

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER



Aviation Classics, Ltd. 775-972-5540
 Reno-Stead Airport
 4825 Texas Avenue
 Reno NV 89506

Date: 11/23/2015; Aircraft: N39AY; Type: L-39C; S/N: 332703; Total Time: 2062.0
 SAPHIR - checked end play, OK. Serviced oil and fuel filters. Found some metal in saphir
 oil filter. Checked compressor blades for condition. OK. I certify that this saphir has been
 inspected in accordance with the scope and detail of the FSDO-approved Aero Albatross
 Maintenance Inspection Program dated July 11, 2002, and found to be in a condition for
 safe operation. Type of inspection: 12 Month Condition Inspection. Pertinent details of work
 accomplished on file at Aviation Classics, Ltd., Reno, under Shop Order No. 19558.

Signed: _____ A & P # _____

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.

Aviation Classics, Ltd.

Stead Field
4825 Texas Avenue
Reno, Nevada 89506
PH: (775) 972-5540 FAX: (775) 972-7315

Shop Order: 19322

Opened: 6/02/2015
Closed: 7/15/2015

Sold To: Michael E Mangold

Ship To: Michael E Mangold

Aircraft Number: N39AY Type: L-39C S/N: 332703

Eng#	Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time
1	Ivchenko AI-25TL	7082521100033	668.0				

Discrepancy: 100

Problem:

Install ICS.

Action Taken:

Installed a PS Engineering PMA 4000 Audio Selector panel p/n:11942, s/n:D02948

*****Make sure to bill inbound freight from PS Engineering.*****

Charges This Item:

Part Number	Description	Credit
11942	PM4000 Audio Panel,4 Place S/N: D02948	
225396-1	BNC,Female Dual Crimp	
31-320-RFX	BNC,Male,RG-58/141/400 conn	
PHI 504K	Jack,Stereo, Mini	
RG-400	Coax,Tefzel	
SWC-S1028	Washer,Insulated	
SWC-S1029	Washer,Insulated Shoulder	

Discrepancy: 102

Problem:

Inst panel mods

Action Taken:

Modified GNS 430 rack to allow unit to be removed and installed easier. Replaced customer supplied warning light assembly in upper RH forward cockpit. Removed existing panel and manufactured a .040 panel for the intercom and comm radio.

Charges This Item:

Discrepancy: 103

Problem:

Move ICS jacks, install military jacks

Action Taken:

Moved ICS jacks and installed military jacks

Charges This Item:

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Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
3060	Knob					
409446	Screw,Machine, SS #10-24X3					
409477	Screw,Machine,SS#10-24X3					
PC845	Potentiometer,Audio 24mm 10K					

Discrepancy: 104

Problem:

Install battery disconnect switch.

Action Taken:

Planned for location of battery disconnect switch. Measured, cut wire and terminated new lugs to disconnect switch. Fabricated and installed bracket for disconnect switch. Installed a Pico Battery Isolator Switch p/n:5575 into bracket and bracket to airframe mounting location. Re-installed main ship batteries. Labeled battery disconnect switch.

Charges This Item:

Part Number	Description
321600	Ring Terminal
322870	Ring Terminal
MS25171-3S	Boot,Terminal Cover
MS25171-3S	Boot,Terminal Cover
PCO-5575PT	Isolator,Master Battery

Discrepancy: 105

Problem:

Replace encoder.

Action Taken:

Removed RH panel to gain access to encoder, encoder footprint is too large for intercom jacks to be relocated into panel as per customer request. Removed existing Sandia Aerospace encoder p/n:305154-00, s/n:876 and installed new Trans-Cal Industries SSD 120-30NE encoder, s/n:N19147 into existing location with new mounting pattern. Moved RS 232 altitude wire from Sandia Aerospace encoder harness to T2000 transponder harness.

Charges This Item:

Discrepancy: 106

Problem:

Repair ground strap in nose compartment.

Action Taken:

Replaced broken ground terminal lug at aft end of nose compartment door.

Charges This Item:

Discrepancy: 107

Problem:

Install rear cockpit volume control

Action Taken:

Removed panels to gain access to intercom connectors. Added wires for volume pot adjustment for co-pilot phone. Routed wires from intercom to rear seat intercom jacks, installed potentiometer pn: PC845 and knob pn: 3060, labeled ICOM VOL. Re-installed intercom panel in forward cockpit and side panels in rear cockpit. Operational checked unit, ops checked good.

