

LET, 686 04 KUNOVICE, CZECHOSLOVAKIA

SAILPLANE FLIGHT MANUAL

Model : **L 23 SUPER - BLANIK**

Serial No. : **938018**

Registration : **N258BA**

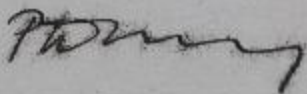
Document No.: Do - L 23. 1011.5

Date of Issue : June 12, 1992

This Sailplane Flight Manual is FAA Approved for U.S.-registered sailplanes in accordance with provisions of 14 CFR Section 21.29, and as required by FAA Type Certificate Data Sheet No. **G60EU**. Pages identified as "Appr." provide information required to be furnished by the Federal Aviation Regulations.

Approved by The Civil Aviation Inspectorate of Czech and Slovak Federal Republic in Prague, on August 28, 1989 under No. 4694/ 1034/ 89/ OL.

Signature:



Authority:

Civil Aviation Inspectorate
of CSFR

Stamp:

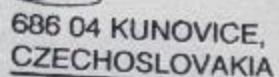


Original date of approval: October 14, 1992

This Sailplane Flight Manual must be carried in the sailplane at all times

This sailplane is to be operated in compliance with information and limitations contained herein.

35



L 23 SUPER - BLANIK
SAILPLANE FLIGHT MANUAL

Do - L 23. 1011.5

0.1. RECORD OF REVISIONS

Any revision or amendment of the present Manual will be issued in the form of Bulletins, approved by the Czechoslovak State Aviation Inspection, a supplement of which will contain new (revised) pages. It is the operator's duty to make a note indicating each revision in the Record of revisions and to replace the effected page(s) with the revised one(s). Revised or amended parts of the text will be indicated by a vertical line in the left hand margin and the revision No. and the effective date will be shown on the bottom left hand of the page.

Rev. No.	Affected Section	Affected pages	Date	Bulletin No.	Date of Bulletin approval	Date inserted and signature
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686 04 KUNOVICE,
CZECHOSLOVAKIA

L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L 23. 1011.5

0.2. LIST OF EFFECTIVE PAGES

Section	Page	Date	Section	Page	Date
0	1	Dec 14/92	5	Appr. 1	Jun 12/92
	2	Jun 12/92		Appr. 2	Jun 12/92
	3	Dec 14/92		Appr. 3	Jun 12/92
	4	Jun 12/92		4	Jun 12/92
		5		Jun 12/92	
		6		Jun 12/92	
1	1	Jun 12/92	6	1	Jun 12/92
	2	Jun 12/92		2	Jun 12/92
	3	Jun 12/92		3	Jun 12/92
	4	Jun 12/92		4	Jun 12/92
	5	Jun 12/92		5	Jun 12/92
	6	Jun 12/92		6	Jun 12/92
		7		Jun 12/92	
2	Appr. 1	Jun 12/92	7	1	Jun 12/92
	Appr. 2	Jun 12/92		2	Jun 12/92
	Appr. 3	Jun 12/92		3	Jun 12/92
	Appr. 4	Jun 12/92			
	Appr. 5	Dec 14/92			
	Appr. 6	Jun 12/92			
	Appr. 7	Jun 12/92			
	Appr. 8	Jun 12/92			
3	Appr. 1	Jun 12/92	8	1	Jun 12/92
	Appr. 2	Jun 12/92		2	Jun 12/92
	Appr. 3	Jun 12/92		3	Jun 12/92
	Appr. 4	Jun 12/92		4	Jun 12/92
4	Appr. 1	Jun 12/92			
	Appr. 2	Jun 12/92			
	Appr. 3	Jun 12/92			
	Appr. 4	Jun 12/92			
	Appr. 5	Jun 12/92			
	Appr. 6	Jun 12/92			
	Appr. 7	Jun 12/92			
	Appr. 8	Jun 12/92			
	Appr. 9	Jun 12/92			
	Appr. 10	Jun 12/92			
	Appr. 11	Jun 12/92			
	Appr. 12	Jun 12/92			
	Appr. 13	Jun 12/92			
	Appr. 14	Jun 12/92			
	Appr. 15	Jun 12/92			
	Appr. 16	Jun 12/92			
	Appr. 17	Jun 12/92			
	Appr. 18	Jun 12/92			
	Appr. 19	Jun 12/92			
	Appr. 20	Jun 12/92			



0.3. TABLE OF CONTENTS

		Section
General	(a non-approved section)	1
Limitations	(an approved section)	2
Emergency procedures	(an approved section)	3
Normal procedures	(an approved section)	4
Performance	(a partly approved section)	5
Weight and balance	(a non-approved section)	6
Saiplane and systems description	(a non-approved section)	7
Saiplane handling, care and maintenance	(a non-approved section)	8



SECTION 1

General

CONTENTS

- 1.1 Introduction
- 1.2 Certification basis
- 1.3 Warnings, cautions and notes
- 1.4 Descriptive data
- 1.5 Three-view drawing



1.1 INTRODUCTION

This Sailplane Flight Manual has been prepared to provide pilots and instructors of the L 23 SUPER - BLANÍK sailplane with information for training and for performing soaring flight. The Manual is intended to be used by qualified sailplane pilots and so it contains directions, in which the L 23 SUPER - BLANÍK sailplane is different from other sailplanes.

This manual includes the material required to be furnished to the pilot by JAR 22. It also contains supplemental data supplied by the manufacturer.

1.2 CERTIFICATION BASIS

The L 23 SUPER - BLANÍK has been approved by the State Aviation Inspection of the Czechoslovak Socialist Republic in accordance with the JAR-22 (JOINT AIRWORTHINESS REQUIREMENTS) issued in April 1980 including Change 4 dated 7 May 1987, Category U (UTILITY) and in compliance with OSTIV (ORGANISATION SCIENTIFIQUE ET TECHNIQUE INTERNATIONALE DU VOL A VOILE) AIRWORTHINESS STANDARDS issued in October 1986, Category U (UTILITY).

FAA Type Certificate No. G60EU (Utility Category) was issued on February 22, 1993.

1.3 WARNINGS, CAUTIONS AND NOTES

The following definitions apply to warnings, cautions and notes used in the Flight Manual.

WARNING: MEANS THAT THE NON-OBSERVATION OF THE CORRESPONDING PROCEDURE LEADS TO AN IMMEDIATE OR IMPORTANT DEGRADATION OF THE FLIGHT SAFETY

CAUTION: means that the non-observation of the corresponding procedure leads to a minor or to a more or less long term degradation of the flight safety.

Note: draws the attention on any-special item not directly related to safety but which is important or unusual.



1.4 DESCRIPTIVE DATA

1.4.1 BRIEF DESCRIPTION

The L 23 SUPER - BLANÍK sailplane is a cantilever, high-wing, two-seat glider of all-metal structure. The rudder, elevator and ailerons are fabric covered. In the forward section part of the fuselage there are front and rear cockpits. Both cockpits are covered with a two-part canopy which can be jettisoned in flight. Both cockpits are equipped with all sailplane flight control including flight and navigation instrument panels. The sailplane is equipped with tow hooks either for winch or aero-tow take-off.

Wings including ailerons and air brakes, are attached to the fuselage at six suspension points (three on each side). The vertical stabilizer is permanently fixed to the rear fuselage section. The horizontal stabilizer is fastened by hinges on the top of the vertical stabilizer.

Elevator and aileron controls are actuated by control push rods and control cables, the rudder control is pedal-operated also by control push rods and control cables. Air brakes are controlled by control levers. The elevator trim tab is controlled by the control lever.

The sailplane is equipped with the main landing gear and the tail landing gear. The main landing gear is mechanically semi-retractable with an oleo-pneumatic shock-absorber and a mechanical brake. The tail landing gear is equipped with a wheel and shock-absorber. Cockpits are ventilated by cold air tapped from the nose part of the fuselage. The baggage compartment is behind the rear cockpit. Both cockpits are upholstered.

1.4.2 BASIC DIMENSIONS

1. Main dimensions

Wing span 53.48 ft(16.2 m)

Length 27.89 ft(8.5 m)

Height 6.23 ft(1.9 m)

2. Wing

Area 206.13 sq ft(19.15 sq.m)

Aspect ratio 13.7

Dihedral 3°

(Cont.)

Sweep angle -5°
 Mean aerodynamic chord 4.11 ft (1.253 m)
 Geometric twist -3°

Ailerons

Area 24.86 sq ft (2.31 sq.m)
 Span 11.18 ft (3.408 m)
 Deflections: up $34^{\circ} + 2^{\circ}$
 down $13^{\circ} + 2^{\circ}$

Air brakes

Area 6.98 sq ft (0.648 sq.m)
 Span 4.43 ft (1.35 m)

3. Horizontal tail surfaces

Area (total) 26.51 sq ft (2.463 sq.m)
 Span 10.99 ft (3.35 m)
 Aspect ratio 4.4
 Dihedral 0°

Elevator

Area 10.98 sq ft (1.02 sq.m)
 Deflections: up $32^{\circ} + 2^{\circ}$
 down $25^{\circ} + 2^{\circ}$

Elevator trim tab

Area 0.75 sq ft (0.07 sq.m)
 Deflections: up $15^{\circ} \pm 1^{\circ}$

(Cont.)



686 04 KUNOVICE,
CZECHOSLOVAKIA

L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L 23. 1011.5

down $35^{\circ} \pm 1^{\circ}$

4. Vertical tail surfaces

Area (total) 20.17 sq ft (1.874 sq.m)

Height 5.1 ft (1.55 m)

Aspect ratio 1.29

Rudder

Area 10.98 sq ft (1.02 sq.m)

Deflections both sides (normally to axis
of rotation) $30^{\circ} + 1^{\circ}$

5. Fuselage

Width 2.16 ft (0.66 m)

Height 3.61 ft (1.10 m)



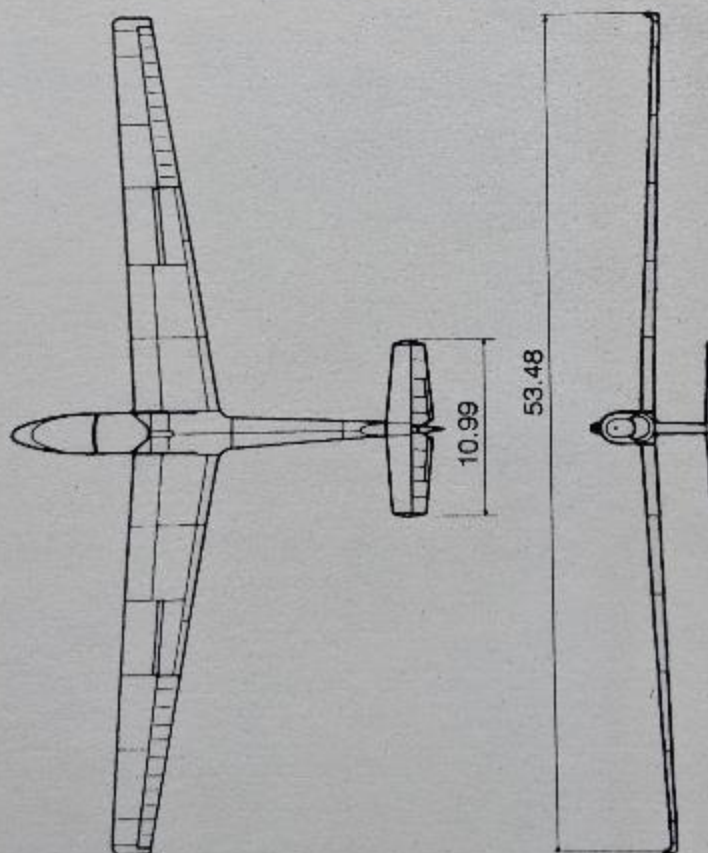
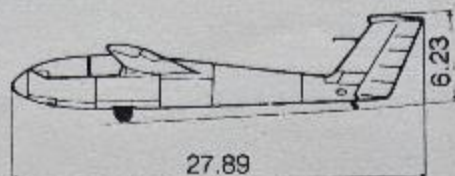
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L 23. 1011.5

1.5 THREE-VIEW DRAWING (DIMENSION IN FT)





SECTION 2

Limitations

CONTENTS

- 2.1 Introduction
- 2.2 Airspeed
- 2.3 Airspeed indicator markings
- 2.4 Weight Limits
- 2.5 Centre of gravity Limits
- 2.6 Approved manoeuvres
- 2.7 Manoeuvring load factors
- 2.8 Flight crew
- 2.9 Kinds of operation
- 2.10 Aerotow and winch-launching
- 2.11 Other limitations
- 2.12 Limitation placards



2.1 INTRODUCTION

Section 2 includes operating limitations and basic placards necessary for safe operation of the sailplane, its standard systems and standard equipment. Compliance with the limitation in this section is required by regulation.

