



Where is the maintenance book (Mechanics Blue Bible) “located” in the “L-39 System”?

Basics:

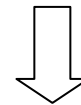
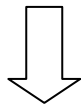
The L-39 was designed as a military training aircraft with strictly separated tasks for pilots and ground crew.

It was not designed to be operated in the civil environment of the general aviation, say in personal union of a pilot and mechanic (acting as one and the same person).

To the system “L-39” belongs the aircraft itself, the flight simulator, the ejection seat simulator, the package of the tech. documentation and a technical education/training program for pilots and engineers.

How does the system normally work?

A government orders a system of 50 pcs L-39 from the Manufacturer for its Air Force

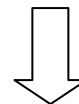


Preparation of delivery:

50 L-39
 2 Flight Simulators (set 1:25)
 2 Ejection seat simulators (set 1:25)
 Ground support equipment (set 1:1, 1:5, 1:10, 1:25)
 50 Sets of tech. docs in customer's language
 Spare parts and Spare engines as ordered

Prior to the delivery:

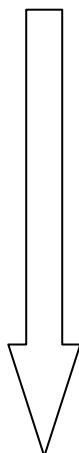
A tech training course of 4 months is given to the leading engineers and chief pilot instructors. This happens prior to the delivery of the aircraft and takes place at the Manufacturer or at the Czech/Slovak Air Force Academy.



The leading engineers and chief pilot instructors are transferring the information to the next lower level →

- Engineers flight line and base maintenance,
- Pilot instructors

This happens prior to the delivery of the aircraft.





The 50 Sets of Tech Documentation are sent to the squadron.

One set consists of 12 books (English) or 19 Books (German).

Prior to the delivery of the aircraft



Based on the information of the Mfr:
Instructors develop the national valid training procedures for flight training.

Engineers develop out of the Mfr Tech Description the maintenance system (job cards for heavy maintenance) and **maintenance instruction** for daily maintenance.

Prior to the delivery of the aircraft



Delivery of Simulators



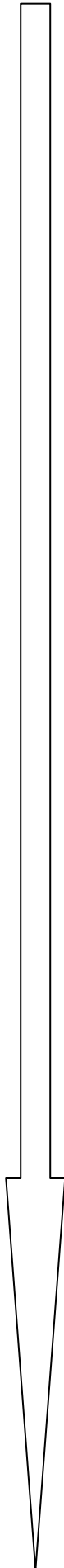
Delivery of GSE

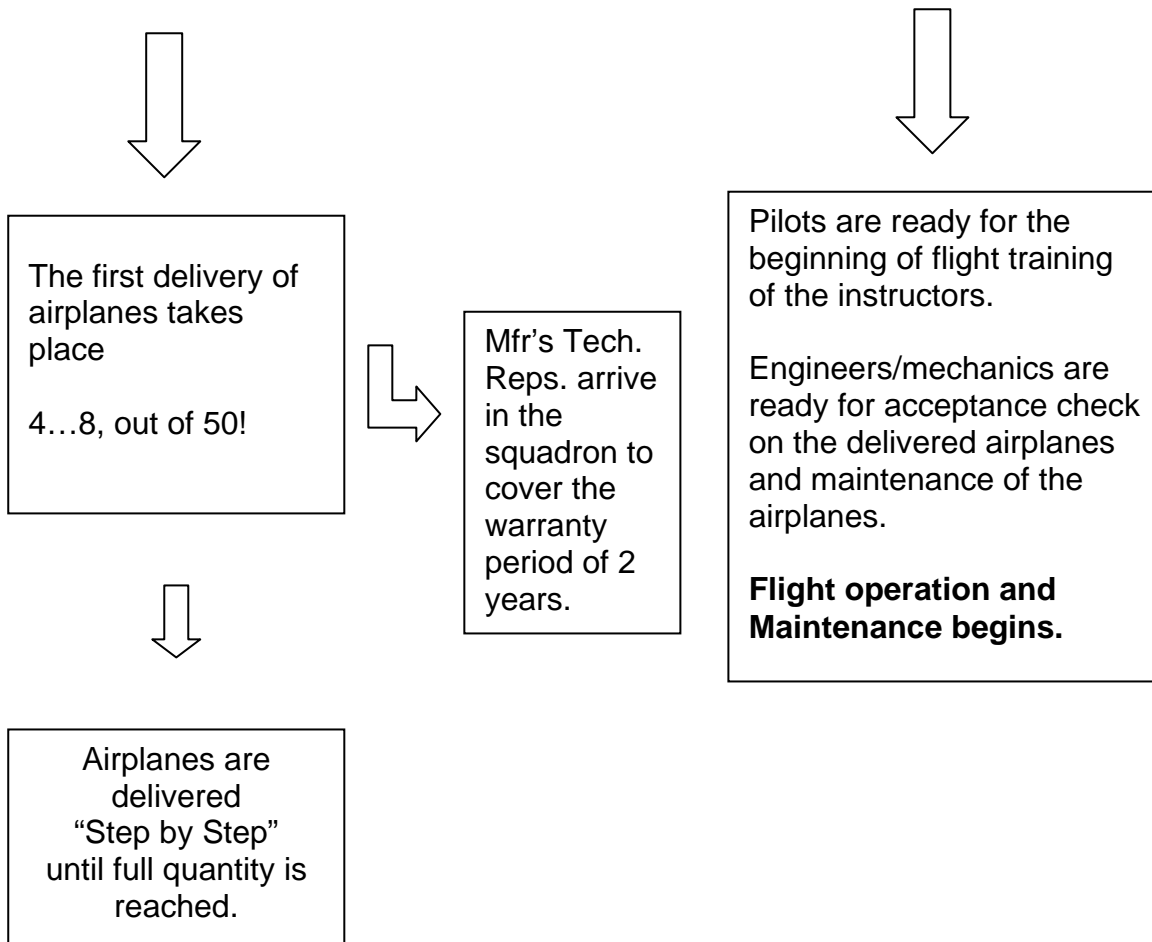
Theoretical Education of the Pilot instructors by the Chief pilot instructors

Installation of Flight/Ejection Seat simulator and training on simulators begins

Theoretical instruction of mechanics about the system L-39 (duration 2...3 months) by the engineers, based on the own developed maintenance system which underwent an approval procedure at the Mfr.

Note: Nobody will work with the OEM set of books and greasy fingers on the airplane.
The books would not last very long!

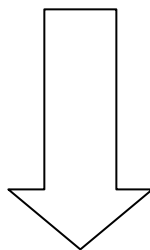




This system has been created to ensure a safe operation of the L-39, regardless of how big the fleet of L-39 is!

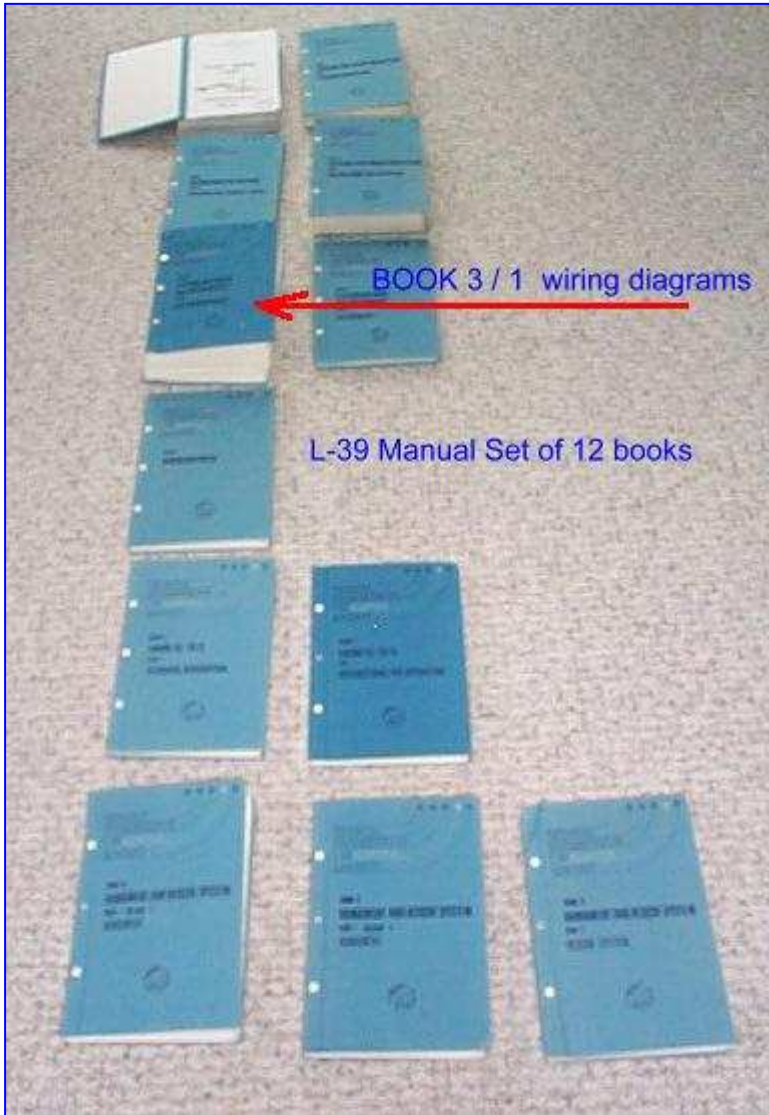
Now try to identify your position in this system by answering the questions:

- **How did I get my airplane?**
- **Did I get the right instructions before I jumped the first time into the cockpit?**
- **What kind of tech docs do I have or do I still need?**
- **Am I really prepared to operate such an airplane?**





And here are the “Tech Docs” and their “place” in the System L-39, where they should be used.

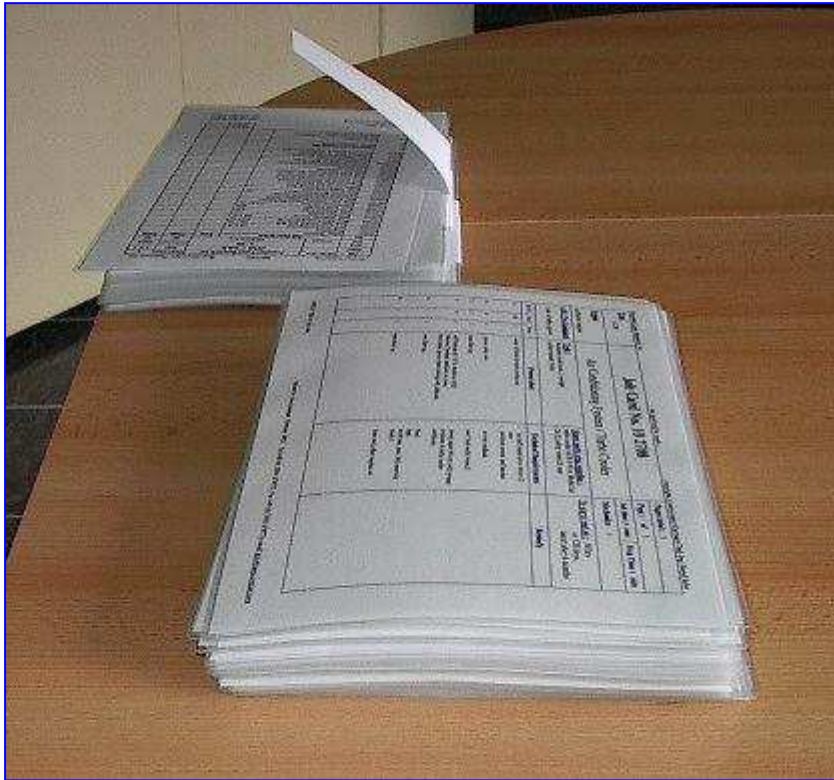


Full set of English manuals,

To be used for education and development of the maintenance program (Job cards and Maintenance instruction)

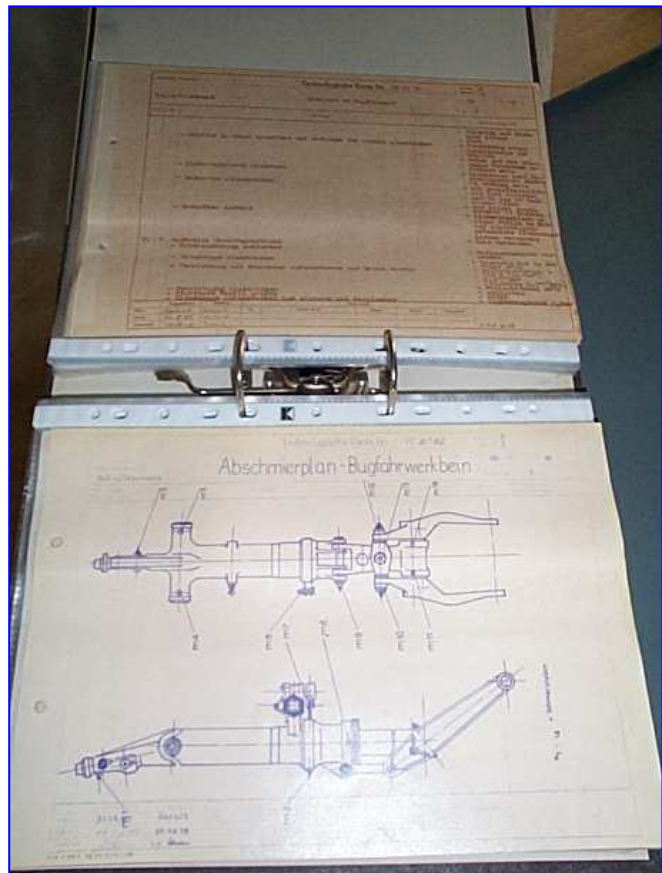


Job cards for the base maintenance



A total of 10 big folders, to be used during the 50 hrs, 100/200 hrs inspection (old system) or at the 120 days, 12 months/24 months inspection (on-condition maintenance program)

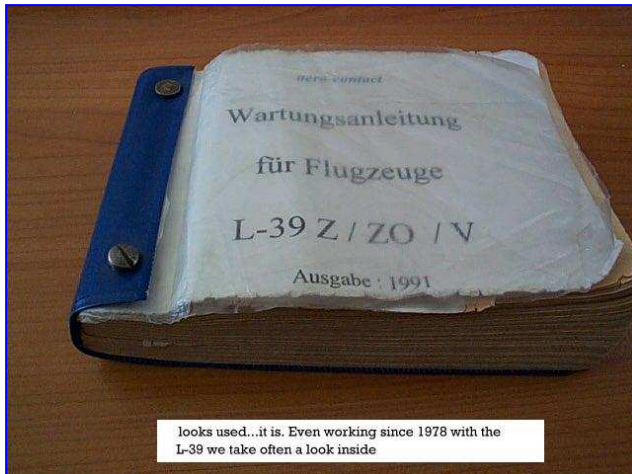
(This picture shows the package of the 50 hrs inspection for all branches only.)



The inspection on the NLG is alone 5 pages!



And this is the last, but important book in the system:

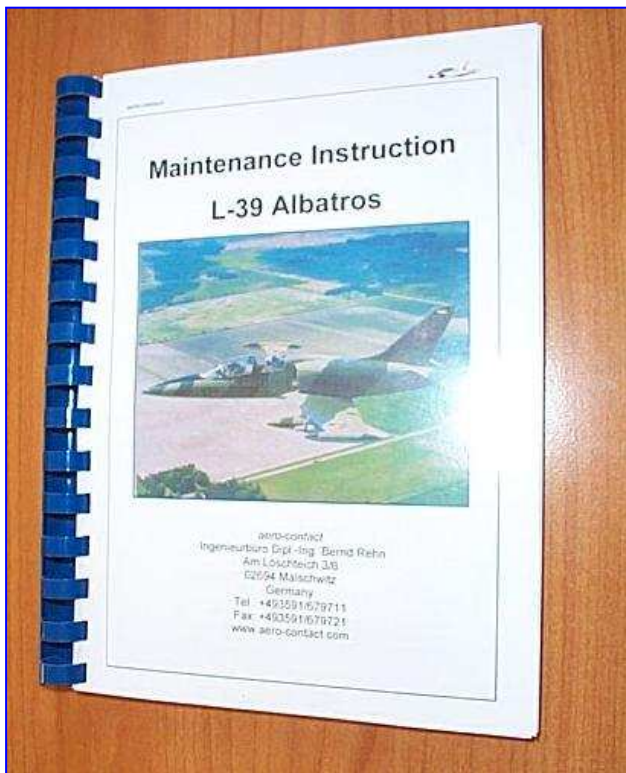


The Maintenance Instruction

To be used by each mechanic during the daily work on the airplane between the major inspection and needed to keep the airplane safe in the time between the inspections.

Following the instructions in these books puts the “maintenance reserve” into the airplane, to allow a trouble free operation over the period between the major inspections.

German



English

Please note:

There are no “Trouble shooting” manuals issued by the Mfr. Trouble shooting is always based on the own earned knowledge of the aircraft system.

Some trouble shooting advices exist, but those have been elaborated on a national basis by the military operators and cover only frequently appearing problems and are mostly to be used in connection with some testers which the most civil operators don't have.

Only the APU Instruction for Operation (Vol. 2) consists of real trouble shooting procedures but also only in connection with the LUN 5810 test box.