

# Pride Aircraft, Inc.

## Flight Levels

Volume 1, Issue 1

www.PrideAircraft.com

Fall 2009

815-969-7743

### New Services and Products for L-39 Owners/Operators

*Sculpted wingtips, hydraulic pump repair, worldwide maintenance service among new offerings.*

**By Nathan Jones**

General Manager

Pride Aircraft is already known as a world leader in warbird restoration, maintenance, support, and training. Now, we're pleased to introduce some new products and capabilities that make life even better for our customers.

#### Sculpted Wingtips

In response to customers' interest, we've developed aerodynamic, sculpted wingtips for the L-39. These replace the stock tip tanks, and result in a weight decrease of about 70 pounds, less drag, increased aileron response, increased climb rate, and increased speed for a given power setting. With proper piloting technique, we feel it's possible to actually negate the decreased available fuel on board with better fuel economy.

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### Pride Celebrates 20 Years!

*After two decades, we're the Gold Standard for L-39s*

It's hard to believe, but it was twenty years ago that Pride Aircraft's first award-winning aircraft rolled out of the workshop. It was a North American T-28 Trojan, and it went on to win Grand Champion awards at Oshkosh and Sun 'n' Fun. Since then, we've been providing high-quality warbird restorations of all kinds, along with maintenance, aircraft sales, parts sales, avionics installations, and warbird flight instruction. Our L-39 aircraft are now considered the Gold Standard.

#### New Aircraft

This year, we've been branching out a bit, to say the least. Early in the year, rumors started flying that Pride Aircraft was harboring some truly unique warbirds, and in May 2009, we announced that we had taken delivery of two Sukhoi SU-27 Flankers and were restoring them to flying condition. The Flanker is by far the fastest, most powerful, privately-owned aircraft in the world. (See the article on Page 3 for the whole story.)



While we're talking about exotic aircraft, many people don't realize is that Pride Aircraft is not just the world's leader in L-39s. We've also restored and maintained dozens of aircraft types, including MiG-17s, AH-1 Cobra helicopters, OV-1 Mohawks, T-28 Trojans, T-6 Texans, P-51 Mustangs, and many others.

We look forward to another 20 years of service to you. Contact us for your next warbird restoration. ❖

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The new tips include the latest technology HID landing lights, and super-bright LED nav/strobe lights that use a tenth of the power of the stock incandescent bulbs -- and last for years with *no* maintenance.

Our Sculpted Wingtips will also change the visual "look" of your L-39 by streamlining the wings and making your plane look faster and racier:



Call us for more information, and to schedule the installation of your Sculpted Wingtips!

### **Hydraulic Pump Overhaul**

Until now, overhauling L-39 hydraulic pumps required sending them overseas, adding time and cost to the equation. Not any more.



Pride Aircraft is now the only shop that can overhaul these pumps in-house, right here in the USA.

### **Worldwide Service**

Our maintenance professionals are available to respond to your needs worldwide. We've been to the ends of the earth and back to perform all sorts of maintenance tasks, from aircraft assembly and disassembly, condition inspections, pre-purchase inspections, and more.

We will soon have a mobile maintenance unit stocked with spares, tools, and shop supplies that can be towed anywhere in North America:



If you need L-39 expertise anywhere, call us. We'll be there.

### **Foreign Warbird Sales: Crossing the T's and Dotting the I's**

We also have extensive experience with import/export procedures and regulations, crating and shipping, licensing, and all the other tasks that have to be accomplished correctly when dealing with foreign warbird sales. We guide our customers through the process as painlessly as possible. ❖

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## **Professional L-39 Training Starts Here**

The L-39 is a sophisticated, high performance jet aircraft. While it's considered docile and well-mannered, it has handling characteristics that make it different from any reciprocating General Aviation aircraft, and even some other jets.

Too often we hear about people receiving their L-39 training (all of it!) in one weekend. In our opinion, no one can get *quality* training with such an arrangement.

Our flight instructors are former military fighter pilots and instructor pilots. They utilize many of the same time-tested techniques and syllabus elements that have trained thousands of military pilots. But they also know how to teach the material in a friendly, laid-back style that will make you a

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## WHAT'S UP WITH WARBIRD PRICES?

Been looking though *Trade-A-Plane* or surfing the internet lately? Then you've certainly noticed that warbird prices have leveled off or, in certain cases, dramatically lowered. Blame the economy. Blame politicians. Blame the banks. Whatever. But for goodness sake, don't miss this unprecedented opportunity to get the airplane of your dreams.

We have a wide selection of top-quality L-39s for sale right now, at prices we've never seen -- and probably won't see again. Everything is cyclical, and this window of opportunity is going to close. Make your move now, and one day you'll laugh at how *little you paid* for the world's best jet warbird, a Pride L-39. ❖

## UPCOMING WARBIRD EVENTS

### NATIONAL CHAMPIONSHIP AIR RACES

RENO, NEVADA

SEPTEMBER 16-20, 2009

Join us at the world's fastest motor sport! We'll be in the pits of Phil Fogg's L-39, Race #8.

### ST. GEORGE JET BLAST FLY-IN , CLASSIC JET AIRCRAFT ASSOCIATION

ST. GEORGE, UTAH

OCTOBER 16-18, 2009

See [www.ClassicJets.org](http://www.ClassicJets.org) for more information.

