

1983 AERO VODOCHODY L-39ZA

FULLY RESTORED AIRCRAFT WITH ALL POSSIBLE UPGRADES



Photographed in flight in San Diego, CA



Front cockpit panel



Rear cockpit panel



Boarding steps extended



Custom 6-pc fitted leather luggage set

This outstanding -ZA model came originally from the Romanian Air Force. It has had all weapons and obsolete electronics removed to lighten the airframe and improve its flying performance. The relatively rare -ZA model, designed for light attack (as opposed to pure training) roles, has a beefed-up main spar, more robust landing gear and underwing pylons which permit safe mounting of extra fuel tanks for improved range of up to about 750 NM (compared to about 450 NM for the more commonly available "C" model).

IRAN and engine hot section inspections were done by Aerostar (Romania) in 2003. The IRAN inspection logbook entry states that as of the completion of the IRAN inspection the aircraft was to be considered "zero-timed". Cumulative total Hobbs time since the IRAN inspection has been 200 hours (as of the end of April 2007). Cosmetic restoration was done by World Wide Warbirds in 2004.

Engine is on a 4000-hour "on-condition" TBO maintenance program approved by the FAA, with no life-cycle-limited engine components listed (note: this is a big plus - most L-39's are on 1000-hour TBO engine maintenance programs). Current TTAF is 1470 hours; total engine time is 1180 hrs SNEW and 675 hrs SMOH. The APU has ~ 2000 cycles on it (and 3000 cycles TBO). Most recent 50-hour/annual inspection was completed by World Wide Warbirds in February 2007; the next 100 hour/ annual inspection is due in August 2007. All logs and other documentation are complete and up-to-date. There is no damage history.

In addition to being fully aerobatic, the L-39 is a quiet Stage III turbofan aircraft which can be flown into airports with the most stringent noise restrictions. It is pressurized and air-conditioned. It will draw a crowd of admirers wherever you land it. This is a fully-restored, no-excuses, squawk-free aircraft. This aircraft has always been hangared. It and its related maintenance logs and FAA-approved Maintenance Plan can be inspected by appointment at World Wide Warbirds at Chino Airport (KCNO) in Chino CA.

Amenities include:

150 liter and 350 liter underwing tank sets.

Custom paint job using high-build primer, designed by Scheme Designers.

All leather upholstery in cockpits. Cockpits are fully detailed with all signage in English. Ejection seats are cold.

Custom made, matching grey leather six-piece fitted luggage set for nose compartment.

Compact folding engine inlet and exhaust covers.

Michelin tires on main gear.

Avionics - full IFR panels in both cockpits, including:

Blue Mountain Avionics EFIS-1 GPS displays in both cockpits.

Blue Mountain EFIS-Lite GPS display in front cockpit.

Garmin G-530 NavCom/GPS in front cockpit.

L3 Skywatch active TCAD (displays on G-530)

WSI satellite weather datalink (displays on G-530)

Garmin transponder

Shadin fuel computer

Note: Full training and maintenance services for L-39 aircraft are available from World Wide Warbirds in Chino, CA, as well as other shops around the country.

PRICE US\$ 395,000

For more information contact Barry Hancock at World Wide Warbirds, Chino CA.

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L-39 ZA (1983 model) N403ZA. 200 hrs since zero-time IRAN inspection at Aerostar (Romania). 1470 TTAF; 1180 TTE / 675 hrs SMOH. Engine is on an FAA-approved 4000 hr TBO on-condition inspection program. Blue Mountain EFIS-1's in both cockpits, Blue Mountain autopilot, G-530, L-3 Skywatch active TCAD, WSI and XM Wx datalinks, Garmin transponder, Shadin fuel data computer, leather interior, beautiful paint, seats cold, 6 pc. fitted luggage set, 39 gal. and 89 gal. underwing tanks. All inspections current; next annual due Aug. 07. Always hangared. A completely restored, no-excuses airplane. \$395K asked – considerably more than that invested. Call or e-mail Barry Hancock at World Wide Warbirds, Chino CA.

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