2.2 AIRSPEED

	Speed	(KIAS)	Remarks
V _{NE}	Never exceed speed up to a pressure altitude of 11,000 ft	133	Do not exceed this speed in any operation and do not use more than 1/3 of control deflection
V _{RA}	Rough air speed	86	Do not exceed this speed except in smooth air, and then only with caution. Examples of rough air are lee-wave rotor thunderclouds etc.
V _A	Manoeuvring speed	81	Do not make full or abrupt control movement above this speed, because under certain conditions the sailplane may be overstressed by full control movement
V _W	Maximum winch-launching speed	65	Do not exceed this speed during winch- or autotow-launching
V _T	Maximum aerotowing speed	81	Do not exceed this speed during aerotowing
V _{LO}	Maximum landing gear operating speed	133	Do not extend or retract the landing gear above this speed

Note: V_{NE} airspeed limits above 11,000 ft Pressure Altitude are reduced as follows:

15,000 - 123 KIAS
20,000 - 111 KIAS
25,000 - 100 KIAS
30,000 - 89 KIAS
35,000 - 79 KIAS



2.3 AIRSPPEED INDICATOR MARKINGS

Marking	KIAS (value - range)	Significance
Green arc	36 - 86	Normal Operating Range. (Lower limit is maximum weight 1.1 vs ₁ at most forward c.g. Upper limit is rough air speed)
Yellow arc	86 - 133	Manoeuvres must be conducted with caution and only in smooth air.
Red line	133	Maximum speed for all operations
Yellow triangle	41	Approach speed at maximum weight.

2.4 WEIGHT LIMITS

Maximum take - off landing weight:

- with two occupants 1124 lb

- with one pilot 925 lb

Empty weight with standard equipment 683 lb \pm 2 %

and the corresponding centre

of gravity position 67.30 \pm 1% MAC

Note : Refer to weight and Balance (Section 6.0) to determine actual
empty weight / c.g. as established by the installed equipment
and manufacturing tolerances.

Pilot's weight (including parachute):

- minimum pilot's weight (solo) 154 lb

**WARNING: IT IS NECESSARY TO USE FRONT SEAT REMOVABLE
BALLAST OF 33 LB WHEN FLOWN SOLO BY A PILOT
(INCLUDING PARACHUTE) WEIGHING LESS THAN 154 LB
IN THE FRONT COCKPIT.**

(Cont.)

Note: Installation of the front seat ballast is described in Section 7, paragraph 7.2 of this Flight Manual.

- maximum pilot's weight (solo) 242 lb

Maximum useful load (occupants,
baggage, optional equipment) 440 lb

Maximum baggage compartment load 22 lb

2.5 CENTRE OF GRAVITY

Centre of gravity range

- front limit 23 % MAC i.e. 4.397 in
(112 mm) aft of
reference datum

- rear limit 40 % MAC i.e. 12.783 in
(325 mm) aft of
reference datum

The reference datum is located 93.6 in aft of the sailplane nose.

2.6 APPROVED MANOEUVRES (UTILITY CATEGORY)

Manoeuvre	Airspeeds - KIAS				Procedures
	SOLO	DUAL	ENTRY	RECOVERY	
Loop	86	97	X		Section 4.3.6 item 1.
Stall turn	92	97	X		Section 4.3.6 item 2.
Lazy Eight	97	97	X		Section 4.3.6 item 3.
Spin	32 86	32 86	X	X	Section 4.3.6 item 4.
Chandelle (climbing)	97	97	X		Section 4.3.6 item 5
Steep turn	92	97	X		Section 4.3.6 item 6.



2.7. MANOEUVRING LOAD FACTORS

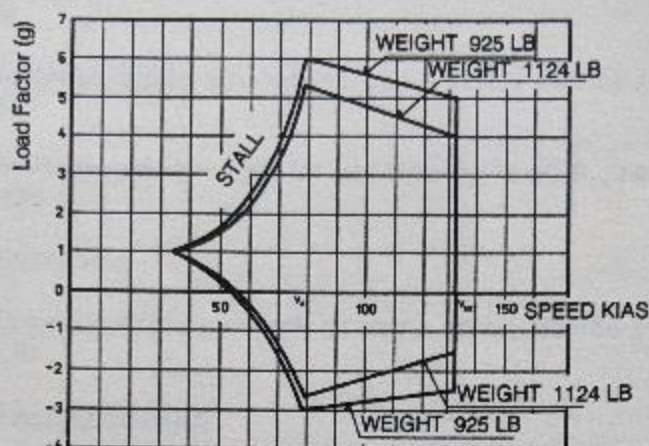


FIG. 2 - 1

2.8 FLIGHT CREW

Maximum number of occupants is two. If the sailplane is to be flown solo, the pilot must be sitting in the front seat and his weight (including parachute) must be 154 lb at least. If the pilot's weight is less than 154 lb, it is necessary to use the cushion with 33 lb ballast.

WARNING: THE REAR SEAT MUST BE SECURED AGAINST FOLDING AND SAFETY HARNESSSES ON THE REAR SEAT MUST BE CONNECTED, DRAWN TOGETHER AND SECURED.

2.9 KINDS OF OPERATION

The sailplane is certified in the Utility Category with a limited selection of approved aerobatic manoeuvres (see paragraph 2.6). The sailplane is approved for Day VFR operations. Cloud- flying is permitted where operational regulations permit.

WARNING: OPERATIONS IN ICING CONDITIONS ARE PROHIBITED. OPERATIONS ARE LIMITED BY THE INSTALLED EQUIPMENT AS LISTED IN SECTION 6.

IT IS NECESSARY TO RECORD THE AEROBATIC MANOEUVRES INTO THE SAILPLANE LOG BOOK SO AS TO BE POSSIBLE TO FIND OUT WHENEVER TOTAL FLIGHT TIME OF ACROBATICS FROM DATA OF SAILPLANE MANUFACTURE.



2.10 AEROTOW AND WINCH LAUNCHING

Aerotow

- the maximum cable strength or cable safety device (weak link) strength is 1460 lb .
- the minimum cable length for aerotowing is 50 ft , recommended length is 100-130 ft .

Winch-launching

- the maximum cable strength or cable safety device (weak link) is 1460 lb .

2.11 OTHER LIMITATIONS

A. Maximum crosswind component

- maximum demonstrated crosswind component for safe approach, landing and aerotow launching is 16 kt for angle 90° .

Maximum demonstrated crosswind component for winch-launching:

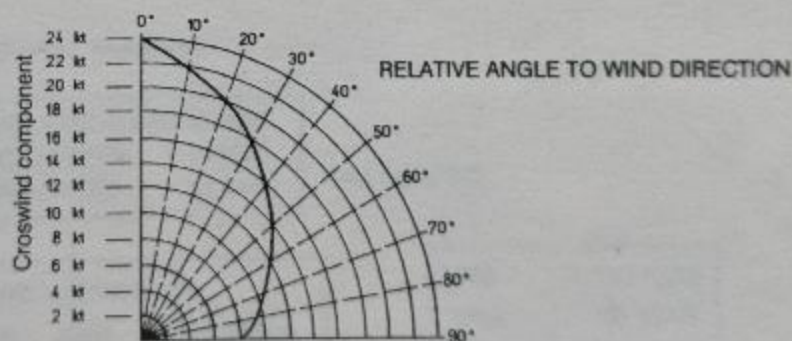


FIG. 2 - 2

B. Maximum demonstrated operating altitude - 13,780 ft

C. Maximum Tire Pressure 37 psi.



686 04 KUNOVICE,
CZECHOSLOVAKIA

L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L 23. 1011. 5

2.12 LIMITATIONS PLACARDS

The following operating limitations are emphasized on the limitation placards in both cockpits:

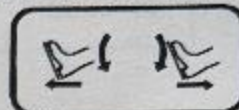
a) front cockpit



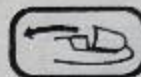
SEAT BACK



PEDAL ADJUSTMENT



AIR VENT



CANOPY - JETTISON see
para 3.2

CENTRE OF GRAVITY RANGE

FRONT LIMIT . 23 % MAC

REAR LIMIT . . 40 % MAC

b) both front and rear cockpits

MAX. WINCH - LAUNCHING SPEED 65 KIAS
MAX. AERO - TOWING SPEED 81 KIAS
MAX. MANOEUVRING SPEED 81 KIAS

See para 2.2

OPERATING LIMITATIONS

THE MARKING AND PLACARDS
INSTALLED IN THIS SAILPLANE CONTAIN
OPERATING LIMITATIONS WHICH MUST
BE COMPLIED WITH WHEN OPERATING IN
UTILITY CATEGORY. OTHER LIMITATIONS
ARE CONTAINED IN SAILPLANE FLIGHT
MANUAL.

MAX. GROSS WEIGHT 1124 LB

PERMITTED AEROBATIC MANOEUVRES:

LOOP	SPIN
STALL TURN	CHANDELLE (CLIMBING)
LAZY EIGHT	STEEP TURN
SOLO FLIGHT FROM FRONT SEAT ONLY	

VNE . . . 133 KIAS

VRA . . . 86 KIAS

Appr.
Jun 12/92.



686 04 KUNOVICE,
CZECHOSLOVAKIA

L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

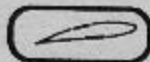
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MAX. ALLOWABLE SPEED VS ALTITUDE

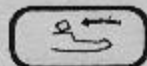
PRESSURE ALTITUDE (FT) UP TO	11 000	15 000	20 000	25 000	30 000	35 000
SPEED KIAS, MAX.	133	123	111	100	89	79



AIR BRAKES



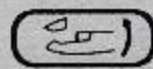
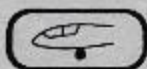
JETTISON/LIFT OFF
(REAR SEAT ONLY)
see para 3.2



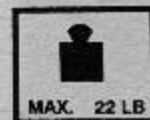
WHEEL BRAKE



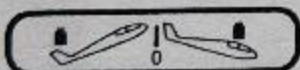
LANDING GEAR



FRONT LIFT OFF
see para 3.2



BAGAGGE
(REAR SEAT ONLY)



TRIMMER



RELEASE

**THIS GLIDER MUST
BE OPERATED IN
COMPLIANCE
WITH THE OPERA-
TING LIMITATIONS
STATED IN THE
FORM OF
PLACARDS,
MARKINGS AND
MANUALS**



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L 23. 1011. 5

SECTION 3

Emergency procedures

CONTENTS

- 3.1 Introduction
- 3.2 Canopy jettison
- 3.3 Bailing Out
- 3.4 Stall recovery
- 3.5 Spin recovery
- 3.6 Spiral Dive Recovery

Appr.
Jun 12/92



3.1 INTRODUCTION

Section 3 provides check-lists and amplified procedures for handling emergency situations.

3.2 CANOPY JETTISON (SEE FIG. 3 - 1)

WARNING: THE FRONT CANOPY MUST BE JETTISONED FIRST.

Front pilot

Red Canopy Jettison Lever
(FIG. 3-1, pos. 1)

ROTATE fully anticlockwise and
HOLD.

Canopy

FORCE UPWARDS.

Rear pilot

Front canopy jettisoned

ROTATE canopy jettison levers
(FIG. 3-1, pos 2) in the direction
of arrows. LIFT rear canopy UP.

Front canopy not jettisoned

RELEASE safety belts

Red Front Canopy Jettison Lever

ROTATE fully counterclockwise
and HOLD. FORCE Front
Canopy UPWARDS. ROTATE
Rear Canopy Jettison Levers in
the Direction of Arrows. LIFT
rear canopy UP.

3.3 BAILING OUT

Safety Belts

RELEASE and REMOVE from lap
and shoulders

Hand Holds

GRASP. STOOP legs below you
BAIL OUT over the side cockpit
rail.

3.4 STALL RECOVER

Low Speed Stall (One g)

PUSH control stick slightly.
CHECK airspeed within normal
operation range.

(Cont.)



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL

Do - L 23. 1011. 5

Stall at Speed (Accelerated)

PUSH control stick to reach
subcritical angle of attack.
ELIMINATE bank by rudder.

3.5 SPIN RECOVERY

Rudder

APPLY full deflection opposite to
sense of rotation RETURN to
neutral when rotation stopped.

Control Stick

PUSH forward slightly
simultaneously as rudder is
neutralized after rotation has
stopped.

3.6 Spiral Dive Recovery

Rudder and ailerons

USE to establish at nose - low
wings level condition

Control stick

INCREASE gently back pressure
to raise the nose to a level flight
attitude. Use caution not to
obtain excessive accelerations
(g) with back pressure during
the pull - up.