Charges This Item:

Discrepancy: 300

Problem:

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Shop Order: 19493

Opened: 9/22/2015
 Closed: 10/09/2015

Sold To: Michael E Mangold

Ship To: Michael E Mangold

General Comments:

MIKE, I already knocked 8 hours out of the smoke system. If we need to modify, redesign or whatever, we will just work with you on it. ALBY

Aircraft Number:	N39AY	Type:	L-39C	S/N:	332703		
Total Time:	2,043.8	Hobbs Time:	95.9	Tach Time:	LG Cycles:		
Eng#	Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time
1	Ivchenko AI-25TL	7082521100033	668.0				

Discrepancy: 300

Problem:

Repair wing damage. Complete log entry.

Action Taken:

Removed damaged portion of left leading edge. Installed doublers around removed section of leading edge and installed a patch plate I/A/W AC 43.13, Chapter 4. Prepped and painted repaired area to match. Completed log entry.

Charges This Item:

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
DCCPT	Paint, Custom Mix					
SS-DT870GL	Reducer					

Discrepancy: 301

Problem:

Install smoke system

Action Taken:

Removed seats. Removed tail section and aft section of tail pipe. Installed smoke oil fittings and shrouds in forward section of tail pipe. Installed solenoid valve p/n: SS-15J-24VDC and selector valve p/n: 500388 in right wheel well. Connected smoke fittings to valves using stainless steel tubing p/n: SUM-220237. Selector valve Tee's into tip tank feed line. Removed panels to gain access to wiring harness from control stick in forward cockpit. Found wires that controlled old rocket/bomb switch in cannon plug (V34) pins (10,6,7) Removed existing wiring from cannon plug and installed 18ga wire to smoke master switch in right circuit breaker panel forward of emergency hydraulic levers. Routed 18 ga wire from solenoid in right wheel well through engine compartment to bulkhead feedthrough in lefthand access panel behind rear cockpit step. Finished connection of wiring in forward cockpit. Re-installed side panels in forward and rear cockpit, re-connected cannon plugs removed in forward cockpit. Operational checked solenoid, ops checked good. Labeled switch in forward cockpit for smoke. Cleaned cockpits and checked for FOD, helped re-install seats in forward and rear cockpit. Reinstalled aft section of tail pipe and tail section. CAUTION: Smoke system is configured to run off of bleed air system. Right wheel well selects either smoke or fuel: smoke position feeds the tip tanks directly to the smoke system nozzles in the tailpipe. Fuel position feeds the tip tanks into the main fuel tank (stock system)

Charges This Item:

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
0102-12-8	Fitting					
12FTXS	Fitting					
30182-6-6B	Fitting					
33982-6-6	Fitting					
500388	Valve, Apollo 3 Way Diverter					
	Freight					

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Shop Order: 19558

Opened: 10/30/2015
 Closed: 11/23/2015

Sold To: Michael E Mangold

Ship To: Michael E Mangold

Aircraft Number: N39AY **Type:** L-39C **S/N:** 332703

Total Time: 2,062.0		Hobbs Time: 114.1		Tach Time:		LG Cycles:	
Eng#	Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time
1	Ivchenko AI-25TL	7082521100033	686.2				

Discrepancy: 100

Problem:

Rear cockpit volume control

Action Taken:

Removed volume control and checked and fixed wires behind controller. Warranty to Customer.

Note:

This Discrepancy is covered under warranty.

Charges This Item:

Part Number	Description	C
SUM-220192C	Valve, Check -6	

Discrepancy: 300

Problem:

Redo smoke system

Action Taken:

Remove tip tank/bleed air smoke system and remove previously installed smoke oil plumbing in right wheel well fuel system. Installed pump and tank assembly modification, with latching relay to assure smoke on/off on command. Mfg. plate for solenoid and pump. Remove panels for access. Clean used smoke oil tank for installation. Go to summit for hose and fittings. Removed fuel valve and restored tip tank routing. Removed panels to gain access to smoke circuit wiring. Install latching 28v relay assembly under avionics circuit breaker panel, using existing trigger wiring in series. Routed and mfg. hose to valve and solenoid plate. Finish install of latching relay assembly, ops check normal, re-install panels in forward cockpit. Mfg brackets and mounted tank. Mfg. hose from tank to pump. Assisted with the rerouting and securing of the smoke system supply hose. Rechecked work and assisted with test run of system. Finished hose installation. Tested system during run up. OPS check good.

Charges This Item:

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
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MS21919WDG8	Clamp, Loop, Adel	5.00	Each	2.480	\$	12.40
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Discrepancy: 301

Problem:

Condition Inspection.

Action Taken:

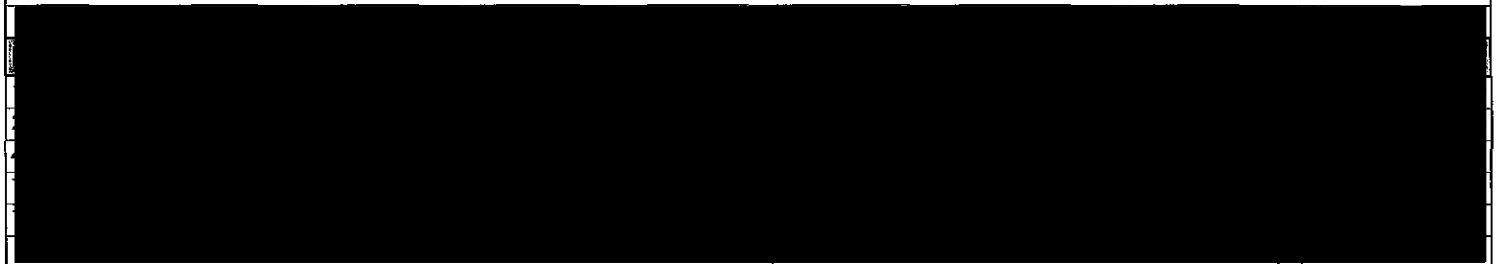
AIRFRAME: Inspected aircraft for any visual damage or leaks before inspection. Removed necessary access panels and plates for performance of 12 Month Condition Inspection. Seat parachutes recently repacked. No action taken. Charged aircraft batteries.. Placed aircraft on jacks. Inspected FWD & AFT cockpits & canopies. Inspected all the exterior lights, nose area inside and outside. Inspected N2 & O2 bottles. Drained Hydraulic reservoir. Removed and cleaned hydraulic filters (2main and primary), replaced with new seals. Reserviced hydraulic sytem with 11 Qts Royco 756. Hooked up Hydraulic mule to aircraft to lower flaps and open LND gear doors, lower RAT (removed) and open speed brakes for inspection. Inspected R/H & L/H wings & flight controls. Inspected inside AFT section around engine and tailpipe, and AFT section flight controls, lubed elevators, rudder, trim tabs. Inspected landing gear. Lubed all landing gear & doors, flaps, ailerons and trim tabs. Lubed airframe and gear IAW inspection program.

Installed new 260XB wheel o-rings. Reinstalled wheels on aircraft, & safetied, set main fire pressure to 105PSI. Removed nose wheel, cleaned & inspected bearings, axle, all hardware, repacked bearings, reinstalled nosetire and wheel and safetied. Set nosetire pressure at 70PSI.

O2 bleed down check good holding 80atm over night, fill O2 system up to 1115 atm. Pressure checked N2 system. Completed hydraulic checks using hydraulic mule. Disconnected hydraulic mule. Lowered aircraft from jacks.

ENGINE - Inspected engine chip detector. No chips or foreign objects noted. Cleaned, installed and safetied engine chip detector. Inspected and measured Generator brushes. Inspected intake and 1st / 2nd stage compressor blades. No defects noted. Inspected 1st & 2nd stage turbine blades and wheel assemblies for damage. Inspected fire loops for security & function test and fire control box for condition & security. Inspected tail pipe for proper installation, general condition, & security of attachment. Tail pipe show no evidence of fuel, oil & hydraulic leaks. Serviced Turbo cooler with Mobil jet II oil to proper limits. Safetied plug. Serviced air starter with synthetic oil to proper specifications. Safetied plug. Performed engine ground run-up. Operational checked normal. No leaks noted. Checked operation of flaps, speed brakes, emergency generator (RAT), and brakes. Operational checked normal. No leaks noted.

SAPHIR - checked end play, OK. Serviced oil and fuel filters. Found some metal in saphir oil filter. Checked compressor blades for condition. OK.



Discrepancy: 302

Problem:

Change tires (customer supplied 3 tires and oring kits)

Action Taken:

Deflated and removed left wheel assembly. Seperated wheel halves, cleaned and inspected and bearings. Greased bearings using Mobile SHC100 grease. Inspected brakes, no problems noted. Reassembled wheel installing customer supplied new Michelin Air 24x7.25-12 Tire sn.4248S00432 and new o-ring. Installed new valve stem in wheel assembly and serviced to 95 psi nitrogen.

Deflated and removed right wheel assembly. Seperated wheel halves, cleaned and inspected and bearings. Greased bearings using Mobile SHC100 grease. Inspected brakes, no problems noted. Reassembled wheel installing customer supplied new Michelin Air 24x7.25-12 Tire sn. 4143S00310 and new o-ring. Installed new valve stem in wheel assembly and serviced to 95 psi nitrogen.

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Deflated and removed nose wheel assembly. Separated wheel halves, cleaned and inspected and bearings. Greased bearings using Mobile SHC100 grease. Inspected brakes, no problems noted. Reassembled wheel installing customer supplied new Mitas 430x150 Model 7 Tire sn.41406038 and new o-ring. Installed new valve stem in wheel assembly and serviced to 44 psi nitrogen.

Charges This Item:

Discrepancy: 303

Problem:

Inspect a/c system

Action Taken:

Inspected air conditioning system. Measured all sensors. Found 200 ohm sensor bad aft of air cycle machine/reheat valve. Replaced sensor and inspected air supply valve and motor assembly. OPS checks good.

Charges This Item:

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
LUN5628-01-8	Sensor,200 OHM,ECS L-39					
	Freight					

Discrepancy: 304

Problem:

R&R Fire bottle

Action Taken:

Removed fire bottle and routed to ABC fire for hydro and recharge. Picked up fire bottle from ABC fire and returned it to the shop. Charged bottle with Nitrogen IAW L-39 fire bottle pressure/temp charts. Reinstalled and safetied fire bottle. Sublet Service Completed: 11/13/2015 Description: Fire Bottle PO #: 0116861

Charges This Item:

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
NITROGEN	Nitrogen					

Discrepancy: 305

Problem:

Fuel purchase.

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
JET-A	Fuel					
JET-A	Fuel					
NITROGEN	Nitrogen					
OXYGEN ABO	Oxygen, Aviators Breathing					

Discrepancy: 306

Problem:

Replace ELT Batteries

Action Taken:

ELT ACK-450 sn. 461013, removed from aircraft and was inspected in the avionics shop in accordance with FAR 91.207 (D) and was determined to be in airworthy condition. Replaced ELT battery 6 ea, D-Cell. Armed and reinstalled ELT in aircraft. ELT battery expires:March 2021.

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
BATTERY,D CELL	Battery, D Cell					

Miscellaneous Charges

Aviation Classics, Ltd.

Stead Field
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Reno, Nevada 89506
PH: (775) 972-5540 FAX: (775) 972-7315

Shop Order: 19606

Opened: 11/25/2015
Closed: 12/01/2015

Sold To: Michael E Mangold

Ship To: Michael E Mangold

Aircraft Number:	N39AY	Type:	L-39C	S/N:	332703		
Total Time:	2,062.0	Hobbs Time:	114.1	Tach Time:	LG Cycles:		
Eng#	Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time
1	Ivchenko AI-25TL	7082521100033	686.2				

Discrepancy: 300

Problem:

R & R turbo cooler.

Action Taken:

Removed turbo cooler cover and started removal of impeller section . No discrepancies noted. Pulled servicing plug and drained wicking material overnight. Reinstalled the exhaust duct and safetied all clamps. Installed service cover and checked aircraft. safetied interlock and emergency handles in fwd cockpit using soft copper break-away wire.

Note:

This Discrepancy is covered under warranty.

Charges This Item:

Summary

Total Labor - 2.31 Hours: \$

Totals:

Thank you for your business! **This Shop Order is your final billing.** The aircraft, airframe, aircraft engine, propeller or appliance identified was repaired/alterd and inspected per the written discrepancies in this Shop Order, and in accordance with current maintenance rules of the Federal Aviation Regulations. Pertinent details of the repair are on file at this Repair Station under this Shop Order number.

Signed _____

For: Aviation Classics, Ltd.

Payment is due and payable upon receipt.

A finance charge of 1.50% monthly (18.00% annually) will be added to all balances outstanding past 30 days.

Aviation Classics Ltd. appreciates your business. Thank You!