### NATIONAL WARBIRD OPERATOR CONFERENCE

SAN DIEGO, CALIFORNIA

FEBRUARY 18-21, 2010

See [www.WarbirdConference.com](http://www.WarbirdConference.com) for more information.

### SUN 'N' FUN

LAKELAND, FLORIDA

APRIL 13-18, 2010

See [www.Sun-N-Fun.org](http://www.Sun-N-Fun.org) for more information.

**Value.**  
**Comfort.**  
**Convenience.**  
**Performance.**

Check out our complete line of custom L-39 modifications at [www.PrideAircraft.com](http://www.PrideAircraft.com)

## L-39 Training, continued from Page 2

*confident, knowledgeable L-39 pilot.* After all that's the whole goal – not just to get a piece of paper.

### Ground School

Steve Kirik is Pride's Chief Flight Instructor and Examiner. He developed the Pride Ground School and has been teaching it for over nine years. The class has become the industry standard for professional L-39 ground training. The class is 3 days long, and is a prerequisite for our L-39 Flight Training. When you finish our ground school, you'll be tired and your brain will be full, but you'll also have the confident assurance of someone who knows more about the L-39 than most other owners and operators.



### Flight Training

Steve, along with Flight Instructor Buck Wyndham, also provides L-39 flight training, either in your airplane or ours. The syllabus is tailored to your experience level, yet it's demanding enough that you will feel completely confident in your own abilities when you leave us. Prerequisites include a Private Pilot rating, Instrument rating, 1000 hours total pilot-in-command time, and a 3<sup>rd</sup> Class FAA Medical.

As part of your training, you'll not only learn the basics of takeoffs and landings, but you'll get extensive experience in the critical low-speed regime, explore the L-39s handling characteristics in detail, and practice a lot of engine-out patterns and landings. This type of training means you get very familiar and *very comfortable* with the airplane.

It's our professional goal to produce the safest, most confident L-39s pilots in the world. If your goal is to be one of them, don't mess around with any other training course you might see advertised. Fly with the best.

We can also do your BFRs, insurance re-currency flights, upset training, and more! See our website at [www.PrideAircraft.com](http://www.PrideAircraft.com) for more information and scheduling information. ❖

## Did You Know?

...there are over 400 L-39s registered in the USA alone, making it the most popular and numerous warbird ever.

...the Douglas A-4 Skyhawk aircraft was actually designed to be able to make an emergency landing on its two drop tanks.

...the North American F-107 Ultra Sabre was the only American jet fighter to have its engine intake on the top of the fuselage -- which led to pilots calling it the *Man Eater*. (Think about having to eject from *that*.)

...Pride Aircraft has the capability to make your ejection seats "hot." Plus, we can service them, inspect them, and train you to properly use them. Call us today!

...The Lockheed-Martin F-22 Raptor, in its combat configuration, has approximately the same radar cross-section as a bumblebee.

...Pride Aircraft has produced over 45 L-39s, and offers nearly two dozen proprietary mods that you can make to your L-39.

...The US Navy's *Blue Angels* team, while they pull the same Gs as other military jet teams, chooses *not* to wear G-suits, purely for the "cool factor."

## The Sukhoi SU-27 Flanker: The Super-Fighter You Can Own.

Pride Aircraft shocked the warbird community in May 2009 with the announcement that we'd received two Sukhoi SU-27 Flankers and were making them available for sale to private owners.



These huge, fourth-generation air-superiority fighters are front-line aircraft in many countries around the world. Both aircraft are two-seat 'UB' models, with full dual controls in each cockpit.

With a top speed of Mach 1.8 and an initial climb rate of over 50,000 feet per minute, the SU-27 Flanker has got to be the most extraordinary aircraft you can own and fly, period.

Both aircraft have newly-overhauled, zero-timed airframes and engines, with all critical work being performed by the factory – the original overhaul facility in Ukraine. Upon their arrival in the USA, Pride Aircraft worked its avionics magic on the cockpits, installing modern Western avionics and re-labeling all the controls and switches. They are now ready to fly.

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*The SU-27 Flanker has got to be the most extraordinary aircraft you can own. Period.*

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At over 71 feet long, and standing over 20 feet tall at the top of the tail, the SU-27 is an imposing sight when you walk up to it. The twin Saturn / Lyul'ka AL-31F turbojet engines are nestled deep within huge squared-off channels under the aircraft, and the afterburner nozzles are over 5 feet across. You can walk under nearly the entire length of the airplane without touching any part of it with the top of your head.

With its engines producing over 55,000 pounds of thrust, the SU-27 can lift a payload of over 17,000 pounds to an operating ceiling of over 57,000 feet, with a range of over 1,600 miles.

No doubt about it. This is a serious "E-ticket ride."

## Are They Legal To Fly in the US? What About Maintenance?

All good questions (and we're asked them often.)

We're in process of licensing these aircraft in the US, so yes, they will be legal to fly, just like any high-performance jet warbird – with all the usual FAA restrictions and guidelines, of course.

Pride Aircraft is uniquely positioned to provide any and all maintenance these aircraft require. We have access to parts, and our technicians are factory-trained.

Call us for more information at 815-969-7743, or visit our Flanker information page at:

[www.PrideAircraft.com/specialproject.htm](http://www.PrideAircraft.com/specialproject.htm) ❖