

## AERO – CONTACT News September, 2003

1.) **A Confirmed deal!** We have the Ukrainian L-39 Engine Design Bureau

### “Ivchenko-Progress”

in Reno for the Air Races. We are very glad, especially since we have tried this for Oshkosh 2003 and had no luck. Now the representatives of Ivchenko –Progress will be available to discuss engine questions and to introduce the new engine modification AI-25TLSh of the L-39. Meet us at the L-39 Pit! We will try to organize a daily briefing/meeting in the late morning in our tent at the pit.

(We will not be able to meet you during the time of Jet Races...)

If necessary, additional information will be distributed by email to our listed customers.

2.) **We are back from a longer maintenance trip** across the US. The main tasks were to solve a number of engine start problems, the most of them were hot starts and we could fix the engines. One of the customers had a very rare cold start, the engine did not accelerate to more than 38 % and remained “cool”. The fuel controller of this engine did not respond to our adjustments. So we had a “look inside” of the fuel controller and got it fixed. Don’t try that! If you have problems, give us a call.

3.) **Bernd was in Duxford/UK for another L-39 crash investigation.** The airplane seemed to have a flame out in 1000 ft and the pilot was able to land the airplane outside of the airport in a field. The airplane was damaged, but nobody hurt. Our honest congratulations to the owner and Pilot! Once more to my other valuable customers, also to those who already joined our technical ground school courses: Read the Pilots Manual and have your emergency procedures ready!

As soon as all details of the accident are confirmed, we will provide some technical details which are important for all L-39 owners, Pilots and Mechanics. So stay tuned.

4.) **You have problems with your cockpit pressure?** It happened usually at 17-18.000 ft?

The most common reason is the rubber boots on the control rods.

Check them frequently (at least during your 50 hrs Inspection)! It is a good chance to do it at the same time when you are checking the nitrogen pressure of your hydraulic accumulators.



There are 3 rubber boots, check them all!



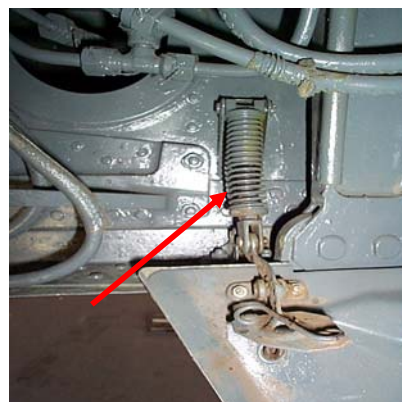
If they are looking like the left ones on both pictures – your cabin pressure would be = zero!  
The right sealing bellow is Okay!

### 5.) Environmental influence

If your airplane is parked outside, make sure you have the right covers on it.  
There are some extremes known ....sand / dust and water. Both are not good for the technical condition of your airplane!



Results of such a sand storm are here:



Landing gear spring door hinges, did you know that there is a piston inside???

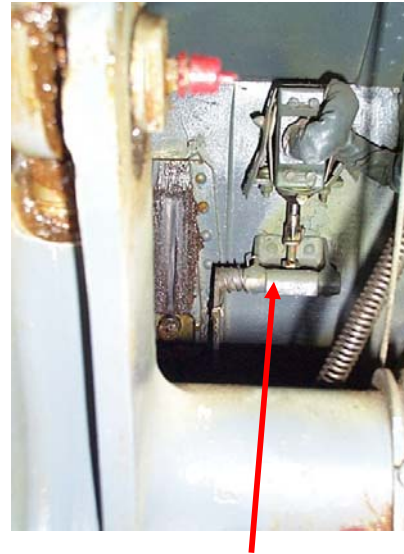
If the sand goes into the gear or gear door up locks then good luck!



Nose landing gear



Sand on the panel



A sticky E-23 linkage

## The other extreme



**It's not yet confirmed that the plane will be named "Niagara Falls"!**

**Also protect your tires, if the airplane is parked outside. Wheel covers are easy to produce and will protect your expensive tires against the sun beams and the aging process. Tire side wall cracks are dangerous!**

**Fly safely!  
Bernd**