



# MANDATORY BULLETIN

MB No: L 13/097a

Concerning: Flight Manual L-13AC BLANIK Sailplane (Do-L13AC-1013.3)

Reason: WARNING: NEVER USE FRONT HOOK FOR WINCH - LAUNCHING is supplied into Section 4.  
Replace original pages 0-1, 0-3, 2-8, 2-10 and 4-12 with date Nov 30/98 with new ones with date Jan 4/02.

To be carried out at the latest by: Immediately after receiving this bulletin.  
To be carried out by: Owner.  
Costs to be covered by: No cost arise.  
Necessary material to be supplied by: Revised pages are enclosed.  
Bulletin becomes effective: Since receiving this bulletin.  
Manhours required: -  
Total number of pages: 1+5 enclosure pages.

Manufacturer

Engineering data contained in this Bulletin is CAA Approved.

Date: March 15, 2002



# L - 13 AC BLANIK

SAILPLANE FLIGHT MANUAL

Do-L13AC.1013.3

## 0.1 RECORD OF REVISIONS

The Sailplane owner will be notified by the Czech Republic, Civil Aviation Authority approved Bulletins of any revision or amendment to this manual. The owner must replace the old pages with the new ones and enter the revisions into the Record of Revisions. The manufacturer must be informed of any change of owner or owner's address to keep the service and flight documents current

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Revised or amended parts of the text will be marked by vertical line in page margin, and the number of the revision and date of its issue will be shown at the bottom of the page.

Rev. No.	Section	Affected Pages	Date of Issuing Revised Pages	Number of Bulletin Covering Revision	Date of Bulletin Approval	Carried Out On, Signature
1	0, 2, 4	0-1, 0-3, 2-8, 2-10, 4-12	Jan 4/02	L 13/097a	Mar 15/02	



# L - 13 AC BLANIK

SAILPLANE FLIGHT MANUAL

Do-L13AC.1013.3

## 0.2 LIST OF EFFECTIVE PAGES

Section	Page	Date	Section	Page	Date
0	1	Jan 4/02	4	21	Nov 30/98
	2	Nov 30/98		22	Nov 30/98
	3	Jan 4/02		23	Nov 30/98
	4	Nov 30/98		24	Nov 30/98
1	1	Nov 30/98		25	Nov 30/98
	2	Nov 30/98		26	Nov 30/98
	3	Nov 30/98		27	Nov 30/98
	4	Nov 30/98		28	Nov 30/98
	5	Nov 30/98		29	Nov 30/98
	6	Nov 30/98		30	Nov 30/98
2	1	Nov 30/98	5	1	Nov 30/98
	2	Nov 30/98		2	Nov 30/98
	3	Nov 30/98		3	Nov 30/98
	4	Nov 30/98		4	Nov 30/98
	5	Nov 30/98	6	1	Nov 30/98
	6	Nov 30/98		2	Nov 30/98
	7	Nov 30/98		3	Nov 30/98
	8	Jan 4/02		4	Nov 30/98
9	Nov 30/98	5	Nov 30/98		
10	Jan 4/02	6	Nov 30/98		
3	1	Nov 30/98	7	Nov 30/98	
	2	Nov 30/98	8	Nov 30/98	
	3	Nov 30/98	7	1	Nov 30/98
	4	Nov 30/98		2	Nov 30/98
4	1	Nov 30/98		3	Nov 30/98
	2	Nov 30/98		4	Nov 30/98
	3	Nov 30/98		5	Nov 30/98
	4	Nov 30/98		6	Nov 30/98
	5	Nov 30/98		7	Nov 30/98
	6	Nov 30/98		8	Nov 30/98
	7	Nov 30/98		9	Nov 30/98
	8	Nov 30/98	8	1	Nov 30/98
	9	Nov 30/98		2	Nov 30/98
	10	Nov 30/98		3	Nov 30/98
11	Nov 30/98	4		Nov 30/98	
12	Jan 4/02	9	1	Nov 30/98	
13	Nov 30/98		2	Nov 30/98	
14	Nov 30/98		3	Nov 30/98	
15	Nov 30/98		4	Nov 30/98	
16	Nov 30/98				
17	Nov 30/98				
18	Nov 30/98				
19	Nov 30/98				
20	Nov 30/98				

### 2.13 AEROTOW AND WINCH LAUNCHING

#### Aerotow

- the maximum cable strength or cable safety device to aerotow the sailplane is 1,400 lb (6,230 N).
- minimum cable length for aerotowing is 100 ft.

