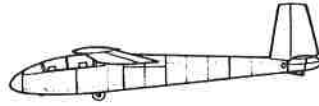




**Aircraft Industries**



## **MANDATORY BULLETIN**

**MB No.: L13/113a**

**Concerns:** All L 13 A Blanik sailplanes.

**Subject:** Specification of average operating conditions of L 13 A Blanik sailplanes.

**Reason:** Insufficient definition of operating conditions in current operational documentation.

**To be carried out  
at the latest by:** Before next flight.

**To be carried out by:** Operator.

**Costs to be covered by:** Not arise.

**Necessary material  
to be delivered by:** Not required.

**Bulletin becomes effective:** On the date of its issue.

**Total No. of pages:** 3

A handwritten signature in black ink, appearing to read "Pešák".

.....  
**Miroslav Pešák**  
Chief Designer

The technical content of this document is approved under the authority of DOA Nr. EASA.21J.119.

September 10, 2014

## A. INTRODUCTION

Purpose of the bulletin is more exact interpretation of the Average Operating Conditions and definition of basic parameters affecting sailplane safe operation. In some cases operators included training flights into aerobatic flights therefore their definitions are stated.

## B. WORK PROCEDURE

1. A sailplane safe life is stated to 6,000 FH or 30,000 landings for the Average Operating Conditions.

2. The Average Operating Conditions to achieving of a sailplane safe life:

- maximum number of take-offs per 1 flight hour is 4.8
- the ratio of winch launches to aerotows is 5 : 1
- crew: 65 % solo, 35 % dual
- ratio of elementary training to advanced training and high-performance soaring is 40 % : 60 %

Note: Elementary training includes circuit flying, **training flights** and **aerobatic flights**.

Advanced training and high-performance soaring include thermal soaring and cross-country flights.

Aerobatic flight time takes 2 % maximum of total flight time, training flight time takes 8.4 % maximum of total flight time.

Definitions:

**Training flight:** is a flight (solo or dual crew) during which at least one training maneuver (stall, spin) is performed within the flight stage from the release of the towing cable up to the minimum safe height. The training flight time is the total flight time i.e. the take-off to landing time.

**Aerobatic flight:** is a flight (solo or dual crew) during which at least one aerobatic maneuver (loop, stall turn, half loop and half roll, half roll and half loop, slow roll, inverted flight) is performed within the flight stage from the release of the towing cable up to the minimum safe height. The aerobatic flight time is the total flight time i.e. the take-off to landing time.

3. In case of exceeding any of following limits stop operation and contact the TC holder (Aircraft Industries, a.s.) in order to specify a sailplane safe life:

- 100 FH aerobatic flights
- 2,500 FH dual crew
- 25,000 winch launches

4. Carry out revision of operational documentation according to the L13/018d documentation bulletin.

**C. MATERIAL REQUIRED**

Not required.

**D. ILLUSTRATED PART**

Not required.

**E. DOCUMENTATION REQUIRED**

Technical Manual of the L 13 A Sailplane, Doc. No.: Do-L13A-1031.3.

**F. TOOLS REQUIRED**

No tools.

**G. SPARE PARTS IN OPERATION**

Not affected.

**H. SAILPLANE MASS**

Not affected.

**I. RECORD IN AIRFRAME LOGBOOK AFTER BULLETIN IMPLEMENTATION**

The MB L13/113a has been performed.

Found status:

- No limit is exceeded – the sailplane is released into operation.
- Some limit has been exceeded - the sailplane is grounded till the safe life specification.

Date: .....

Carried out by: .....  
(legible signature of authorized worker)