

6. Carry out the final works: closing of the hatches, locking of the drain cocks, removing the instrument and on ground equipment.

2. SCHEDULED WORKS OF THE AIRPLANE AND POWER PLANT

Works content	To be carried out after each		
	50 ±5 hours	100 ±10 hours	200±15 hours
POWER PLANT			
2.1. Open the cowling, clean the engine; remove dirt from engine compartment and cowlings	+	+	+
2.2. Inspect the power plant in the scale of beforehand preparation. Eliminate the defects, revealed during the inspection.	+	+	+
2.3. Change the filter element of the oil fine cleaning filter, for this purpose: <ul style="list-style-type: none"> – remove the locking and unscrew the cover of the filter; – remove the filter element; – mount the new filter element from the new single set; – change the seal rings into new from the spare set; – screw and tighten the cover of the filter; – clean the taken off filter element in the ultrasonic instrument according to the instruction No.63. <p>NOTES:</p> <p>1. For filter element transportation to the place of ultrasonic cleaning, put the filter element to the bag, made of cotton film and pack to the carton box.</p> <p>2. Put the cleaned filter element to the single set of spare parts for future use.</p> <p>3. When carrying out scheduled works, fully exclude the possibility of inside filter soiling.</p> <p>4. Filter disassembly, except for changing the filter element is STRICTLY FORBIDDEN.</p>	+	+	+
2.4. Remove the covers of the camshaft boxes and check condition of the mechanism parts. Check the clearance between the rollers of the rockers and faces of the valve stems if necessary state clearances $0,3^{+0,15}_{-0,1}$ mm. Check the tightening of locking nuts, control screws and of all the rockers. Check the tension of all the cables of the fastening of valve box covers, if necessary, regulate the tension of the cables. <p>NOTE :</p> <p>1. While carrying out works, pay special attention to the reliability of control screw rockers fastening.</p> <p>2. If the clearance between the rollers of the rockers and faces of the valve stems hadn't changed after the first 100 hours of engine operation, the future checks should be carried out after every 200 operation hours.</p>	-	+	+

<p>2.5. Remove the filter indicator oil sump and oil filter of the back cover, for this purpose:</p> <p>a) switch off the power, disconnect the conductor, pour off the oil from the oil sump and back cover through the filtering funnel with the narrow meshed net. (Metal, other particles and traces of coke on the wall are not tolerated).</p> <p>unscrew three nuts of the bed and remove filter indicator together with the cup. Inspect the filter and wall.</p> <p>In case metal particles are found on the wall of the filter, state the cause of their occurring in the oil;</p> <p>b) clean the filter indicator with pure non-ethylated fuel, then immerse it for one hour in the solution of glycerol and alcohol (20% glycerine and 80% alcohol) and blow with the dry compressed air with the pressure of 0,8-1 kg./sq.cm.</p> <p>Before installing filter-indicator in the sump, connect feeding conductor to it.</p> <p>Check the working order of the internal circuit of the filter, for that close on the mass of the filter net having closed block of the indicator plates between each other before that.</p> <p>After checking internal circuit of the filter, remove the strap from the plate block;</p> <p>c) put the cup with the filter-indicator to their place, fasten them with three nuts, connect the conductor.</p> <p>Check the working order of the external circuit of the filter indicator, for that remove the rubber cap from the terminal of the filter and close it on the mass, then the indicating lamp CHIPPING IN OIL on the instrument panel must light up. The lamp switches off when the circuit is open.</p>	-	+	+
<p>2.6. Drain oil from the oil tank. Remove, inspect clean and reinstall filter element of the oil system filter sump, filter in the back cover of the engine (screen filter of the oil pump) and filter supplying oil to the turn regulator. Fill in fresh oil to the oil tank.</p> <p><i>NOTE :</i> <i>Oil change on the dusty airfields should be carried out after every 50 hours of engine operation.</i></p>	-	+	+
<p>2.7. Remove, inspect, clean, and reinstall the filter element of the oil system filter sump.</p>	-	+	+