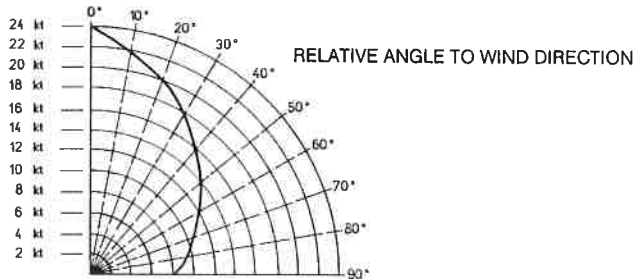
#### Winch-launching

- the maximum cable strength for winch-launching of the sailplane is 1,400 lb (6,230 N).

### 2.14 OTHER LIMITATIONS

- 1) Maximum demonstrated crosswind component for safe approach, landing and aerotow launching is 16 kt.

Determination of maximum wind speed at winch-launching:



Wind angle relative to connecting line: Take-off - Winch

Fig. 2 - 2

- 2) Max. loads factors are marked by a red line on the accelerometer:

$$n = +6.3$$

$$n = -4.0$$



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MAX. GROSS WEIGHT	1100 lb
EMPTY WEIGHT (STANDARD)	672 lb
<b>APPROVED MANOEUVRES:</b>	
LOOP	STALL TURN
HALF LOOP AND HALF ROLL	LAZY EIGHT
HALF ROLL AND HALF LOOP	CHANDELLE (CLIMBING)
INVERTED FLIGHT	SLOW ROLL
STEEP TURN	SPIN
FLICK ROLL	
FLICK HALF ROLL AND HALF LOOP	
<b>SOLO FLIGHT FROM FRONT SEAT ONLY</b>	

MAX. ALLOWABLE SPEED VS ALTITUDE								
PRESSURE ALTITUDE (FT) UP TO	8,200	10,000	13,000	16,500	20,000	23,000	26,000	30,000
VNE (KIAS)	124	120	113	105	98	92	85	79

OR

MAX. ALLOWABLE SPEED VS ALTITUDE								
PRESSURE ALTITUDE (m) UP TO	2,500	3,000	4,000	5,000	6,000	7,000	8,000	9,000
VNE (km/h) IAS	230	223	209	195	182	170	158	147

VNE 124 KIAS	OR	VNE 230 km/h
VRA 86 KIAS		VRA 160 km/h

Valid when **lower or side hook** is installed :

MAX. WINCH - LAUNCHING SPEED: 65 KIAS	OR	MAX. WINCH - LAUNCHING SPEED: 120 km/h
MAX. AERO - TOWING SPEED: 76 KIAS		MAX. AERO - TOWING SPEED: 140 km/h
MAX. MANOEUVRING SPEED: 86 KIAS		MAX. MANOEUVRING SPEED: 160 km/h

Valid when **front hook** only is installed :

MAX. AERO - TOWING SPEED: 76 KIAS	OR	MAX. AERO - TOWING SPEED: 140 km/h
MAX. MANOEUVRING SPEED: 86 KIAS		MAX. MANOEUVRING SPEED: 160 km/h

c) exterior markings

Near the static pressure sensor.





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## 4.5 NORMAL OPERATIONS AND RECOMMENDED SPEEDS

### 4.5.1 Not used

### 4.5.2 TAKE-OFF AND CLIMB

#### 1. Aerotow launching

The take-off technique by aerotow is entirely conventional and does not require any special pilot skills. The elevator and rudder efficiency is high enough during the initial stages of the take-off run to prevent any directional or roll oscillations. With the elevator trim tab control set between "0" and "nose heavy" position hold the control stick in neutral position - on the landing gear wheel; then, while gently pulling the control stick, the sailplane will unstick. At a height of about 3 ft (1 m), hold a level attitude until the tow plane starts to climb. During cross wind take-offs, unstick the sailplane at a higher speed. The tow rope is to be attached to the front hook only.

**NOTE:** Before take-off at an airport where dirt may get into the cockpit close the ventilators. The ventilators can be opened during the climb. For take-offs close to 0°C and high humidity fully open all ventilators to prevent condensation.

#### 2. Winch-launching

**CAUTION:** Use either side hooks, or lower hook (depending which hook is installed).

**WARNING:** NEVER USE FRONT HOOK FOR WINCH-LAUNCHING.

The flying technique is the same as with other models of sailplanes. The trim tab control lever should be set in "zero" position. The recommended speed range is between 43 - 54 KIAS (80 - 100 km/h IAS). When performing the traffic pattern after winch launch or aerobatics, do not retract the landing gear.

(cont.)