CANOPY JETTISON DURING FLIGHT

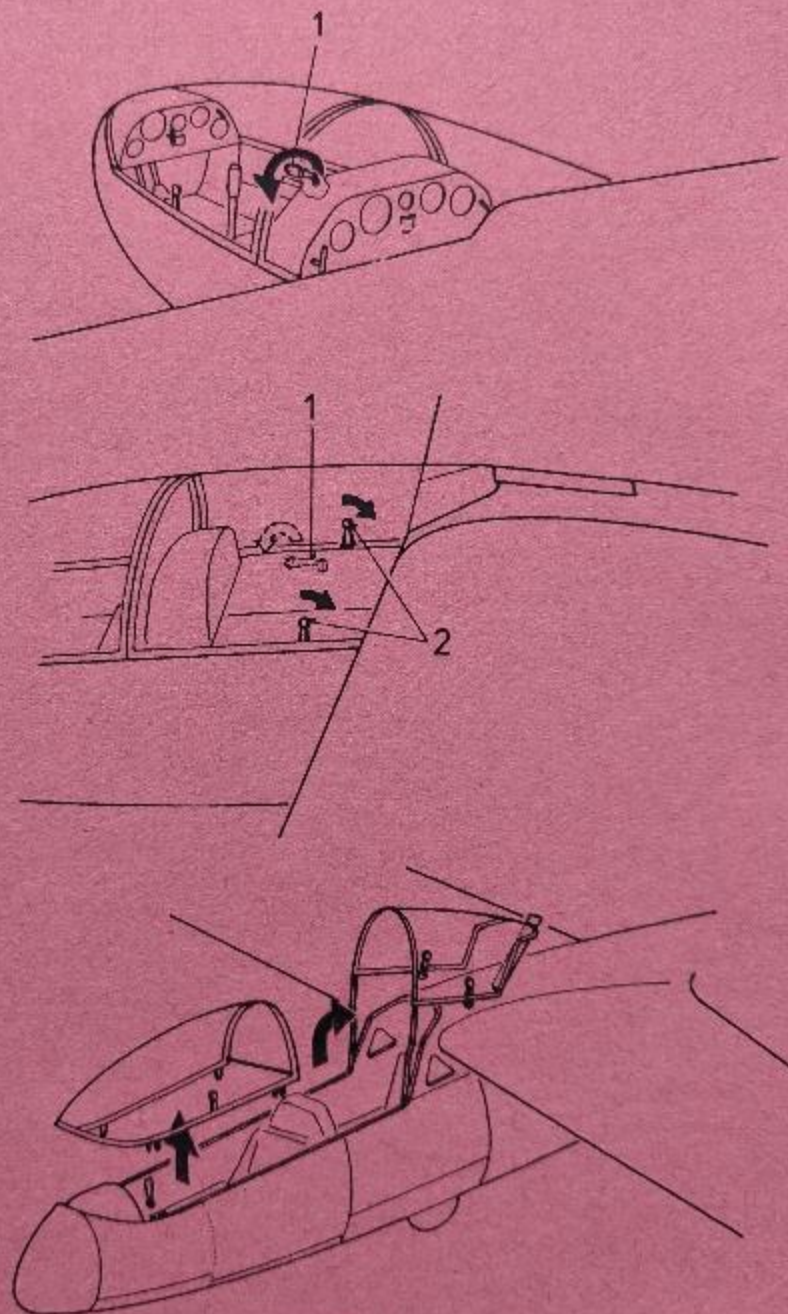


FIG. 3 - 1



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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

SECTION 4

Normal procedures

CONTENTS

- 4.1 Introduction
- 4.2 Preflight Inspection
- 4.3 Normal operations and recommended speeds
 - 4.3.1 Take-off and climb
 - 4.3.2 Flight
 - 4.3.3 Approach
 - 4.3.4 Landing
 - 4.3.5 Use of air brakes
 - 4.3.6 Basic aerobatics



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

4.1 INTRODUCTION

Section 4 provides checklists and information on recommended procedures for normal operation.

4.2 PREFLIGHT INSPECTION

The pilot must check the sailplane for proper condition in accordance with the checklist walkaround inspection (before getting into the sailplane). It is recommended to perform the inspection as show in Fig.4-1.



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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

Sequence of the walkaround inspection

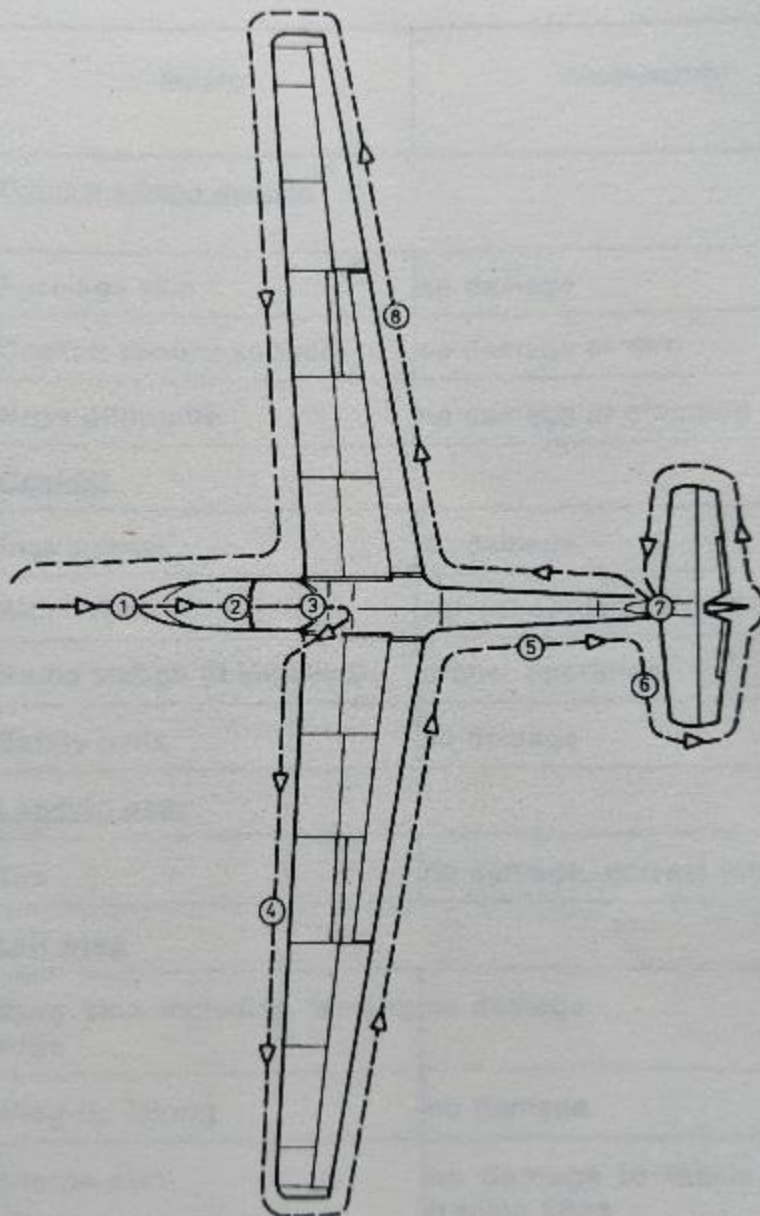


FIG. 4 - 1

(Cont.)



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

4.2.1 WALKAROUND INSPECTION CHECKLIST

Item No.	Subject	Check/activity
1	<u>Front fuselage section</u>	
	Fuselage skin	no damage
	Cockpit canopy surface	no damage or dirt
	Nose pitot tube	no damage or clogging
2	<u>Cockpit</u>	
	Instruments	no damage
	Altimeters	correct setting QFE (QNH)
	Radio station (if installed)	proper operation
	Safety belts	no damage
3	<u>Landing gear</u>	
	Tire	no damage, correct inflation
4	<u>Left wing</u>	
	Wing skin including leading edge	no damage
	Wing-tip fairing	no damage
	Aileron skin	no damage to fabric cover or trailing edge
	Ailerons	free movement
	Airbrake locking hinges	locking no damage of hinges or control tie rods

(Cont.)

Appr.
Jun 12/92



686 04 KUNOVICE
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L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

Item No.	Subject	Check/ activity
5	<u>Rear fuselage section</u>	
	Fuselage skin	no damage
6	<u>Empennage</u>	
	Vertical stabilizer	no damage
	Elevator	free movement
	Horizontal stabilizers	condition of locking wire on the front pin of the horizontal stabilizer (in front of the leading edge of the top part of the vertical stabilizer)
	Rudder	free movement
7	<u>Tail landing gear</u>	
	Landing gear attachment	no damage of attachment
8	<u>Right wing</u>	see Item 4 - left wing



4.2.2 BEFORE TAKE-OFF CHECKLIST

Front seat

Before entering the front cockpit, adjust the front seat back-rest to a position allowing control of the sailplane when fully strapped in.

Rudder control

The position of the rudder pedals should be adjusted with the pilot fully strapped in so that both left and right pedals can be moved comfortably to the full extent of their travel. The position of the rudder pedals in the front cockpit can be adjusted by means of the crank. In the rear cockpit, adjustment to one of three possible positions may be obtained by removing the locking pin.

Note: This can be done only before the flight.

Control column

Check for full and free movement of the control column in all directions; move it to the left, to the right, forwards and backwards.

Instruments

Set the altimeters to zero or as desired by the baro-set knob. Check the other instruments and see that vertical speed indicators and airspeed indicators read zero.

Cockpit canopy

Close and lock.

Safety belts

Fasten the safety belts.

Trim

Set the elevator trim tab to the neutral position marked "0".

Air brakes

Check for easy movement of air brake control. Confirm air brakes retracted for take off.

Tow rope release

Check the tow rope release mechanism for proper functioning.



4.3 NORMAL OPERATIONS AND RECOMMENDED SPEEDS

4.3.1 TAKE-OFF AND CLIMB

1. Aerotow launching

The take-off technique by aerotow is entirely conventional. The elevator and rudder efficiency is high enough during the initial stages of the take-off run, that it is easy to prevent directional or roll oscillations by use of rudder or ailerons. Set the elevator trim tab control to a position between „zero“ and „nose heavy“ and hold the control stick in the neutral position - on the landing gear and at liftoff speed pull the control stick gently to unstick the sailplane. Hold the sailplane in horizontal flight at a height of 3 ft (1 m) until the towing airplane starts to climb. The take-off with cross wind is different from the normal take-off. It is necessary to bank the wing into the wind (in proportion to the wind speed) and to unstick the sailplane at a higher speed.

Note: The tow rope should be attached to the front hook only for crosswind teke-off operations.

Note: Before take-off close the ventilation in order that dust and impurities do not get into the cockpit. The ventilation can be opened during at climb.

2. Winch-launching

**WARNING: USE EITHER SIDE HOOKS OR LOWER HOOK
(DEPENDING ON WHICH HOOK IS INSTALLED)**

The winch launching is entirely conventional. Set the elevator trim tab control to the neutral position. The recommended speed for winch lauching is 43 - 54 KIAS. Do not retract the landing gear when performing the traffic pattern.

3. Aerotow

a)Climb

Retract and lock the landing gear (by pulling the handle in your direction) when above aminimum safe height of 66 ft and the minimum speed of 54 KIAS is reached. Trim the sailplane for the clim speed. The sailplane angle of attack is fairly high when the climb speed is low and the view from cockpit is reduced considerably. Therefore it is recommended that to keep a climb speed of 54 - 70 KIAS .

(Cont.)



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

The pilot should avoid overcontrolling.

Principles of aerotow are the same as for other sailplanes.

b) Level flight

The maximum speed for aerotow is 81 KIAS. It is necessary to trim the sailplane to reduce control forces and to decrease pilot fatigue during longer flights on tow. It is necessary to realize that control sensitivity increases with flight speed.

c) Descending

A satisfactory rate of descent 390 - 590 ft/min can be obtained when the towing aircraft maintains an airspeed at least of 54 KIAS.

4.3.2 FLIGHT

1. Turns and circling

The sailplane is very manoeuvrable and controllable and its behaviour is very good in turns with angles bank up to 60° .

2. Side slipping

The piloting technique of the side slipping is entirely conventional. The angle of bank of the sailplane should be between 10° and 20° . The side slip is not very effective mean of losing height in this sailplane. As, the rate of descent may be effectively increased by the use of the air brakes. If a constant airspeed is to be maintained during a side slip, the angle of pitch must be constant. The air speed indicator is unreliable during slip maneuvers.

