Airframe Logbook №1 (Serial # No 132015)

L-39

Airplane logbook

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Type | Date of opening of container | Installation date | Time/ date of use  | Signature | **Quantity** | Type | Date of opening of container | Installation date | Time/ date of use | Signature |
| PR-7T | 06.18.1981 | 06.29.1981 | 06.18.1983 |  | 4 | V9960 | 06.24.1982 | 06.28.1982 | 06.24.1983 |  |
| PK-ZM1 | 06.12.1981 | 06.29.1981 | 06.12.1983 |  | 2 | 120-4-2785 | 06.28.1982 | 06.28.1982 | 06.28.1983 |  |
| PP-3 | 06.01.1981 | 06.22.1981 | 12.01.1981 |  | 2 | PP-3 |  | 11.13.1982 | 05.13.1983 |  |
| ZH-1 | 06.02.1981 | 06.26.1981 | 06.02.1982 |  | 2 | PP-3 | 04.15.1983 | 05.14.1983 | 11.14.1983 |  |
| URM-1 | 06.23.1981 | 06.23.1981 | 06.23.1985 |  | 4 | V9960 | 06.22.1983 | 06.22.1983 | 06.22.1984 |  |
| V9960 | 06.23.1981 | 06.23.1981 | 06.23.1982 |  | 2 | PK-7T | 08.03.1983 | 08.04.1983 | 08.04.1985 |  |
| 120-4 2785 | 06.23.1981 | 06.23.1981 | 06.23.1982 |  |  |  |  |  |  |  |
| PP-3 | 11.13.1981 | 11.23.1981 | 05.13.1982 |  |  |  |  |  |  |  |
| PP-3 | 1980 | 05.13.1982 | 11.13.1982 |  |  |  |  |  |  |  |
| TAT-8 | 02.16.1978 | 06.08.1982 | 02.16.1984 |  |  |  |  |  |  |  |

**AIRPLANE LOGBOOK**

Plane type: L39-ZA, manufacture mark: 132015, with the engine AI-25 TL 905252210010

The technological lifespan of the airplane entails 3000 flight hours in the timespan of 15 years under the condition of conduction of the heavy/capital repair after every 1000 flight hours. The warranty period/ protection date of the airplane was determined as 1000 hours within the time frame of 2 years since the date: 09.10.1981.

NV1-4683/68

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 **NOTICE [CZECH]**

1. A fire-extinguisher bottle, filled with “mixture 7”, with explosive caps, harnessed with fire extinguisher activation squibs, has been installed on aircraft. The aircraft wiring was attached to the explosive caps of the fire-extinguisher bottles, and the switch relief cap (fire-extinguisher) was sealed.
2. Before opening the cabin, the ejection locking mechanism must be removed.
3. The unoccupied rear cabin must be hermetically sealed (with the turn of the setscrew) before the flight.
4. Do not forget to remove the safety pin marked with a red flag in the rear cabin.

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 **GUIDANCE TO RECORD-KEEPING OF THE AIRPLANE LOGBOOK [CZECH]**

1. The airplane logbook is kept in a single copy from the moment of discharge of a plane from the assembly department within a factory. During the whole time of operation of aircraft, the logbook remains an instrument and an integral part of aircraft and is indispensably passed on together with the airplane in case of its transfer to another unit for storage or to a factory and to repair shops for an overhaul.
2. The logbook is kept by the technician (mechanic) of the airplane; in case of storage of the plane in a depot (base)- by a bailee, who is responsible for its safekeeping.
3. All entries in the logbook must be recorded with ink; text erasements and modifications are forbidden. All changes must be discussed.
4. In case of the logbook being completely filled out, its extension is created. The word “continuation” should be written on the title page on line 3, and the title page of the used logbook should contain the text “An extension to the logbook was created (date)”.

The specified records in the logbook extension and the original logbook get attach sealed by the stamp of the unit and the signatures if the commander and the senior engineer of the unit.

The logbook extension remains a mandatory attachment to the used logbook, and without the latter it is not an official. document, which is valid in law.

In case of creation of the logbook extension, the number of flight hours, landings and aerobatics, takeoffs and gear retractions, flaps and bomb doors is transferred to the new logbook in a summative manner for the total operation time of aircraft.

1. Upon arrival of aircraft for exploitation, the senior unit manager records a list of scheduled maintenance works in section IX of the logbook on the basis of standing instructions and regulations about the exploitation and maintenance services of aircraft.

5. Blank spaces for possible additions to sections of the list must be left when recording summaries of scheduled tasks after every section (10, 25, 50-hour works and other service operations).

Starting from the beginning of exploitation, the first and later nonrecurring maintenance works must be recorded in section X upon their completion by a plane mechanic.

Section X of the logbook should comprise records on minor repairs and all the works apart from the repeating scheduled ones.

Only maintenance organs should enter records on the already conducted, current, intermediate and restoring overhauls in section XI.

1. The stated descriptions, evidence and technical certificates of equipment and component units, which have been assembled on the airplane, should be enclosed with the logbook.
2. The logbook should be enumerated, strung together, sealed up and should contain the appropriate signatures.

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1. **RECORDS ON RECEIPT OF AN AIRPLANE**

The plane was received on 09.10.1981.

**Records of delivery trials**: navigation of the airplane and control of the engine operate properly.

At 105.5 rev/min, the engine operates properly on the ground. During the flight at the altitude of 8700m, at a horizontal level at 105.5 rev/min, the temperature of the incoming fuel is 52 °C, the oil pressure is 3.5 kg/cm2, the fuel pressure outside the motor pump is 15 kg/ cm2, the gas turbine exhaust temperature is 625°C.

**The test pilot’s report:** the engine operates properly; the plane has been properly regulated and can be controlled.

The chassis and the equipment operate properly.

The airplane is fit for exploitation.

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1. List of noninterchangeable accessories/ parts, which require specific technical selection. Features of regulation. Application of alternate materials and other personal makers of airplanes

|  |  |  |  |
| --- | --- | --- | --- |
| Name | Base | Features of exploitation of the plane, which are interconnected with the modification | Notes |
| Zero altitude of the airplane corresponds to the altitude of 2±1m on the UV-5M indicator. The bead section of the KL-39 system has been checked and prepared for control of aircraft before flight with the help of the land portion of the system of automated control, KL-39.  |
| The emergency landing gear extension with chassis and flaps has been checked. 06.25.1981 | The emergency release of tail lights and cartridge actuated devices has been checked. 06.22.1981 |

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