<p>2.8. Carry out the following works on the carburettor:</p> <p>a) remove, inspect, wash in pure fuel filter of the carburettor with the cap removed. Put on the cap after the cleaning and lock it by the spring lock so that the folded ring would come into the opening of the cap and filter frame.</p> <p><i>NOTICE: In case the new tanks are installed, the inspection of the fuel pipe lines and cleaning of the carburettor fuel filter should be carried out after the first starting of the engine.</i></p> <p>b) remove, inspect and clean with the pure petrol and blow with the compressed air with the pressure not more than 0,5 kg/sq.cm the air filter of the carburettor;</p> <p>c) measure the initial position of the altitude corrector needle and, if necessary, regulate according to barographical diagram ;</p> <p>d) remove the breathing plug of the aneroid surface, check the cleanness of the openings, clean with the pure fuel and blow with the compressed air with the pressure not more than 0,5 kg./sq.cm;</p> <p>e) remove, clean in the pure fuel and blow with the compressed air the drawing off jet;</p> <p><i>NOTICE.</i> <i>Before installing filters and boxes to their places, check the state of the sealed rings. The faulty ring should be changed by a new one from the single set.</i></p> <p>f) unscrew the lower outlet plug and poor off the sediment from the fuel chamber;</p> <p><i>NOTICE.</i> <i>In case the air duct of the carburettor is soiled, it is allowed to carry out the following works, without taking into account the operating hours of the engine:</i></p> <p>a) draw through the fuel at the pressure of 0,1 kg/sq.cm. After that blow with the compressed air with the pressure not more than 0,5 kg./sq.cm. the air system of the carburettor through the opening of the plug of air pressure changing;</p> <p>b) remove clean with the fuel and blow with the compressed air the blowing off jet.</p>	-	+	+
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<p>2.9. Carry out the following works of magneto maintenance:</p> <p>a) remove the screen with the distributor and the upper cap; check the screw connection in the breaking mechanism and the rotation of the little lever on the axis (screw connections must be reliably tightened, little lever must rotate on the axis without seizing); clean the contacts of the breaker, rub them with the suede or with clean white calico, soaked in the pure rectified alcohol, check, and, if necessary, regulate the clearance between the contacts within the limits of 0,25 - 0,35 mm, indicate the regulation of magneto in its passport;</p> <p>In case the oil underflow or oil films are found on the metal surfaces of the parts and units which are in the area of interrupting mechanism, eliminate them with the bleached calico, moistened in the pure rectified alcohol and wringed out; lubricate the spring of the interrupter with the thin layer of turbine oil, mark "A", not allowing underflows and oil getting on the contacts of the interrupter;</p> <p>b) in the distributing mechanism, check the working order of the contact spring in the jack of the high voltage outlet of the distributor cover, the state of the angle piece with the spring; change the faulty parts, from the single set of the spare parts. In case the soiling on the distributor and on the traveller is found, clean them with dry clean suede;</p> <p>c) If necessary, change the terminal in the upper cap and high voltage outlets, having taken the new parts from the single magneto set;</p> <p>d) check the transformer fastening, traveller attachment to the cam. In case the separation of the thread is found on the screws, change them into new from the single set of the spare parts;</p> <p>e) inspect the cam, if it is soiled, rub it till shining with the suede or clean white calico, moistened a little in the pure rectified alcohol and with the thin brush, saturated a little in the turbine oil mark "L" not allowing underflows of the oil or getting it on other parts, lubricate the operating surface with it. Drop 5-6 drops of the turbine oil mark "L" by the pipette in the cam lubricator opening.</p> <p>f) Unlock and unscrew the plugs of the magneto drive, pour off the accumulated oil then screw the plugs. the works should be carried out on the hot engine.</p>	-	+	+
<p>2.10. Check the fastening of the air compressor. Remove, clean and dry with the dry compressed air with the pressure of 0,4 - 0,5 kg./sq.cm the felt filter of the compressor. Check if the inlet valve moves freely.</p> <p><i>NOTICE.</i></p> <p><i>After cleaning the filter element, install it in the housing at the same surface at which it was before cleaning and the lock should be installed with the middle part, bent out to the filter wall.</i></p>	-	+	+