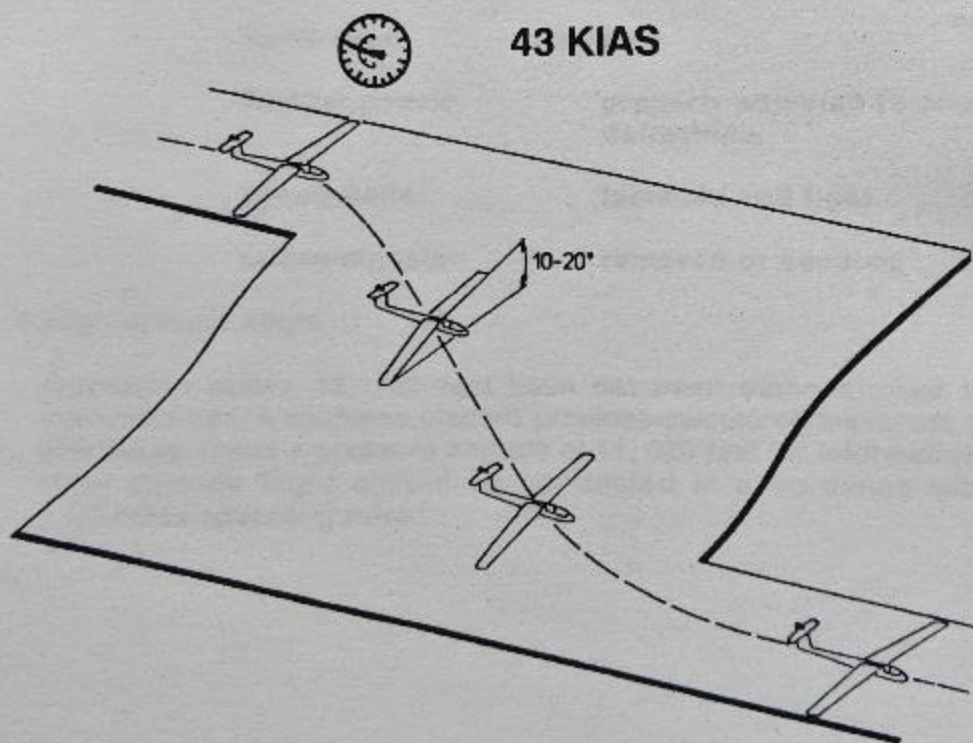


FIG. 4 - 2



3. Stalls

Slow and continuous pulling aft on the control stick causes the sailplane to stall. Ailerons and rudder should be used to control bank, if any. Pre-stall warning starts (at the speed of about 5% higher than the stalling speed), in the form of buffeting of the rudder pedals and of all front fuselage section. When stalled, the sailplane settles with a gentle pitching. Move the control stick forward and start the stall recovery.

CAUTION: Before stalling and spinning the following procedures must be done:

Trim:	neutral
Air brakes:	retracted and secured
Cockpit canopy	locked and secured
Ventilation	shut
Rudder pedals:	properly adjusted to allow full deflections
Safety belts:	fastened and tight
Loose objects:	removed or secured

4. High Altitude Flight

Operation above 13,780 feet have not been demonstrated by the manufacturer. A sailplane placard provides calculated maximum (VNE) airspeeds above a pressure altitude of 11,000 feet for information only. High altitude flight should be conducted in accordance with any applicable operating rules.



4.3.3 APPROACH

The following approach speeds are recommended.

Descent	Air brakes	Approach speeds
Normal	retracted	41-46 KIAS
	extended	43-51 KIAS
Steeper	extended	51-60 KIAS

Anticipate mild sailplane ballooning when using higher approach speeds.

4.3.4 LANDING

Landing on the airport

The landing manoeuvre is entirely conventional. Use small elevator inputs at the flare. The sailplane should touch down with the landing gear first and then with the tail wheel if landed correctly (to reduce shock to the tail wheel on ground contact). Do not flare prematurely in order to prevent the sailplane from dropping from a higher height.

Off-field landing

It is recommended to land with the landing gear retracted if landing on a soft ground.

Note: In this case extend the wheel before the next flight.



4.3.5 USE OF AIR BRAKES

It is recommended to use the air brakes in following cases :

1. To reduce landing especially roll on rough ground.
2. To increase accuracy of the landing manoeuvre.

Note: In case of using air brakes during landing, it is necessary to maintain an approach speed of about 5 kts higher, because the stall speed with fully opened air brakes is about 3-4 kts higher.

3. To avoid exceeding the never exceed speed (V_{NE}) during unusual attitude recoveries (for example during aerobatics).

It is recommended to use the air brakes in any case when the sailplane starts to increase the speed and the pilot is uncertain of his orientation or how to manage the situation. Configuration with " air brakes extended" will ensure that V_{NE} is not exceeded. Use of air brakes will enhance the safety and makes handling easier because the extended air brakes tend to stabilize the sailplane.

The control lever should be held firmly when operating the air brakes to ensure smooth deployment and retraction.



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

4.3.6 BASIC AEROBATICS

The L 23 SUPER-BLANÍK sailplane is able to perform the listed approved aerobatic manoeuvres. The rate of acceleration of this sailplane is high, so great care must be taken not to exceed limitations given in Sections 2.2, 2.6 and 2.7.

Instruction guidelines for performing approved aerobatic manoeuvres are given on pages 13 to 19 of this Section.

WARNING: ONLY MANOEUVERS WITH POSITIVE G LOAD FACTORS ARE APPROVED.

(Cont.)

Appr.
Jun 12/92



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

1. Loop

Enter a moderate dive with slight forward movement of the control stick to gain a speed of 86 KIAS when flying solo or 97 KIAS when flying dual. Raise the nose of the sailplane by slight backward movement of the control stick, taking care not to apply excessive "g" forces, and maintain this rate of backward stick movement throughout the first half of the loop, but do not use more than about 60 % of the control stick full deflection. The load factor must drop in the inverted position. After passing the inverted position the speed will increase and the control stick must be eased forward gradually until the sailplane is flying level again. Before and during this manoeuvre rudder should be used to prevent yaw and ailerons used to keep the wings level. Maintain precise directional control for proper completion.

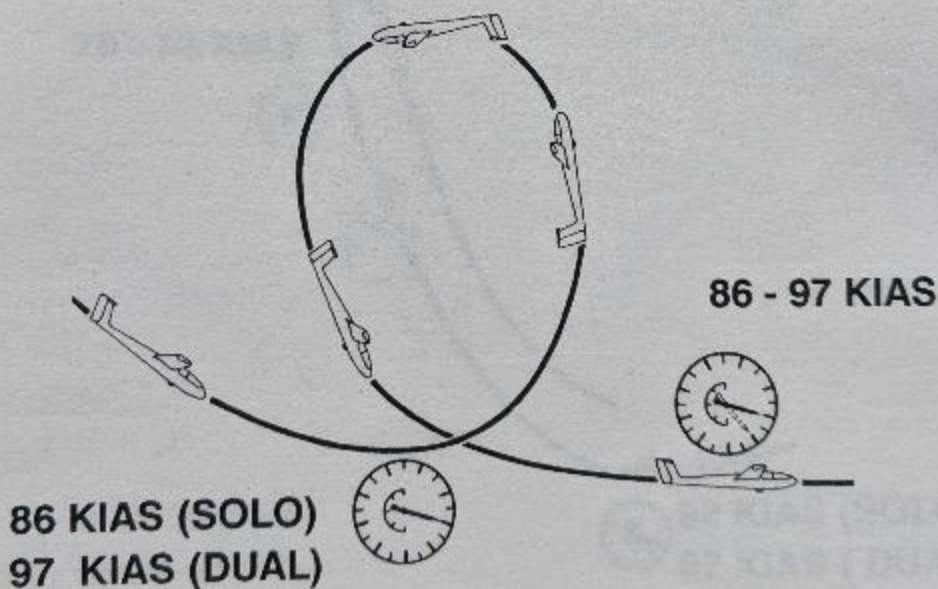


FIG. 4 - 3

(Cont.)

2. Stall turn

This manoeuvre should be begun at the speed of 92 KIAS when flying solo or 97 KIAS when flying dual. Pull the control stick gently backward to bring the nose to a position of about 60° to 70° above the horizon. Ease the control stick forward slightly to maintain this attitude. As the speed falls to 70 - 76 KIAS, start to apply rudder slowly in the required direction of turn. As the force on the rudder decreases, gradually apply full rudder.

Full deflection of the rudder should be reached when the sailplane heads about 45° in the direction of turn. The ailerons should be used against the direction of turn as necessary to prevent the sailplane rolling to the inverted position. As the nose approaches the reciprocal heading, neutralize the rudder, keep the wings level by use of the ailerons, and ease out of the resulting dive, taking care not to apply excessive "g".

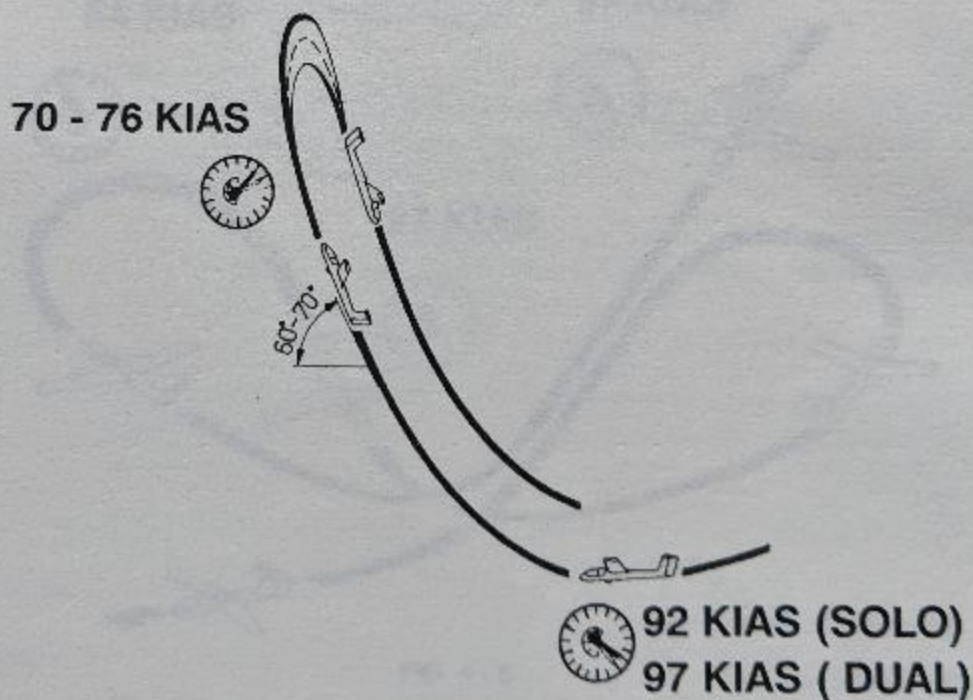


FIG. 4 - 4

(Cont.)

3. Lazy eight

Move the control stick slowly forward to attain the entry speed of 97 KIAS (solo or dual). Perform the steep turn to the selected side, smoothly pulling the control stick with simultaneous coordinated use of ailerons and rudder.

At a speed of 54 KIAS transition the sailplane to a descent and after reaching a speed of 97 KIAS perform the steep turn to the opposite side, smoothly pulling the control stick with simultaneous coordinated use of ailerons and rudder.

The flight path intersects at the lowest point of the manoeuvre.

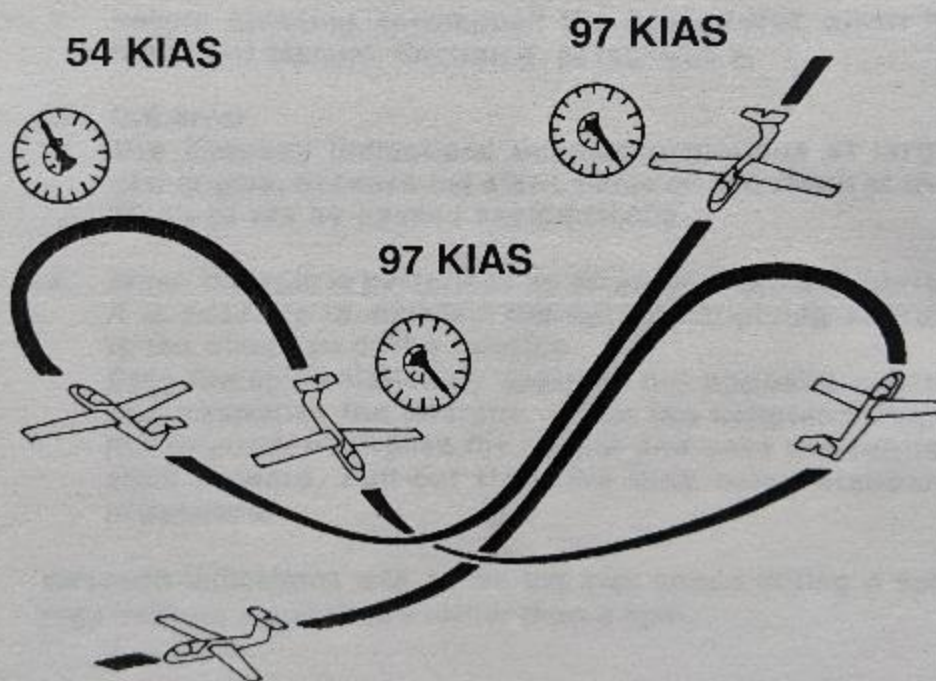


FIG. 4 - 5

(Cont.)



4. Spin

The sailplane performs the spin without any tendency to enter a flat spin at all operating centre of gravity positions. The sailplane has the tendency to recover from the spin by itself, when at the maximum flight weight and the forward centre of gravity. Entering the spin is entirely conventional. Pull the control stick slowly back to approach the stall, use the full deflection of the rudder at the stall speed of approximately 32 KIAS (Fig. 4-3) and maintain full aft deflection of the control stick. Initiate recovery from the spin by applying full opposite deflection of the rudder. When the sailplane stops the rotation, neutralize the rudder and simultaneously ease the control stick forward. Recover the sailplane from the dive in the usual way. The attitude during the spin is 60° to 70° nose down and the loss of height in one turn is approximately 260 ft when flying solo and 390 ft when flying dual. The time of one revolution of the spin is approximately 3.5 secs.

Caution: 1. **Before spinning accomplish the procedures given in the Flight Manual, Section 4, paragraph 3.**

2. **IAS error.**

The airspeed indications become erroneous at large yaw angles, because the static vents on the sides of the fuselage are by-passed asymmetrically.

3. **When the spin is performed as an aerobatic manoeuvre, it is possible to maintain the spin by applying aileron in the direction of the rotation.**

Stop the spin rotation by applying full opposite rudder and neutralize the ailerons. When the sailplane stops the rotation, neutralize the rudder and ease the control stick forward. Pull-out from the dive using standard procedure.

Note: Airspeed indications well above the stall speed during a spin may indicate a spiral dive rather than a spin.

(Cont.)



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

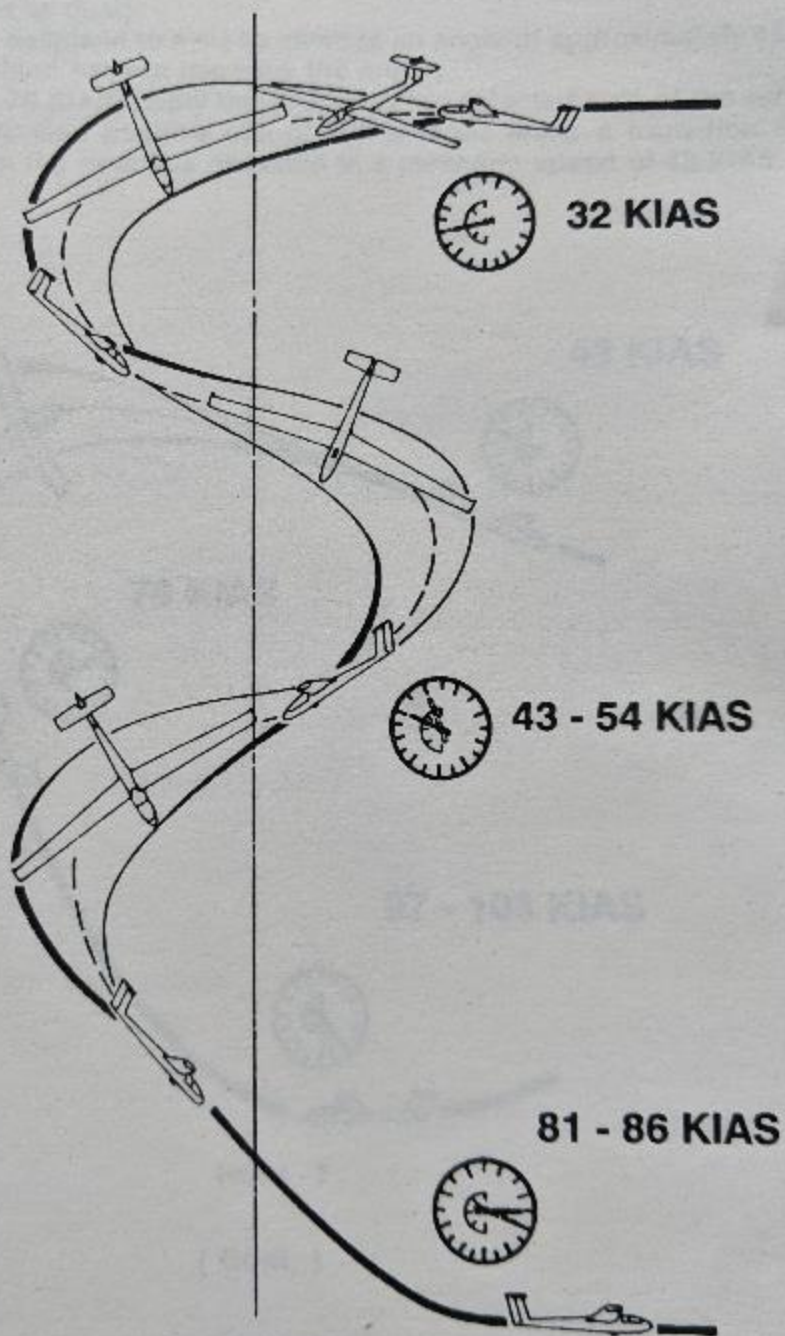


FIG. 4 - 6

Appr.
Jun 12/92



686 04 KUNOVICE
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L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

5. Chandelle (climbing)

Move the control stick slowly forward to attain the entry speed of 97 to 103 KIAS (solo or dual).

Transition the sailplane to a steep climb at an angle of approximately 45° above the horizon (do not increase the angle).

At a speed of 76 KIAS, apply the rudder to the selected side of the turn and by coordinated positive use of the ailerons make a transition to gliding flight in the opposite direction at a minimum speed of 43 KIAS.

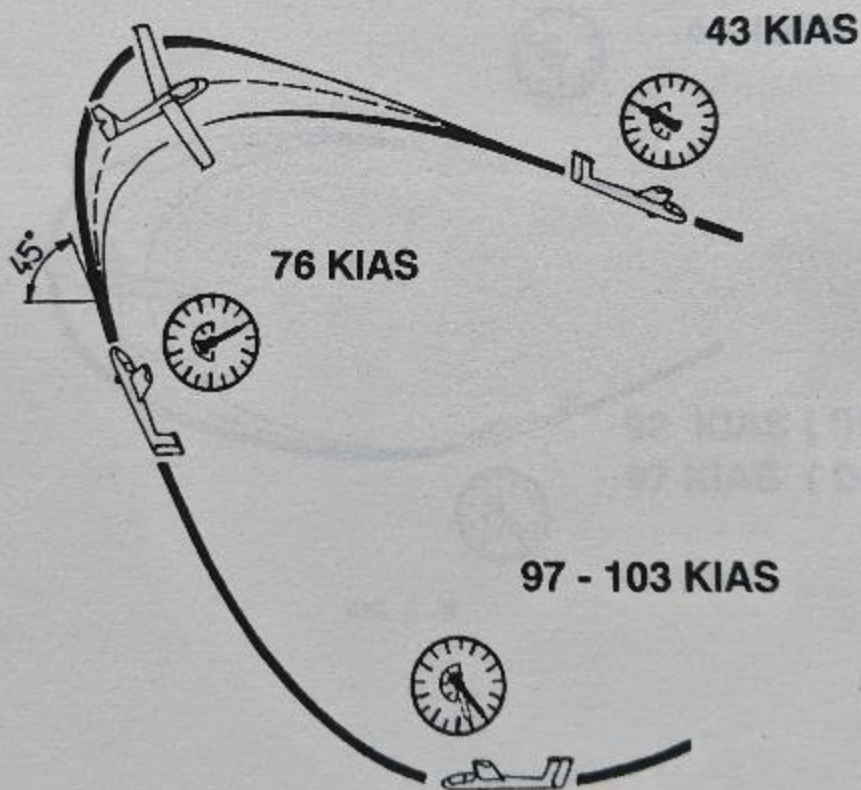


FIG. 4 - 7

(Cont.)



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

6. Steep turn

To perform this manoeuvre keep the entry speed of 92 KIAS when flying solo or 97 KIAS when flying dual. Enter the climb simultaneously with a bank of approx. 45° . After turning 150° start a transition to a glide angle such that the manoeuvre will be finished in the opposite direction with the speed not decreasing below 43 KIAS.

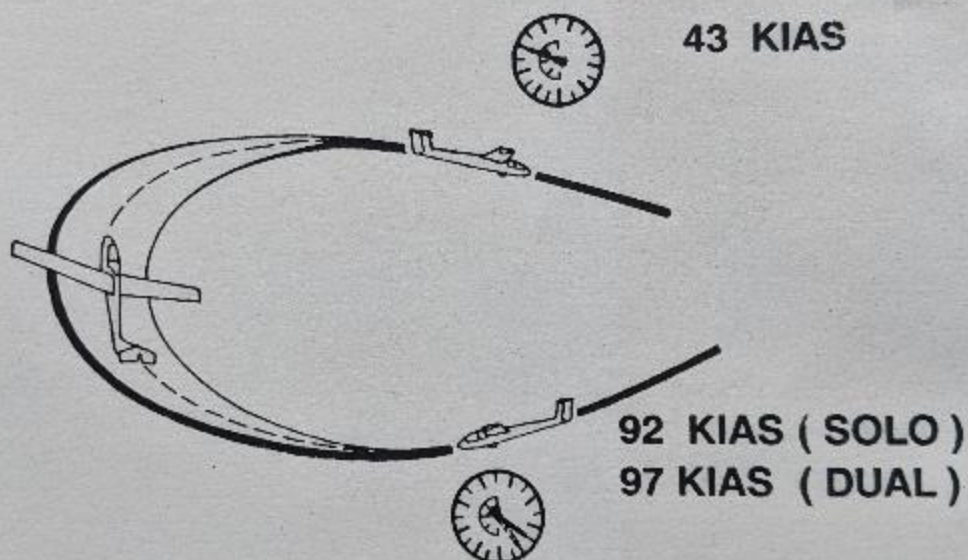


FIG. 4 - 8



SECTION 5

Performance

CONTENTS

- 5.1 Introduction
- 5.2 Approved data
 - 5.2.1 Airspeed system calibration
 - 5.2.2 Stall speeds
- 5.3 Additional information
 - 5.3.1 Flight polar



5.1 INTRODUCTION

Section 5 provides approved data for airspeed calibration and stall speeds. Other non-approved information is provided.

5.2 APPROVED DATA

5.2.1 AIRSPEED INDICATOR SYSTEM CALIBRATION. (Assumes zero indicator instrument error)

The diagram is effective for maximum flight weight of 1124 lb.

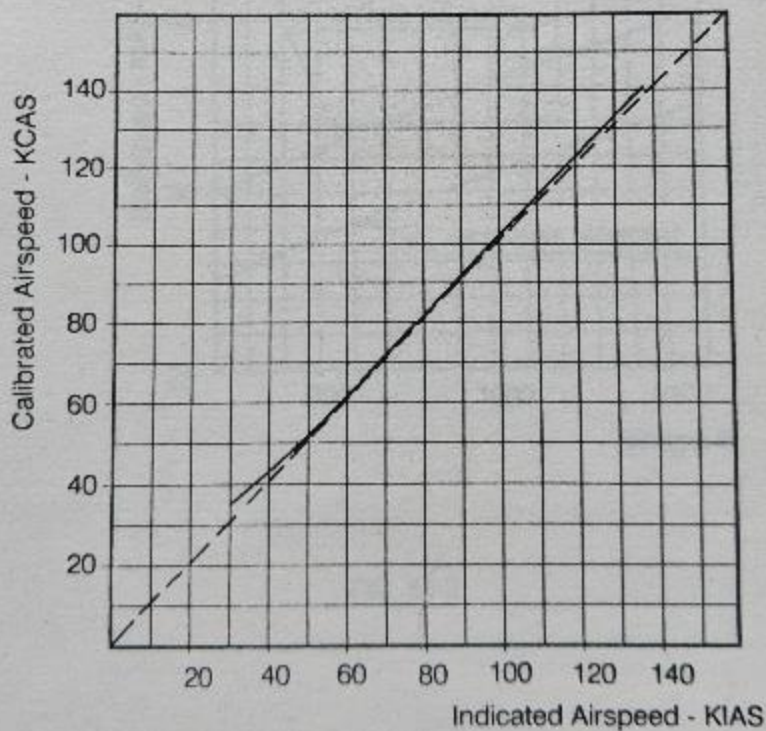


FIG. 5 - 1



686 04 KUNOVICE
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L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

5.2.2 STALL SPEEDS (unaccelerated)

The effect of gross weight on stall speed is given in Fig. 5-2.

Note: The stall warning speed is about 5 % higher than stall speed for all configurations.

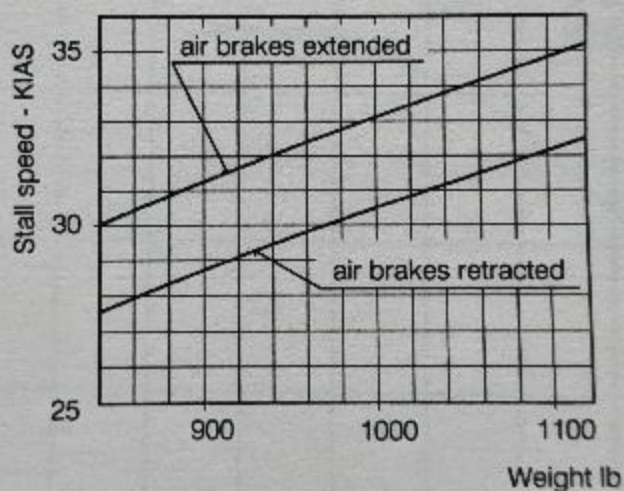


FIG. 5 - 2



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

5.3 ADDITIONAL INFORMATION

5.3.1 FLIGHT POLAR

5.3.1.1 FLIGHT SPEED POLAR

Maximum flight gross weigh of 1124 lb

Airspeed with the angle
of descent of 45° 124 KIAS

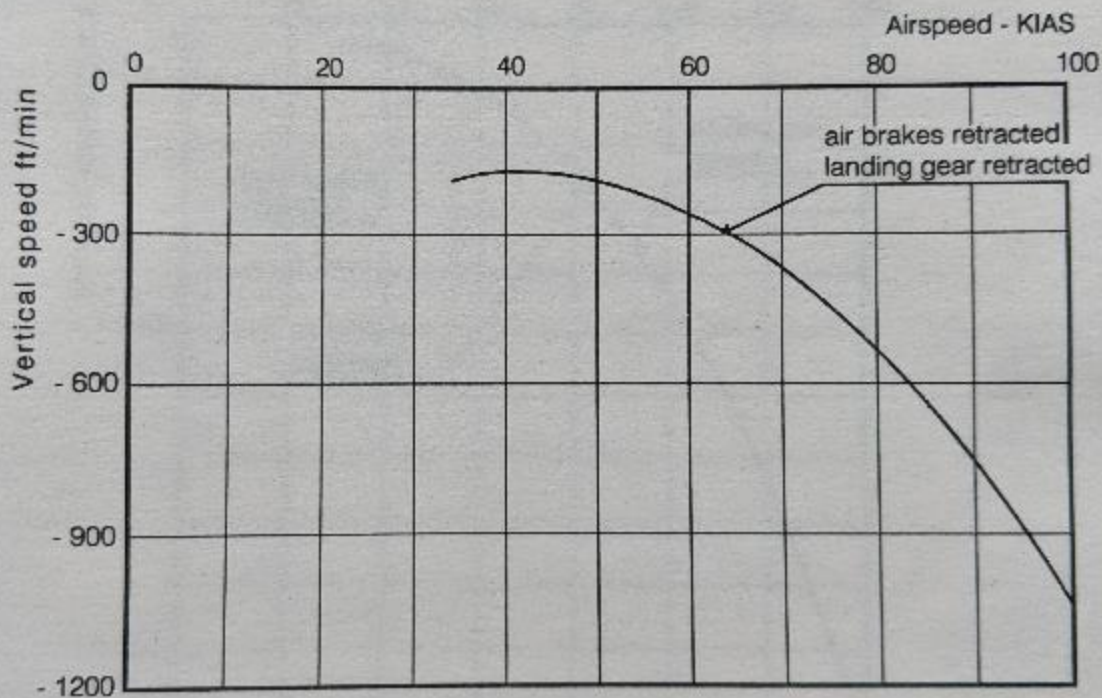


FIG. 5 - 3



686 04 KUNOVICE
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L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

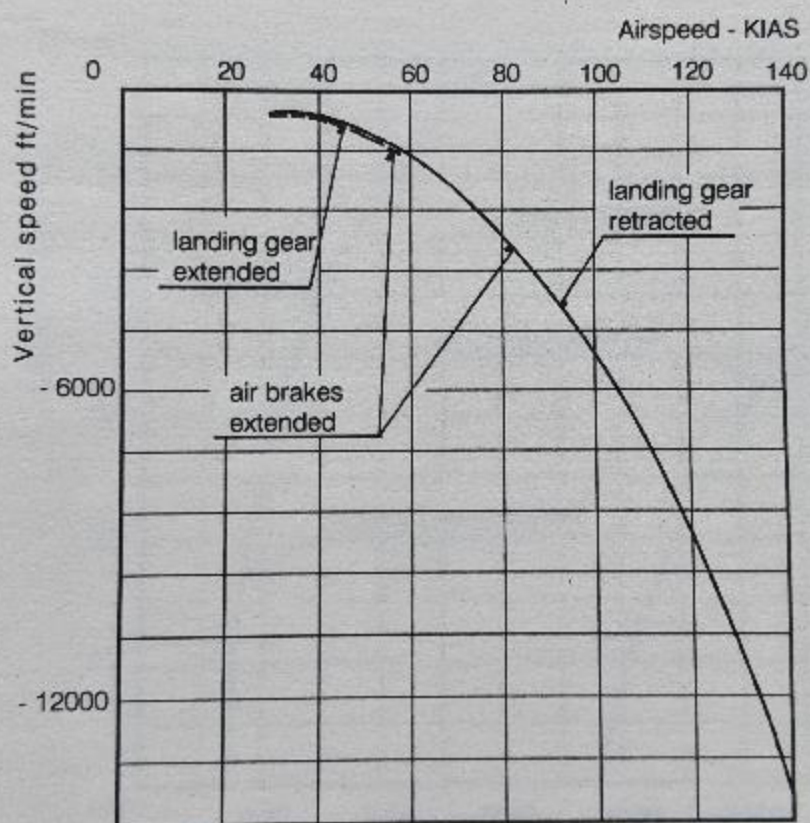


FIG. 5 - 4



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L 23. 1011. 5

5.3.1.2 AERODYNAMIC POLAR

Max. flight weight of 1124 lb

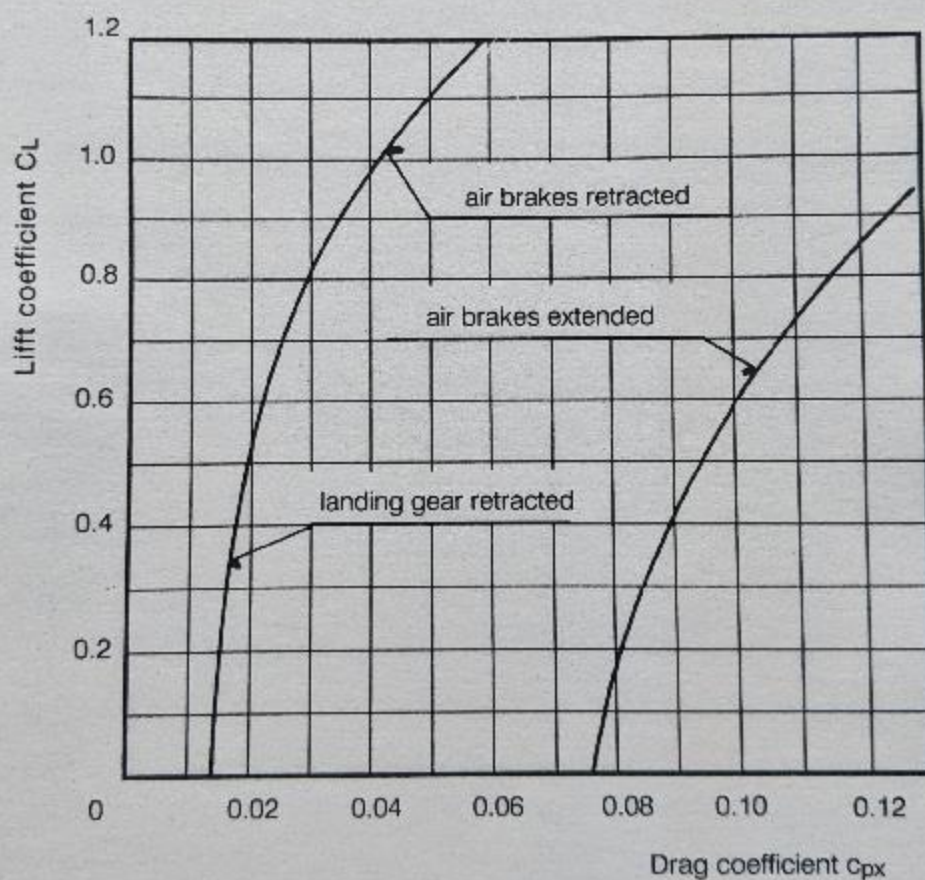


FIG. 5 - 5



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL

Do - L23. 1011. 5

SECTION 6

Weight and balance

CONTENTS

- 6.1 Introduction
- 6.2 Weight and balance record
- 6.3 Basic empty weight and moment
- 6.4 Balance chart
- 6.5 Balance record
- 6.6 Equipment list



6.1 INTRODUCTION

Section 6 includes basic empty weight and moment of the sailplane with standard equipment and the equipment list (standard and optional equipment). Procedures for determining the weight and centre of gravity position are explained by an example calculation.

6.2 WEIGHT AND BALANCE RECORD

Weight and balance record providing information for calculating centre of gravity position is given in the Maintenance Manual of the L 23 SUPER - BLANÍK Sailplane, chapter 8.

6.3 BASIC EMPTY WEIGHT AND MOMENT

Basic empty weight 683 lb \pm 2%

Moment to the reference plane 17,923.1 in-lb

(see weight and balance record).

The reference datum is located 93.6 in aft of the sailplane nose.

6.4 BALANCE CHART (FIG. 6-1)

1. Balance chart description

The varying load scales are in the upper part of the page. The separate scales are plotted in the middle part of the page. The chart of the centre-of-gravity position vs. sailplane weight is given in the bottom part of the page. The region of the allowable centre of gravity range is the slanted shape in the chart and it refers to all flight conditions.

Cont.

2. Directions for the balance chart use

See FIG.6-1 on Page 6-4, Line 0.

Make a dot on the Empty Sailplane Center of Gravity Range corresponding with the value shown on the Balance Record on page 6 - 5. Draw a vertical down to Line 1. The intersection of the vertical and Line 1 is Point A.

Next, use Scale 1 at the top of the chart. Measure the distance from 0 on that scale to a number corresponding with the weight of the front pilot + parachute + ballast seat (if used). Transfer this distance from Point A to the left, draw a vertical, and mark the intersection with Line 2 as Point B.

Next, use Scale 2. Measure the distance from 0 on that scale to a number corresponding with the weight of the rear pilot + parachute. Transfer this distance from Point B to the left, draw a vertical, and mark the intersection with Line 3 as Point C.

Next, use Scale 3 for any changes in the front instrument panel. Measure the distance from 0 on that scale to a number corresponding with the weight of any instrument added or removed. Transfer this distance from Point C to the left (if an instrument is added), to the right (if removed). Draw a vertical, and mark the intersection with Line 4 as Point D.

Next, use Scale 4 for any changes in the rear instrument panel in the same fashion as in the previous paragraph. That is how you arrive at point E. Draw a vertical on down to the lower part of the chart.

Now, use the weight scale on the lower left part of the balance chart. Mark the sum of all weights: Empty sailplane + front pilot + parachute + ballast seat + rear pilot + parachute + instrument changes + baggage.

Draw a horizontal line from the mark to the right. The center of gravity position is at the intersection of this horizontal line with the vertical from Point E.

If this intersection is inside the slanted shape, the glider is loaded correctly. If the intersection is outside, the glider has to be reloaded.

Note: The baggage weight is to include any battery, oxygen bottle, water bottle etc. Items in the baggage compartment have no influence on the centre of gravity position, but they must be included to the sum of all the weights.

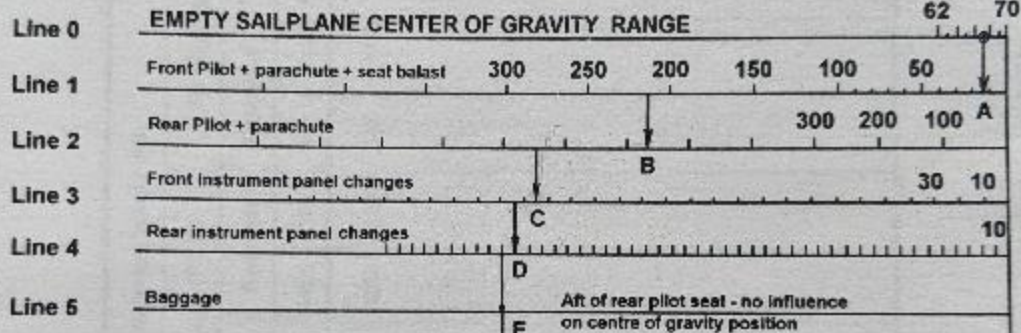
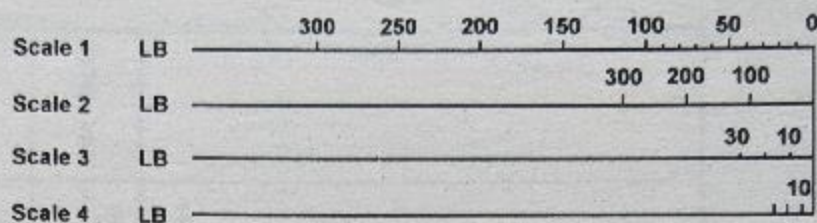


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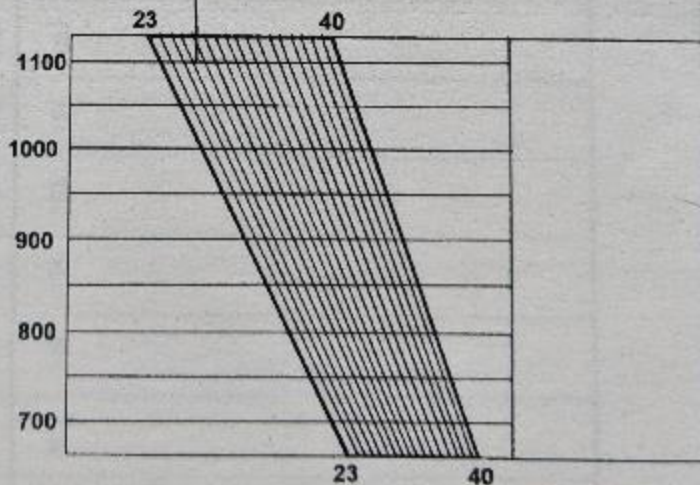
L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL

Do - L23. 1011. 5



Weight LB





SAILPLANE FLIGHT MANUAL

Do - L23. 1011. 5

6.5 BALANCE RECORD

Date	Empty weight lb	c/g pos. % MAC	Permitted crew + passenger weight with :												Approved			
			Max. baggage (22 lb)				Half baggage (11 lb)				No baggage (0 lb)				Date	Signed		
			Front seat		Rear seat		Front seat		Rear seat		Front seat		Rear seat					
			Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.				
Jun 12/92	635.2	67.3	198	154	198	154	220	154	220	154	220	154	243	154	198	154		



6.6 EQUIPMENT LIST

Standard (S) items must be installed for all operations. Optional (O) items are available for installation. Installed items for each sailplane equipment list will be marked with an "X" and included in the Empty Weight/c.g. pos of the Balance Record.

	S	O	Subject	Type	Mass lb	Arm from the reference plane (rib No. 1) ft	Date of installation
1	X		Altimeter	IFR 46-20 front instr.panel rear instr.panel	1.75	-5.82 -1.81	
2	X		Airspeed indicator	LUN 1106-8 front instr.panel rear instr.panel	0.88	-5.83 -1.82	
3		X	Electric turn-and-bank/side indicator	LUN 1211.1 front instr.panel rear instr.panel	0.79	-5.83 -1.82	
4		X	Rate-of climb indicator ± 100 ft/min or Rate-of climb indicator ± 10 knots	LUN 1141.02 front instr.panel rear instr.panel LUN 1141.04 front instr.panel rear instr.panel	1.06 1.06	- 5.87 -1.87 - 5.87 -1.87	
5		X	Rate-of-climb indicator ± 6000 ft/min or Rate-of-climb indicator ± 60 knots	LUN 1147.12-8 front instr.panel LUN 1147.23-8 front instr.panel rear instr.panel	1.1 1.1	- 5.802 - 5.802 -1.79	
6		X	Magnetic compass	LUN 1221.1-8 front instr.panel rear instr.panel	0.23	-5.79 -1.79	

Cont.



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L23. 1011. 5

	S	O	Subject	Type	Mass lb	Arm from the reference plane (rib No. 1) ft	Date of installation
7		X	Accelerometer	AM-10 front instr. panel	0.55	- 5,51	

Optional (O) Items 3, 4, 5, 6, 7 as applicable are required for pilot's station for cloud flying operations.

	S	O	Subject	Type	Mass lb	Arm from the reference plane (rib No. 1) ft	Date of instalation
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

SECTION 7

Sailplane and systems description

CONTENTS

- 7.1 Introduction
- 7.2 Front Seat Ballast



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER - BLANIK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

7.1 Introduction

The description and operation of the sailplane and its systems are given in the Maintenance Manual of the L 23 SUPER - BLANIK Sailplane.

7.2 Front Seat Ballast

A.Seat installation, Fig. 7-1

1. Disassemble and remove the seat from the front cockpit.
2. Put the seat with ballast into the free space and insert stirrups (pos. 2) in the rear part of the seat into the chamber on the rest suspender.
3. Move the levers on the seat sides upwards (pawls will shift in the seat face) and fold the seat (pos. 1) to the floor.
4. Move the levers downwards, the pawls will shift out and they must shift in the hole on the floor frame (if the pawls do not shift in the holes, move the seat to both sides to enable shifting the pawls in the holes).



686 04 KUNOVICE
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L 23 SUPER - BLANÍK

SAILPLANE FLIGHT MANUAL Do - L 23. 1011. 5

B.Seat removal

Removal is carried out in a reverse order to installation.

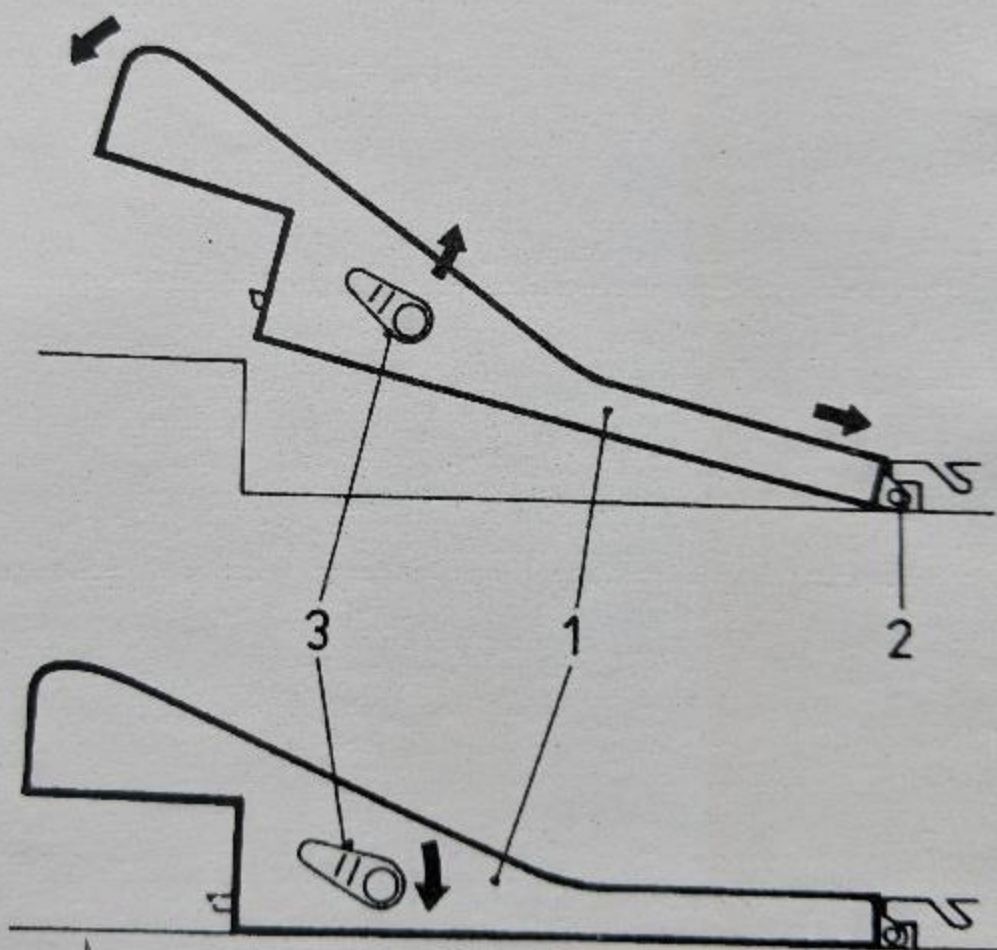


FIG. 7 - 1



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L 23 SUPER BLANIK

SAILPLANE FLIGHT MANUAL

Do - L23. 1011. 5

SECTION 8

Sailplane handling, care and maintenance

CONTENTS

- 8.1 Introduction
- 8.2 Sailplane ground handling



686 04 KUNOVICE
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L 23 SUPER BLANÍK

SAILPLANE FLIGHT MANUAL Do - L23. 1011. 5

8.1 INTRODUCTION

Procedures recommended by the manufacturer for proper ground handling, servicing and maintenance, which must be followed if the sailplane is to retain new-plane performance and dependability, are given in the Maintenance Manual of the L 23 SUPER - BLANÍK Sailplane.

8.2 SAILPLANE GROUND HANDLING

8.2.1 WING REMOVAL

Four people are needed for the wing removal. The first holds the fuselage, the second holds the wing tip, the third and the fourth hold the wing root (see Fig. 8-1). Level the sailplane to the horizontal position.

Take off the fairings between the fuselage and the wing. Uncouple the aileron control tie rods by unlocking safety pins and removing pins on rocker levers, pivoted in consoles on the ribs No.1 (from the fuselage side). Remove lock pins out of both front hinge pins and wing main pins and knock out the front pin. Remove electrical ground strap.

Move the wing gently up and down when installing or removing the pins. Pull the wing from the fuselage by slow careful movement and sit the wing vertically with the leading edge down on the special handling equipment.

8.2.2 WING INSTALLATION

The process of wing installation is the opposite. For easier installation of the centre hinge pins use the centering pin (or installation drift pin) before inserting the main pins (see Fig. 8-1, Detail A). When slipping wing hinges on fuselage hinges make sure that the globular joint of the air brakes control (see Fig. 8-1, Detail B) will be positioned to fit into the control drivers in the wing.

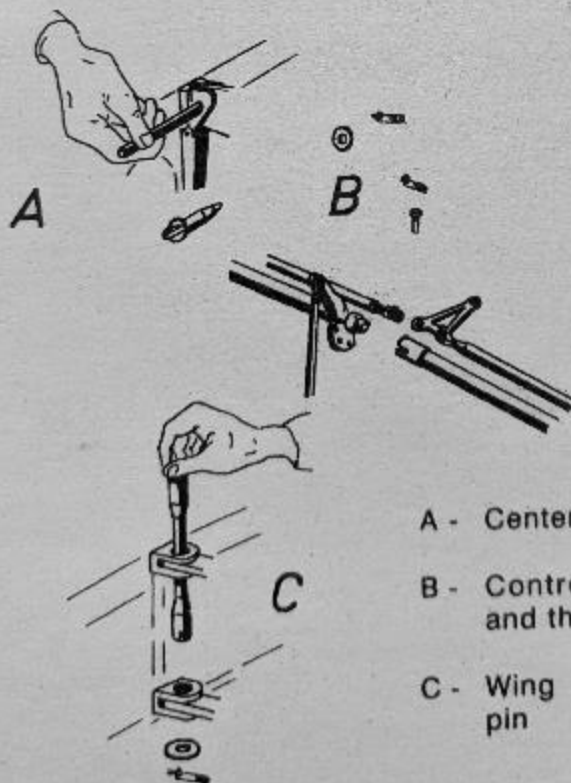
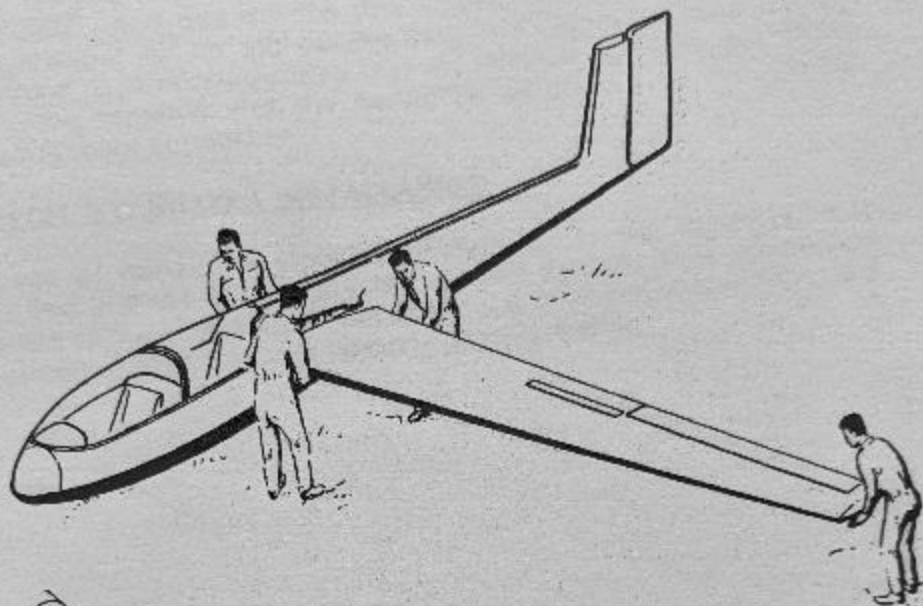
When assembling first slide in the wing main hinge pin and then the wing front hinge pin.



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SAILPLANE FLIGHT MANUAL Do - L23. 1011. 5



- A - Centering the front hinge pin
- B - Control joint between the wing and the fuselage
- C - Wing main hinges with the main pin



686 04 KUNOVICE
CZECHOSLOVAKIA

L 23 SUPER BLANÍK

SAILPLANE FLIGHT MANUAL

Do - L23. 1011. 5

HORIZONTAL STABILIZER REMOVAL

Remove the safety wire from the front pin of the horizontal stabilizers (in front of the leading edge of the vertical stabilizer on its top). Rotate the pin handle 180° and pull out the pin. Elevate the horizontal stabilizer leading edge about 30° up, slip out the horizontal stabilizers from pins by pulling forward. It is recommended that the elevator to be in the neutral position during removal. Put the horizontal stabilizers on the special handling equipment support.

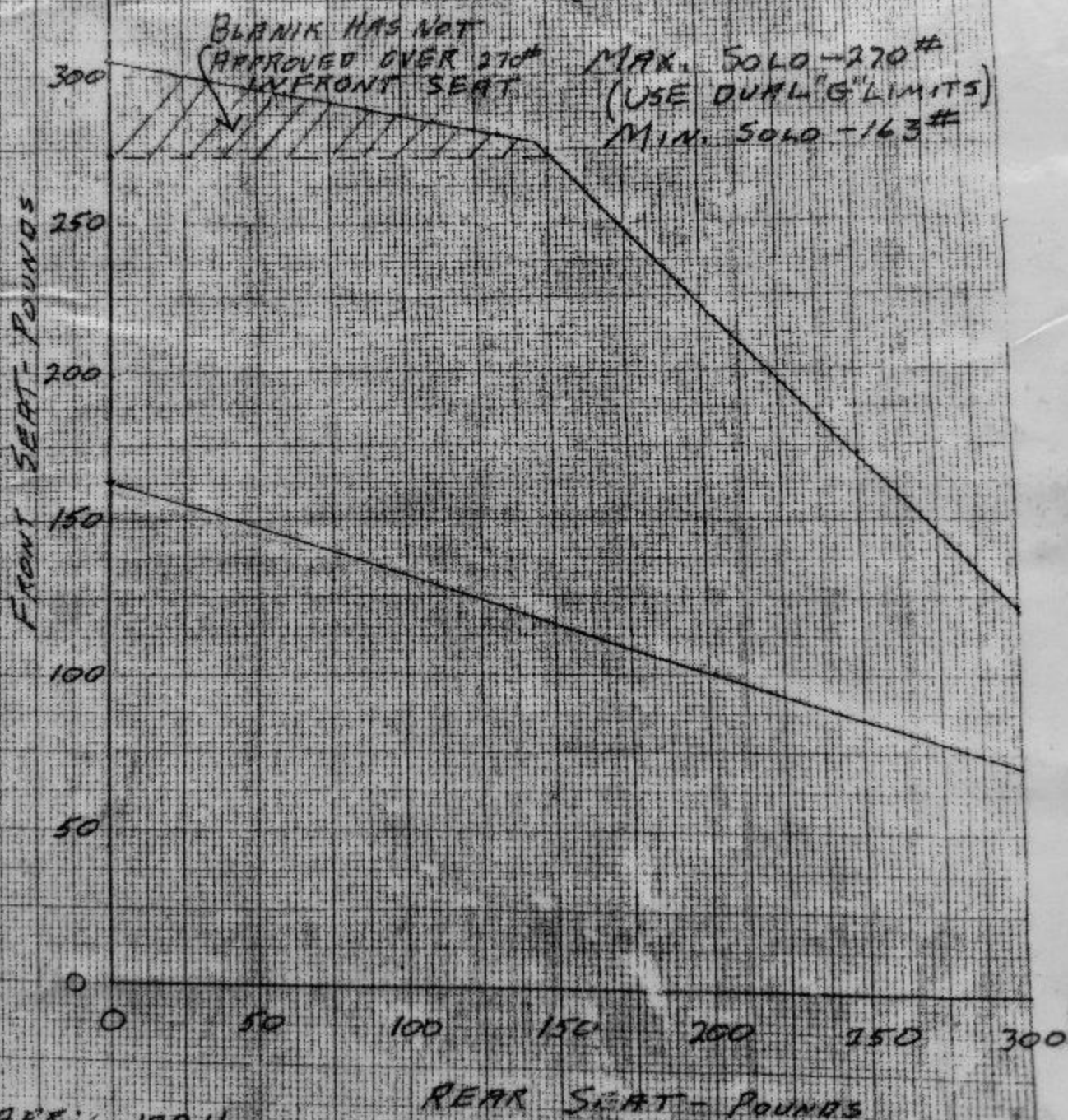
8.2.4 HORIZONTAL STABILIZER INSTALLATION

The process of horizontal stabilizer installation is the opposite. It is recommended that the horizontal stabilizer and the automatic connection rocker levers of the elevator trim tab control on the vertical stabilizer, and on the horizontal stabilizer, are approximately parallel.

BLANIK 1-23 N-258BA

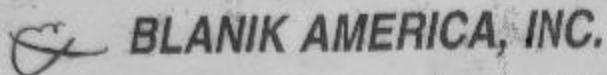
MAX. TOTAL - 1124[#]
EMPTY - 702[#]
USEFUL LOAD - 422[#]

EMPTY MOMENT - 84280 IN-[#]
(NOSE REFERENCE)



APRIL 1994

REAR SEAT - POUNDS



BLANK AMERICA, INC.

P.O. Box 33554, Seattle WA 98133-0554, U.S.A.
Telex 213778 • Phone/Fax (206) 368-0760

July 7, 1994

RED WING SOARING
c/o Charles E. Matson
2368 Joy Ave
White Bear Lake MN 55110

Dear Chuck,

Thank you for your telecon of today and a report on your club's soaring activities. We are pleased to confirm that the LET factory approved the Weight and Balance diagram which you submitted, dated April 1994 Blank L23 N-258BA, for the empty moment of 84281 in#.

Also enclosed is the L23 Undercarriage Service Letter you requested.

Sincerely,

BLANK AMERICA, INC.

Vitek Siroky
President

White Bear Lake, MN
April 14, 1994

Blanik America, Inc.
P.O. Box 33554
Seattle, WA 98133-0554

Attn: Vitek Siroky, President

Dear Mr. Siroky:

I called you about two weeks ago concerning the maximum solo pilot weight of 242 pounds for the L23. My calculations indicated a much higher weight could be tolerated. You informed me that you had just heard from Blanik in Czechoslovakia that 270 pounds had been approved, but then you must limit the flying to the G forces for dual flight. This was good news as that weight should cover any possible pilots in our club.

You had also sent our chief instructor, Robert Lockman, the front and rear seat moment arms for the L23 that he had requested during the convention at Chicago. I used these numbers plus the weight and moment data we received with our L23 to construct a weight and balance diagram. You asked for a copy of this, which is enclosed.

You will see that I used the 270 pound weight for the maximum front seat solo, but noted that you must then use the dual G limits. I also lined out the area above the 270 pound limit, but the diagram indicates that a 150 pound passenger should then be acceptable. I would appreciate your comments on that as well as on the whole diagram.

Yours truly,

Charles E. Matson

Charles E. Matson
2368 Joy Ave.
White Bear Lake, MN 55110

cc. Robert Lockman

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION - WICK MONROE AERONAUTICAL CENTER
AIRCRAFT REGISTRATION APPLICATION

UNITED STATES
REGISTRATION NUMBER **N258BA**

AIRCRAFT MANUFACTURER & MODEL
LET L 23 SUPER BLANK

AIRCRAFT SERIAL No. **938018**

TYPE OF REGISTRATION (Check one box)

☐ 1. Individual ☐ 2. Partnership ☒ 3. Corporation ☐ 4. Co-owner ☐ 5. Govt. ☐ 6. Non-U.S. Citizen

NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle name.)
Red Wing Soaring Association

TELEPHONE NUMBER: (612) **421-2348**

ADDRESS (Permanent mailing address for first applicant listed.)

Number and street

Rural Route:

CITY

White Bear Lake, MN

Box: **10828**

ZIP CODE

55110

☐ CHECK HERE IF YOU ARE ONLY REPORTING A CHANGE OF ADDRESS
ATTENTION! Read the following statement before signing this application.
This portion MUST be completed.

A false or dishonest answer to any question in this application may be grounds for punishment by fine and / or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

I/WE CERTIFY:

(1) That the above aircraft is owned by the undersigned applicant, who is a citizen (including corporations) of the United States.

(For joint trust, give name of trustee)

CHECK ONE AS APPROPRIATE:

a. ☐ A resident alien, with valid registration (Form 1-151 or Form 1-551) No.

b. ☐ A non-citizen corporation organized and doing business under the laws of (state) and said aircraft based and primarily used in the United States. Records or flight hours are available for inspection at _____

(2) That the aircraft is not registered under the laws of any foreign country. And
(3) That legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.

NOTE: In the event of co-ownership all applicants must sign. Use reverse side if necessary.

TYPE OR PRINT NAME BELOW SIGNATURE

EAL & PART OF THIS APPLICATION MUST BE SIGNED IN INK	SIGNATURE Paul J. Rende	TITLE Treasurer	DATE 7-24-93
	SIGNATURE	TITLE	DATE
	SIGNATURE	TITLE	DATE
	SIGNATURE	TITLE	DATE

NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days, during which time the PINK copy of this application must be carried in the aircraft.

OPERATIONS OUTSIDE OF THE UNITED STATES ARE PROHIBITED BY LAW

98133-0554
Fax (206) 366

We are pleased to
dated April 199

CERTIFICATE OF REGISTRATION
 FEDERAL AVIATION ADMINISTRATION
 DEPARTMENT OF TRANSPORTATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION—HICK MEMORIAL AERONAUTICAL CENTER
AIRCRAFT REGISTRATION APPLICATION

UNITED STATES
REGISTRATION NUMBER **N258BA**

AIRCRAFT MANUFACTURER & MODEL
LET L 23 SUPER BLANK

AIRCRAFT SERIAL No. **938018**

CERTIFICATE OF REGISTRATION

FEDERAL AVIATION ADMINISTRATION

TYPE OF REGISTRATION (Check one box)

☐ 1. Individual ☐ 2. Partnership ☒ 3. Corporation ☐ 4. Co-owner ☐ 5. Govt. ☐ 6. Non-U.S. Corporation

NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give full name, first, middle, and last name.)

Red Wing Soaring Association

TELEPHONE NUMBER: (612) 431-2348

ADDRESS (Permanent mailing address for first applicant listed.)

Number and street:

Rural Route:

CITY: *White Bear Lake* STATE: *MA* ZIP CODE: *55110*

Box: *10928*

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CERTIFICATION

WE CERTIFY:

(1) That the above aircraft is owned by the undersigned applicant, who is a citizen (including corporations) of the United States.

(2) (For voting trust, give name of trustee)

CHECK ONE AS APPROPRIATE:

☐ a. ☐ A non-citizen corporation organized and doing business under the laws of (state) and used aircraft based and primarily used in the United States. Records or logs hours are available for inspection at _____.

☐ b. ☐ A non-citizen corporation organized and doing business under the laws of any foreign country, and used aircraft based and primarily used in the United States. Records or logs hours are available for inspection at _____.

(3) That the aircraft is not registered under the laws of any foreign country; and

(4) That legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.

NOTE: In case of co-ownership all applicants must sign. Use reverse side if necessary.

TYPE OR PRINT NAME FOLLOW SIGNATURE		TITLE	DATE
SIGNATURE	SIGNATURE	TITLE	DATE
<i>[Signature]</i>	<i>[Signature]</i>	<i>Treasurer</i>	<i>7-24-93</i>
SIGNATURE	SIGNATURE	TITLE	DATE
SIGNATURE	SIGNATURE	TITLE	DATE

NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not to exceed 90 days, during which time the pink copy of this application must be carried in the aircraft.

COPIES OUTSIDE OF THE UNITED STATES ARE PROHIBITED BY LAW

AC Form 8050-1 (12/90) (0052-00-628-9007) Supersedes Previous Edition

BLANIK AMERICA, INC.

P.O. Box 33554, Seattle WA 98103

Telex 213778 • Phone/Fax (206) 68-0766

July 7, 1994

RED WING SOARING
c/o Charles E. Matson
2368 Joy Ave
White Bear Lake MN 55110


Dear Chuck

Thank you for your telecon of today and a report on your club's soaring activities. We are pleased to confirm that the LET factory approved the Weight and Balance diagram which you submitted, dated April 1994 for Blanik L23 N-258BA, for the empty moment of 84281 in#.

Also enclosed is the L23 Undercarriage Service Letter you requested.

Sincerely,

BLANIK AMERICA, INC.


Vitek Siroky
President

Distributors of L-23 Super Blanik and L-33 Solo • Spare parts for L-23 and L-13 Blanik

1. Prerequisites:
 - a. Current BFR
 - b. Current year OSCI safety flight
 - c. 5 dual flights in L-23
 - d. L-23 quiz completed
 - e. Signed off for solo
2. Preflight with CFI including:
 - a. Connections
 - b. Seat positions
 - c. Rudder pedal ground adjust
 - d. Documents
 - e. Limit weights
3. Cockpit checkout including:
 - a. Canopy latching and emergency ejection of canopy
 - b. All instruments
 - c. Vario operation and switchology
 - d. Radio operation
 - e. Dive drake latching and operation
 - f. Wheel brake operation
 - g. Tow release
 - h. Trim
 - i. Determination of stick safety position of neutral elevator
(base position to overcome PIO)
 - j. Observe 3 positions with wings level
 - i. Tail wheel on the ground
 - ii. Skid on the ground
 - iii. "Normal" takeoff position
 - k. Observe "bank angle" with wing on the ground
4. Flight characteristics including:
 - a. Takeoff
 - b. On tow
 - c. Performance speeds
 - d. Stalls and recovery
 - e. Spin and recovery
 - f. Approach
 - g. Landings including crosswind