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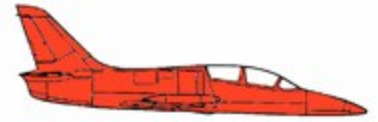
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To Subscribe to the Flight Levels newsletter, please contact Pride Aircraft's General Manager, Nathan Jones, at the number above.

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FLIGHT LEVELS



News and information from Pride Aircraft, Inc.

Mastery of a man's own mind is the first step toward his mastery of the skies. — General Claire Chenault.

Volume 1, Issue 2

Spring 2010

Time to Scrape the Rust Off

Most airplane owners and pilots who inhabit the Midwest part of the United States are familiar with the concept of "coming out of winter hibernation."

How many hours have you flown since last November? Enough to feel totally comfortable on your first launch of the spring season?

If you're like most people, you accumulated a thin coat of rust during the winter months. It's common. We all get it.

Refresher training is one way to get an efficient head-start on the new flying season. It's fun, low-threat, and will make you a safer pilot this summer.

Simply grab your favorite instructor pilot (IP), throw them in the back seat, and go up for an hour of steep turns, slow flight, stalls, aerobatics, traffic patterns & landings, go-arounds, and a Simulated Flame-out (SFO) pattern or two. Your rust will magically vanish, and your confidence will be restored.



Blue skies are here again at last. You and your airplane both need a little renewal after sitting around all winter.

And after you land, talk through a couple of emergency scenarios, using your checklist as a guide. The benefits will be huge, I assure you.

Refreshing and renewing your piloting skills is one thing, Now let's talk about making sure your airplane is ready to go after its long winter's hibernation. >>

Continued on Page 3...

Warbird Pride **By Buck Wyndham, Instructor Pilot**

By now, almost every aviation enthusiast in the world is aware of the huge Sukhoi Su-27 Flankers gracing the Pride ramp here in Rockford, IL. Everybody's seen the videos on YouTube, showing one of them leaping off the runway in 1,100 feet, and roaring out of sight into a clear blue sky

in 30 seconds. Seeing the planes parked on our ramp day after day, they almost begin to seem like normal airplanes.

As a student of both military and warbird aviation, however, I am acutely aware of how special these airplanes are in the warbird community, and what kind

of effort it took to make it happen. With N131SU and N132SU, Pride Aircraft has accomplished what no one else ever has — bringing a pair of beautiful, Mach 2, eye-watering, 4th Generation super-fighters to the civil register. I don't know about you, but it makes me proud to be an American. •

Are You Squawking on the Ground Yet?



Over the past year, we have fielded many questions regarding the procedure of turning the transponder 'ON' while taxiing. Here's the official word:

Eventually, all controlled airports will have the new ASDE-X Ground Surveillance Radar system, and you'll have to get in the habit of squawking at

all times when taxiing.

For now, though, here are the only airports where you're actually REQUIRED to squawk on the ground right now:

ATL, BDL, CLT, DTW, FLL, HOU, IAD, JFK, LAX, MCO, MKE, ORD, PHX, PVD, SDF, SEA, STL.

As you can see, the current airports are all large

"airliner-type" airports for now. However, operating with your transponder "on" at ANY airport does NOT interfere with the current generation of airport terminal radar. So you might as well get in the habit of turning it on everywhere. See the latest Airman's Info. Manual (AIM) for more information. •

"Canopy seals are out of sight, out of mind. Until they begin to fail, that is."

Canopy Seals

How are your canopy seals holding up? They're an important safety item, but most people don't think too much about them. They're often "out of sight, out of mind."

Until they begin to fail, that is.

Then they can cause problems such as leaks, pressure fluctuations, cabin depressurizations,

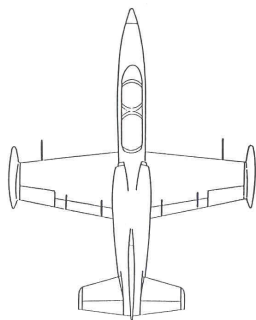
crew hypoxia, canopy loss, or maybe even worse.

We have just received an order of U.S. manufactured canopy seals. The seals are the exact fit, and have the same form and function of the originals.

Manufactured in 2009, these seals will last 15-20 years (or longer) if

properly maintained. We have been flying with a set on our company aircraft for the last eight months and they work perfectly.

Please call us for more details and introductory pricing at: 815-969-7743 •



Quiz Time: The "Missing Man" formation is usually flown over a funeral or memorial event in honor of a fallen soldier. It is customary for the wingman to pull up and away, or simply be missing. What does it mean when it's not the wingman, but the formation leader that pulls up and away or is missing? *[Answer on Page 3]*

1000-Hour Engine for Sale:

AI-25TL, 1991 production, s/n 7082522100. This engine is on its first run, with only 468.6 hours since NEW. It was de-preserved and run in our "test cell" L-39 in December. Cool starts, normal (minimal) vibration and very good power. The engine and Fuel Control Unit (FCU) were then re-preserved, and it has been in heated storage since. Call John or Nathan at 815-969-7743.



Spring (Continued from Page 1)

>> Airplanes don't like to sit for long periods. Surface corrosion, sticky moving components, and gummed-up fluid lines are just some of the common issues that can befall an airplane over a period of four months or so.

Before you fire up and head out, do a very thorough preflight inspection. Do it with your mechanic, if possible. Make sure you

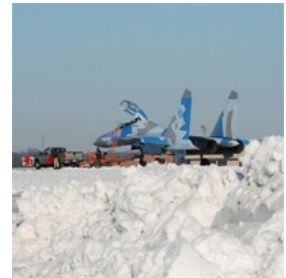
check tire pressures, gear strut extensions, oil and hydraulic levels, and lubrication of controls.

Has your battery been maintained well over the winter? (You *did* pull it from the airplane and/or keep it on an automatic smart-charger, didn't you?) Don't even think about trying to start your airplane if the battery voltage is 10% low. On a jet,

you're just asking for a hot start or no-start.

One last thing. (And don't laugh, because I speak from experience). Check for spiders who've made their winter home in your cockpit. Finding one walking across your leg while you're flying at 20,000 feet is guaranteed to get your attention.

Fly safe, and have a great spring! •



*Sukhoi in the Snow,
January 2010*

Details, Details

Anyone who's visited Pride Aircraft's main hangar in the past several months has seen an amazing sight. We've been detailing an L-39 engine bay (and engine) in a way that few people have ever seen.

In this particular airplane, every component in the engine bay was removed, inspected, overhauled

where necessary, cleaned, detailed, and re-installed with new hardware. The inside of the engine bay itself was stripped, primed and painted using bright white paint for better visibility.

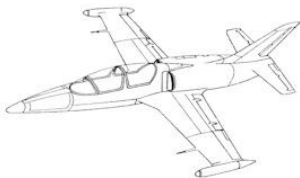
After its overhaul, the engine itself was detailed, with some components getting new paint, and

others being brightly polished. New wiring harnesses cap off the work. The end result looks like it belongs in a museum.

Our crews paid great attention to craftsmanship in this restoration, and the results can be seen in a new video on our website: www.prideaircraft.com/restoration.htm •

"We've been detailing an engine bay in a way that few people have ever seen."

Bogus Parts Warning: It has come to our attention that several L-39 operators in the USA have purchased what they thought were factory-new components on eBay, only to find that the parts were bogus and/or un-airworthy. Please don't make this mistake in an effort to save a buck. You'll end up costing yourself far more in the end.

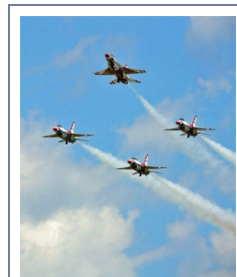


Pride Aircraft, Inc.
Award-winning Warbird restoration,
maintenance, service, sales and
training. We are the Gold Standard.

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Quiz Answer:

When the formation leader pulls up and away or is missing, it salutes a fallen military leader.