<p>2.11. The following works should be carried out at the maintenance of the spark plugs:</p> <p>a) remove the spark plugs from the engine according to the disassembly rules;</p> <p>b) clean the spark plugs with the pure fuel and dry in the air ;</p> <p>c) clean the chamber of the spark plugs from the carbon in the sand streamed apparatus of the DM instrument with the dry sand, passed through the sieve with 1 600 holes for 1 sq.cm. with the air pressure of 6-8 kg./sq.cm after cleaning by sand blow the chamber of the spark plugs with dry air at the pressure of 4-5 kg./sq.cm and clean in the pure fuel;</p> <p>d) after cleaning the chambers of the spark plugs, carry out the thorough inspection of the insulator tip. In case the cracks are found on the insulator tip, the spark plug must be changed;</p> <p>e) inspect the internal cavity of the spark plug screen and clean with the clean rag, if it is soiled;</p> <p>f) regulate the clearance between the electrodes, having mounted them within the limits of 0,4-0,46 mm on the special contrivance of the PM instrument.</p> <p>NOTE:</p> <p><i>1. When changing the spark clearance, apply only special feelers.</i></p> <p><i>2. It is forbidden to make a pressure with the feelers on the central electrode.</i></p> <p><i>3. It is categorically forbidden to use non-standard instrument for the regulation of spark clearances to avoid pressure on the central electrode.</i></p> <p>g) check the spark plugs for continuity of sparking on the instruments PM or MCKPA at the pressure of 10 kg/sq.sm when the clearance between the electrodes is 0,46 mm and the pressure 11,5 kg/sq.cm when the clearance between the electrodes is 0, 4 mm ;</p> <p>h) check the spark plugs on the same instrument for air tightness at the pressure of 25 kg./sq.cm during 30 sec., it is allowed to make air percolation to the water, not more than 30 bubbles at the abstraction horse with the inner diameter of 16 mm and of 50 cm length; when the spark plugs get moistened again, clean their inside cavity with the dry napkin after that dry spark plugs at the temperature of 160-180 C during 1 hour and 30 minutes and then test for sparking.</p> <p>NOTE:</p> <p><i>The taken off spark plugs from the engine may be reinstalled again for operating full service life if they work on the instrument without regulating clearances at the pressure not lower than 8 kg./sq.cm.</i></p>	-	+	+
<p>2.12 After each 300 hours of engine operation check compression in all cylinders using pressure gauge as follows:</p> <p>a) screw in the pressure gauge into the spark plug opening of the cylinder being checked;</p> <p>b) by turning the propeller smoothly, follow the pressure gauge readings, at the normal compression the indications of the pressure gauge should be within the limits of 3,5-5 kg./sq.cm.</p> <p>NOTE :</p> <p><i>Compression should be checked on the warm engine, when the temperature of the cylinder heads is 40-60°C</i></p>			
<p>2.13. After oil draining, clean the oil manifold and oil tank with the clean non-ethylated fuel.</p> <p>ATTENTION:</p> <p><i>The work should be carried out when the inlet and exhaust pipes are disconnected from the engine fuel pump.</i></p>	-	-	+
<p>2.14. Disconnect the drainage pipes from the fuel tanks, consumption tank and blow the pipe lines with the compressed air with the pressure of 1-2 kg/sq.cm after that connect them to the fuel tanks and to the consumption tank.</p>	-	+	+

2.15. Inspect the oil and fuel pipe lines in the fuselage and wing, check the locking of the nuts, connection points in the passages, flanging of the pipe lines. Pipe lines affected by corrosion and with the rubbed surface should be changed.	+	+	+
2.16. Remove hatches of the wing fuel tanks and consumption tank fastening. Make sure, that tank shells are not touching wing construction, check the tension of the tank fastening tapes, turn buckles locking and the reliability of pipe lines connection. Inspect the fuel tanks and the consumption tank, make sure that there are no cracks and rubbings of the tank shells.	-	+	+
2.17. Check the magnitude of the gill flaps backlashes in the closed, middle and open positions. Eliminate big backlashes of the flaps, changing the worn out parts. Lubricate with a thin layer of lubricant CIATIM -201 the mobile gill connections.	+	+	+
2.18. Open the hatches covers of the fuselage and inspect drafts, cables, control cranks and engine control levers. Make sure that there are no mechanical damages (deformations, cracks) worn out cables; make sure of the reliability of draft connections with the levers and control cranks. Clean, inspect and lubricate with the lubricant CIATIM –201 all joint couplings of the engine control cables and open bearings. <i>NOTE:</i> <i>Check the tightening of the nuts securing the brackets, mounted on R-2 and on the flange of M-14P engine reduction gear with a calibrated wrench. Torque=1,5^{+0,3} kg-m</i>	+	+	+
AIRFRAME			
2.19. Inspect the fuselage of the airplane, its power plant, covering, fillets, attachment points, rivet seams, point-welded joints and bolted connections. Make sure, that there are no cracks, deep scratches, deformations, corrosion, weakening of the rivets and bolted connections, faults of the lacquer-paint covering. For inspecting tail part of the fuselage, remove the seat of the pilot from the second cockpit and use the hatch in the area of frame 17 on the port side.	+	+	+
2.20. Inspect the tail surfaces: a) make sure, that there are no deformations, cracks of fin and horizontal tail skin, weakening of the rivets and bolts of covering fastening to the frames; Make sure of the working order of bearings that there is no wear out of true in the sleeves of the hinge units of elevator and rudder that there are no deformations, cracks, corrosion of the control surfaces hinge arms, weakening of the bolted and riveted arm fastenings to the fin and horizontal tail; b) make sure, that there are no traces of deformation of the elevator and rudder frames, weakening of the tension and breaks of their fabric covering, shallowness and damage of lacquer paint covering of the covering. Make sure of the working order of the hinge arms, control levers and their fastening to the control surfaces frame, that the drainage openings are clean; c) inspect the trim tab on the elevator and dip-rod loop of its fastening, check the magnitude of the trim tab backlash.	+	+	+
2.21. Remove the fillets of the tail support, check the joint units of fin and horizontal tail to the stabilizer, make sure, that there are no cracks, corrosion of the working order of units fastening to the fuselage, fin and horizontal tail, that there are no weakening of the nuts, joint bolts and of the working order of their locking.	+	+	+

