 4

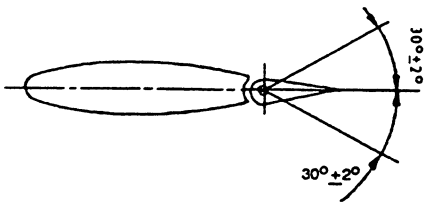
2. CONTROL SURFACES AND WING FLAPS ADJUSTMENT

2.1 Elevator

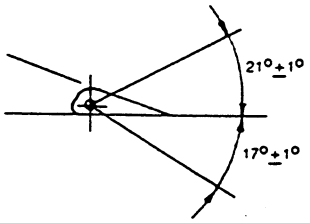




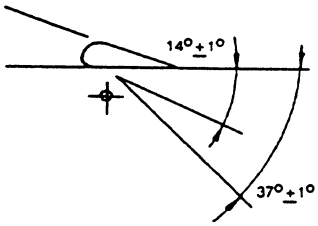
2.2 Rudder



2.3 Ailerons



2.4 Wing flaps



2.5 Measured deflections:

Tab. 4

Measurement on:	Angular deflection			Tolerance	Measured value	
	No.	Position	Nominal		L.H.	R.H.
Elevator	1	upwards	34°	+0 -1°		
	2	downwards	31°	± 1°		
Trim tab of elevator	3	upwards	15°	± 1°		
		downwards	35°	± 2°		
Balance tab of elevator	4	upwards	22°	± 2°		
		downwards	23°	± 2°		
Rudder	5	L.H. R.H.	30°	± 2°		
Ailerons	6	upwards	21°	± 1°		
	7	downwards	17°	± 1°		
Wing flaps	8	take-off	14°	± 1°		
	9	landing	37°	± 1°		

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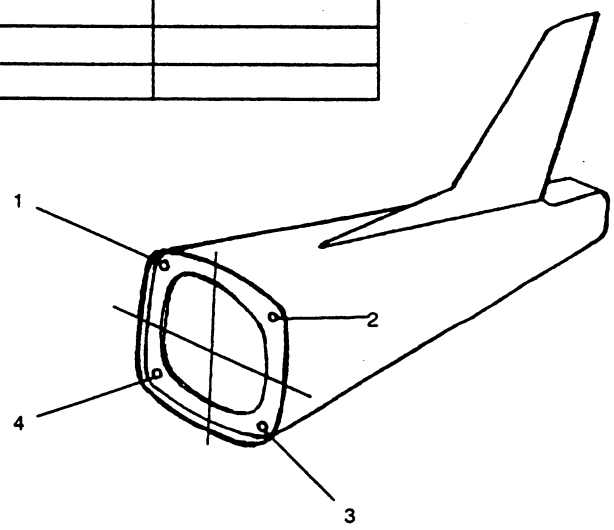
3. LENGHTS OF BOLTS (connecting fuselage central and rear part)

Tab. 5

Bolt No.	Length		
	L before assembly	L +0.12 mm +0.14 mm after assembly	L +0.0047in. +0.0055in. after assembly
1			
2			
3			
4			



4. EVALUATION

S/N:	Series	Ident mark:
Levelling and rigging are in tolerances:	YES	NO
Required remedy/measures:		
Check performed by:		Date: