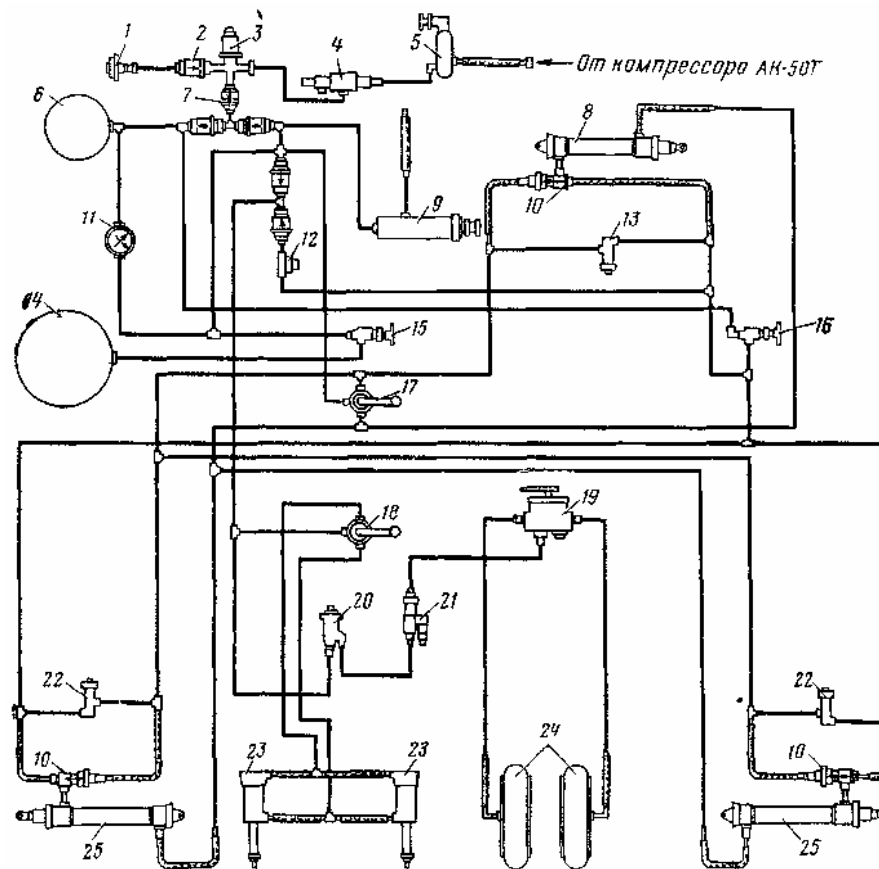


YAK-52 DOSAAF Pilot training schematic – note the red mods show variance with YAK production aircraft

- believe Russian operational practice is to (over) fill emergency bottle (5) to 55-60 kgf/cm² to ensure sufficient reserve for braking after emergency gear release. Can only speculate whether this prompted the design change or was just a windfall benefit of not having the emergency air pressure under PRV control
- deletion of check valve (2) [below left of filter (7)] allows PRV (3) failure to result in main air supply loss



YAK-18T Approved Training Manual 1978 schematic – note the main air valve (15) isolates the main air bottle (14) & the addition of a check valve [below right of filter (7)] to protect against PRV (3) failure