<p>2.22. Inspect the wing, ailerons and landing flaps:</p> <p>a) make sure that there are no cracks, scratches, deformations, weakening of the riveted and bolted connections of the metal covering, breaks and loosing strength of the fabric covering and its fastening, damage of the lacquer covering; make sure of the cleanness of the drainage openings in the lower fabric cover of ailerons; make sure of the working order of hatches covers and locks of their fastening;</p> <p>b) Inspect hinge units of the ailerons make sure of their working order and that there are no intolerable backlashes in the bearings, weakening of the fastening, deformations and cracks of the arms. Check condition of the arm fastening to the wing and ailerons.</p> <p>Make sure of the working order and reliability of the control levers fastening to the ailerons;</p> <p>c) Inspect the fastening of the flaps, make sure of operability, that there are no intolerable backlashes in the joint coupling. Check condition of flap brackets. Lubricate the joint coupling with the lubricant CIATIM-201.</p> <p>d) remove the wing fillets and inspect attachment points of the wing panel to the fuselage, make sure, that there are no cracks, deformations, failures of locking, weakening of the rivet tightening of the joint bolts and backlashes in the connections of wing panels to the fuselage.</p> <p>Make sure of the drainage pipes of the battery container cleanness and of the working order of the hatches and their locks.</p>	+	+	+
<p>2.23. Carry out the following works on the seats of the front and back cockpits:</p> <p>a) check the attachment points of the seat fastening to the fuselage. Lubricate the mobile joints of the seat according to the lubrication map:</p> <p>b) inspect the safety harness, check the fastening and the condition of the belts, lock functioning. Check the amount of force, needed for opening the lock of the lashing system (the force should be 6-10 kg).</p>	+	+	+
<p>2.24. Carry out the following works on the cockpit ventilation and heating:</p> <p>a) inspect the air ducts and units of the system: make sure that there are no damage, traces of air leakage, that units and pipe lines are fastened reliably, check the tightening of the clamps;</p> <p>b) check the travel smoothness of the control rod of cockpit heating / ventilation selector; the possibility of the firm locking of the butterfly type valve in the three positions (open, half-open and closed) and the possibility of free rotation of the turn nozzles on the ends of the air ducts;</p> <p>c) remove and check the heat resistant branch pipe;</p> <p>d) when the engine is operating, check the air intake for heating (the valve is open) and ventilation (the valve is closed) of the cockpits.</p>	+	+	+
<p>2.25. Inspect the cockpit canopy of the airplane. Make sure of its integrity, cleanness, transparency and reliability of glass fastening of the frames and edging of the canopy, of the working order of the canopy mobile parts locks, shock absorbers, cables and their fastening to the mobile parts and fuselage, of the operable condition and attachment reliability of the back view mirror.</p> <p>Clean the drainage pipes directing rails of the mobile parts of the canopy.</p> <p>Carry out works according to the lubrication maps.</p> <p>Check the moving easiness and snug fit of the mobile parts of the canopy against not mobile ones.</p>	+	+	+

AIRPLANE CONTROL			
<p>2.26. Inspect the airplane control handles in the cockpits, pedals and control wheels of the elevator trim tab control. While fully deflecting control handle, pedals and trim tab control wheels in the both cockpits, check the deflection angles and the neutral position of the ailerons, rudder, elevator and trim tab; make sure of the travel smoothness of the controls, that the efforts are not needed, that there are no seizing and crunching in the bearings. Pay special attention to the condition of the joint in the elevator draft.</p> <p>ATTENTION: <i>If there will be noted increased friction force or seizing in the airplane control connector, it is necessary to find the reason immediately and eliminate it.</i></p>	+	+	+
<p>2.27. Make sure of the working order of the elevator trim tab position indicator and the correspondence of their readings to the position of the trim tab.</p>	+	+	+
<p>2.28. Open the hatches covers of the fuselage, wing, take off the seat of the back cockpit and the floor covers which can be taken off in the places where the airplane control connector is. Inspect the drafts, rods, cables, direction indicators from the airplane control handles, parts airplane control steering wheels and air cylinder of the flap control till the aileron levers, landing flaps, control surfaces and elevator trim tab. Make sure, that there are no corrosion, mechanical damages (deformations, cracks), weakening of the bearing termination, worn out cables; make sure of the reliability of draft connection with the control cranks and levers, integrity of the locking and bonding, that the clearances are as required by technical conditions between the mobile and not mobile and control parts of the interconnected mobile, and also construction elements. Check by the strain-measuring device the cable tightening (see drawings 2, 3, 4) Clean, inspect and lubricate with the lubricant CIATIM –201 all the joint couplings of the control connectors, which have open bearings.</p>	+	+	+
<p>2.29. Inspect the shafts of the airplane manual control, make sure, that there are no mechanical damages of the housings, pipes and shaft supports. Check all joint couplings of the shaft. Change the lubricant in the rubbing parts.</p>	-	+	+
<p>2.30. Inspect the cylinder of the landing flaps control and the arm of its fastening. Make sure that there are no damage in the cylinder tight seal and pipe line connections of the pneumatic system, make sure of the bolt connections and locking reliability.</p>	+	+	+
<p>2.31. Check the time for extension and retraction of the landing flaps, it should not exceed 5 seconds. Pour 5-10 sq.cm of the lubricant 132-25 GOST 10957-74 to the working cavity of the cylinder flaps through the connection point, after that carry out the extension and retraction of the landing flaps.</p>	+	+	+
<p>2.32. Check the radial backlash of the flap and support control rods. The backlash should be within the limits of 0,01-0,3 mm.</p>	+	+	+
LANDING GEAR			
<p>2.33. Inspect wheels and tire of the front and main legs of the landing gear. Make sure, that there are no traces of the overheating of the wheels that drums and their flanges work well; that the wheels are reliably fastened on the semi-axes of the shock absorbing fixed members, make sure of the connection of flexible hoses of the pneumatic system with wheel brake equipment of the main legs wheels, that there are no cuts, punctures, not tolerable wear, local swelling, displacement of tire covers in respect to the wheel drums (according to the marks).</p>	+	+	+

2.45. Take of the tires of the landing gear wheels, take off the inner tubes from the tire cover, inspect and make sure that there are no folding, rubbing, cracks and defects of charging tube mounting. Check if there are no defects of the inner surface of the tire covers. Eliminate old talc from the tire covers and from the surface of the tire cover with talc powder and mount the aviation tire on the wheel drum.	-	-	+
2.46. Carry out control extension and retraction of the landing gear from the main and from the emergency pneumatic systems at the normal air pressure in the systems and check: a) operation of the locks of extended and retracted positions; b) operation of mechanical indicators and the indication of landing gear position; c) time for landing gear retraction should not exceed 8 seconds and inequality of the legs extension time should not exceed 1 min. <i>Note :</i> <i>Operations No 34-47 should be carried out when the airplane is lifted onto the ground jacks</i>	+	+	+
2.47. Remove the brake posts and folding struts of the landing gear front and main legs. Disassemble folding struts and spline joints. Wash the parts of landing gear hinge units and joint couplings with the dehydrated kerosene. Clean the lubrication passages with soft wire. Inspect all rubbing surfaces. Replace the faulty parts. Lubricate all the rubbing surfaces with the lubricant CIATIM -201. Assemble the folding struts and spline-joints, install shock absorbing posts into their places. Fill lubricant to all press lubricators according to the lubrication map. Carry out works, indicated in point 2.46. <i>Note:</i> Aircraft lifting and lowering down should be carried with unbraked main leg wheels.	-	-	+
AIR SYSTEM			
2.48. Inspect the units and pipe lines of the air system. Make sure that units and pipe line are fastened reliably that the connections are air tight, that units do not touch each other and units of the construction.	+	+	+
2.49. Pour of condensate from the main and emergency cylinders.			
2.50. Remove the direct flow filter of the air system, take apart, check condition of the parts, wash with the petrol B-70 and dry the washer, collect the filter, blow with dry compressed air and reinstall.	+	+	+
2.51. Blow with the compressed air with the pressure of 50 kg/sq. cm. the pipe lines of the air system having disconnected them from the consumers and units.	-	+	+
2.52. Check the air tightness of the main and emergency air system.	-	+	+
2.53. Check the operation of the brakes from the main and emergency system; a) the air pressure in the brakes should be 8+1 kg/sq. cm. b) The time for pulling the brakes on and off should not be more than 1,5 seconds.	+	+	+

<p>2.54. Check the regulation of pressure relief valve and the automatic pressure machine of air system.</p> <p><i>NOTE: Referring point 2.51. For blowing pipe lines of the air system it is allowed to use dry (with dew point not higher than - 45C) compressed air from the ground bottle.</i></p> <p><i>The compressed air should be sent to the pipe lines of the system through the stand, engaging filter with the filtering fineness not more 5 micro metres, moisture separator and reducer. In the blowing process of the pipe line parts, control the cleanness of the internal cavities of the passages with the help of cotton napkin. In case the napkin is soiled, proceed on blowing till the final dirt elimination.</i></p>	-	-	+
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<p>2.34. Inspect the fixed members of the shock absorbers and the units of their fastening to the airframe. With the help of the magnifier make sure that there are no cracks on the welded seams and in the attachment points. Inspect the joint slots and all mobile and not mobile joint couplings of the shock absorbing struts, make sure of their working order and reliability of locking that there are no work outs in the mobile connections. Check the fastening of the baffle of the front leg, make sure that there is no oil AMG-10 leakage, backlashes and other defects in the connections. Check condition of the working surfaces, flaps of the shock absorbing struts and that there is no oil AMG-10 leakage.</p>	+	+	+
<p>2.35. Check the pressure of nitrogen by the manometer in the shock absorbing strut wells. The pressure should be equal to the pressure indicated on the placard on the shock absorbers.</p>	+	+	+
<p>2.36. Check the level of the oil AMG-10 in the shock absorbers of the landing gear.</p>	+	+	+
<p>2.37. Inspect the landing gear jacks and their attachment points. Make sure that there are no damage, that there is tight seal of the cylinders and connections with the hoses of the pneumatic system of the reliability of bolt connections and locking.</p>	+	+	+
<p>2.38. Take apart, clean, inspect, lubricate with the lubricant CIATIM-201 and install to their places locks of the retracted position.</p>	+	+	+
<p>2.39. Pack lubricant CIATIM-201 in the lubricator of the landing gear.</p>	+	+	+
<p>2.40. Pour 15-20 cm³. of lubricant 132-25 GOST 10957-74 in the working cavities of landing gear jacks.</p>	+	+	+
<p>2.41. Pour 2-3 cubic cm. of lubricant 132-25 into the working and emergency cavities of every cylinder of leg retracted position locks opening. After carrying out works according to 2.40, 2.41, carry out the extension and retraction of the landing gear. Make sure of the air-tightness of the cylinder connections with the passages of the air system.</p>	+	+	+
<p>2.42. Remove wheels of the landing gear and carry out the following works: a) eliminate the old lubricant from the wheel bearings and wash with dehydrated kerosene; b) clean the drum of the wheels from soiling, blow the brake equipment with the compressed air, inspect the drums, parts of the wheels and brake equipment; make sure that there are no traces of overheating, cracks wears out deformations, not tolerable wears out of the brake blocks at the inner tubes; c) inspect the semi-axles of the wheels; d) fill the wheel bearings with a new lubricant NK-50 GOST 5373-67; <i>Note :</i> 1. <i>Lubricant NK-50 should be used only for filling in the space between the rollers and iron rings.</i> 2. <i>The wheel should be replaced together with the bearings.</i></p>	-	+	+
<p>2.43. Check the presence of the clearances between the construction of wing fuselage and landing gear elements. Measure longitudinal and perpendicular backlashes and the backlash of landing gear turn according to the wheel axis faces. The longitudinal and perpendicular backlash should be not more than 2 mm, the total backlash of leg turn (in the hinge axis and spline-joint) not more than 3mm.</p>	-	+	+
<p>2.44. Check the size of the clearance with probing rod between the support of the folding struts middle joins of the landing gear front and main legs. The clearance should be 0,10, 2 mm. The inspection should be carried out with the extended landing gear, in the "neutral" position.</p>	-	+	+

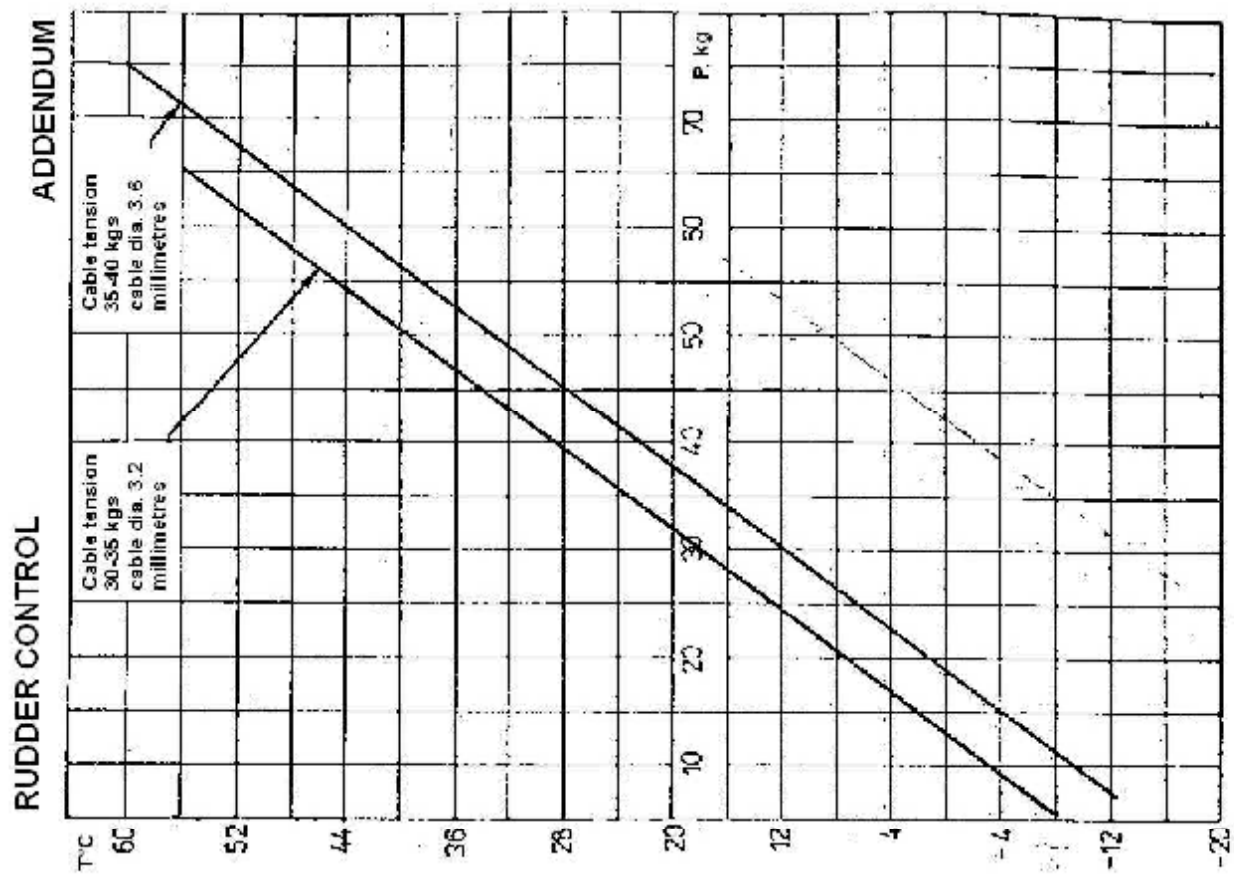


Fig. 3. Cable tension reliance on ambient temperature

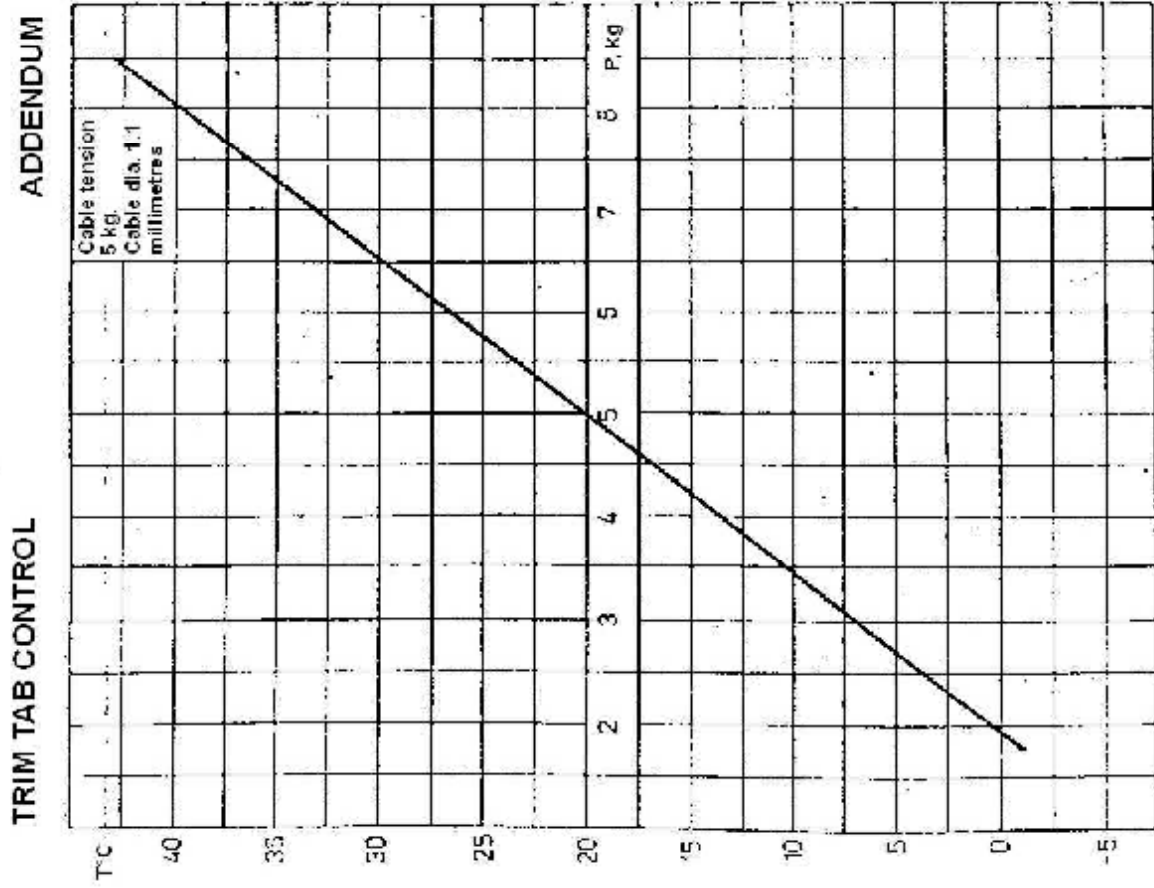


