

**1984 AERO VODOCHODY
L-39C ALBATROSS
C-FLKD**

S/N	- 432820
YEAR MFG.	- 1984
TTAF	- 1095.0 hrs
Total Time Engine	- 1715.0 hrs
SMOH	- 225.0 hrs

AVIONICS

Front Cockpit

(1) VHF-20A	- Collins Pro-Line (Com-1 w/ Dual Control Head)
(1) TDR-90	- Collins Transponder #2
(1) GNS-530	- Garmin Comm-2/ NAV/GPS (IFR Appch.)
(1) GTX-330	- Garmin Transponder #1 (Mode S)
(1) SDB-800	- Sigtronics (VOX) Intercom
(1) S-TEC	- System 30 Autopilot w/GPSS

Rear Cockpit

(1) GNS-430	- Garmin Comm-3/ NAV/GPS
(1) SDB-800	- Sigtronics (VOX) Intercom

- Cockpits are extensively Pride-restored, front and rear. (See below)
- Paint: This aircraft was painted in Jet-Glo in 2000.
- Aux fuel: 91 gallon PRIDE AUX FUEL system.

* Sale includes all of the Canadian approved documents, private operator's certificate, company operations manual, training manual, maintenance manual, etc.

* Sale also would include de-registration from the Canadian registry and registration and licensing with the FAA.

C-FLKD RESTORATION DETAILS

Creation of a nose baggage compartment; installation of a 40amp/hr. Gill 6381ES sealed battery; certification of all oxygen and pneumatic pressure vessels; replacement of all fuel cells(5) with factory-new originals; installation of Pride's exclusive self-contained air pump system (automatically charges pneumatic system); new Michelin or Goodyear MLG tires; modification of the L-39 oxygen system to be U.S. compatible; installation of an Aeroflash aircraft strobe system; creation of a rear fuselage tool storage compartment; ELT installation; lighted engine compartment (eases checking engine oil level); creation of an easily accessible accumulator monitor / servicing access door (another Pride exclusive); replacement of Russian accumulators with US accumulators; removal of all Soviet Bloc non-essential equipment, wiring, and plumbing (resulting in an approximate 220lb weight reduction); final ballasting, using the Aero factory weight and balance data; and, new custom inlet and exhaust covers.

All of the above was accomplished during an exhaustive 900 man-hour inspection by our talented and experienced IA/A&P staff. All retained aircraft systems were returned to the highest reliability standards.

COCKPIT RESTORATION

Both cockpits were fully disassembled, modified, inspected, cleaned, and prepared for restoration to "Pride Standards."

All engraved Soviet style lettering and symbology were removed from all cockpit panels and switch guards. Console panels were stripped, then repainted to factory-new condition with custom silk-screening in English. All switch guards are painted in original colors, relabeled in English, then clear-coated for durability. All engraved placards are replaced with "Pride" custom placards. These are all manufactured in the original colors, but labeled in English.

Airspeed and rate-of-climb instruments are overhauled and re-marked in knots (ASI) and feet-per-minute (VSI) after careful re-calibration and certification. The altimeters in both cockpits are replaced during the avionics installation process.

Custom audio and radio mounting plates are fabricated and installed for U.S. Collins remote mount radio control heads. All control heads are located in the original factory positions for ease of operation, even during formation flight.

Finally, the original cockpit and windscreen plexiglass are polished to near factory-new condition.

For more details, contact:

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