Fig. 2. Cable tension reliance on ambient temperature

ELEVATOR CONTROL

ADDENDUM

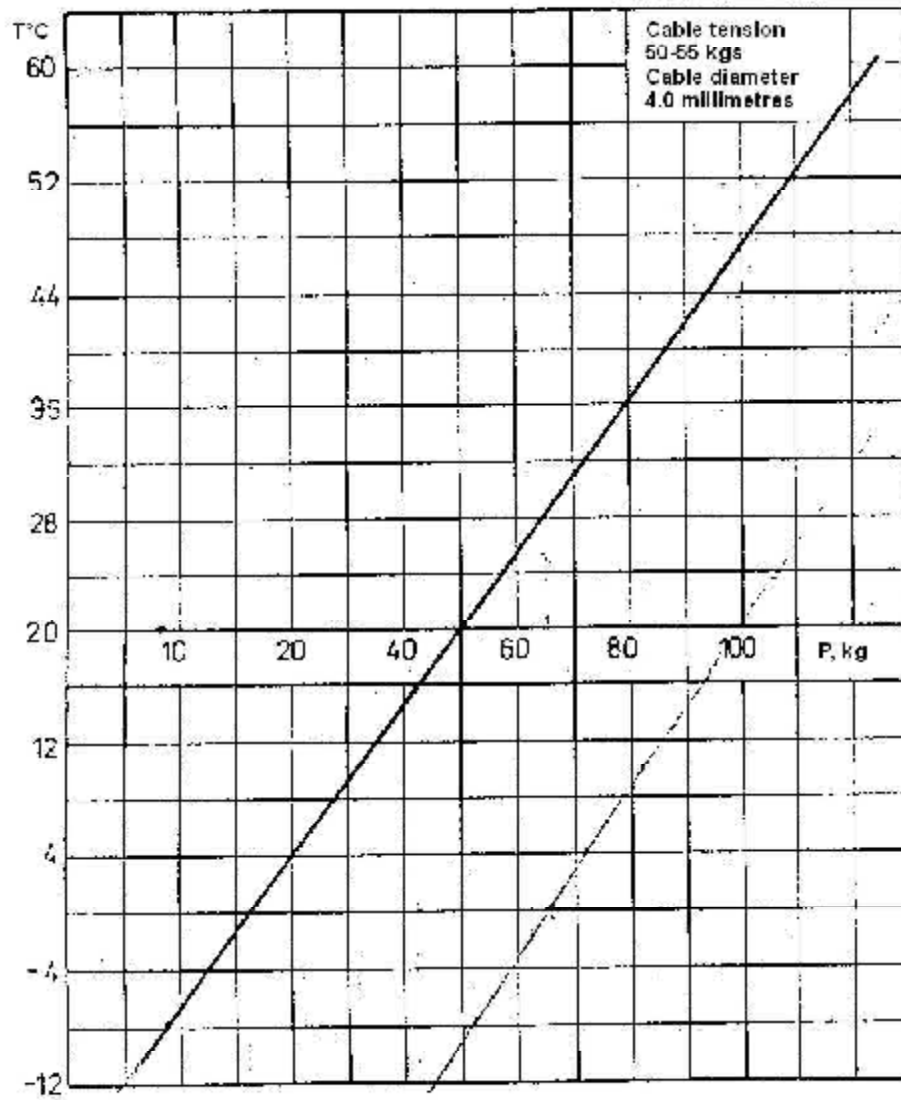


Fig. 4. Cable tension reliance on ambient temperature