



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRASIL

TYPE CERTIFICATE DATA SHEET Nº EP-9502

Type Certificate Holder:

AIRCRAFT INDUSTRIES a. s.
Aircraft Industries, a.s.
686 04 Kunovice 1177.
Czech Republic

EP-9502-02

Sheet 01

**AIRCRAFT
INDUSTRIES**

L-23 SUPER BLANIK

October 2006

This data sheet, which is part of Type Certificate No. 9401, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - SUPER BLANIK Model L 23 GLIDER (Utility Category) approved 06 September 1995.

AIRSPPEED LIMITS (IAS)	Never exceed (V_{NE})		250 km/h
	Maneuvering speed (V_A)		150 km/h
	Maximum permitted speeds:		
	• in gust conditions (V_B)		160 km/h
	• on aerotow (V_T)		150 km/h
	• on winch tow (V_W)		120 km/h
MAXIMUM WEIGHT	510 kg (crew of two) 420 kg (one pilot)		
MEAN AERODYNAMIC CHORD	1.253 m		
CG LIMITS	(112mm/ 4.4 in) to (325mm/ 12.8 in.) at all weights (23 to 40% of MAC).		
DATUM	Wing leading edge at wing root rib (2377.44mm/ 93.6 in. aft of the fuselage nose).		
Nº OF SEATS	2 (one at -48.6 in./-1234.44mm and one at -6.7 in./ -170.18mm).		
MAXIMUM BAGGAGE	10 kg		
CONTROL SURFACES	Rudder	left	
		right	30 + 1º
	Elevator up	up	32º + 2º
		down	25º ± 1º
	Aileron up	up	34º + 2º
down		13º + 2º	
Elevator trim tab	up	15º ± 1º	
	down	35º ± 1º	

Pavor

MOVEMENTS See Technical Service Manual with schedule of maintenance tasks for rigging instructions.

**AERO TOW AND WINCH LAUNCH
MAXIMUM CABLE STRENGTH** 650 daN

CERTIFICATION BASIS RBHA 22 dated 04 September 1990; and RBHA 21.29 in validation of Type Certificate n° 89-02, dated 28 August 1989 issued by Civil Aviation Inspectorate (CAI).
The TC n° 89-02 issued by Aviation Authority of the Czech Republic is based on the Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR 22), change 4 dated 07 May 1987 and with OSTIV Airworthiness Standards issued in October 1986.

<u>Model</u>	<u>Application</u>	<u>Issued</u>
L-23 Super Blanik	29 Nov. 1993	06 Sep. 1995

REQUIREMENTS FOR IMPORT A Brazilian Airworthiness Certificate may be issued in the basis of the Airworthiness Certificate for Exportation issued by the "Civil Aviation Inspectorate (CAI), Aviation Authority of Czech Republic including the following statement: "The glider covered by this Certificate has been inspected, tested and found to comply with the Brazilian approved Type design as defined by the ANAC Type Certificate N° 9502 and is in condition for safe operation".

EQUIPMENT REQUIRED The basic equipment prescribed in the applicable airworthiness regulations and listed in the glider Flight Manual must be installed. Particularly, the following equipment must be installed in accordance with the RBHA 22 (Brazilian Requirements for Aeronautical Certification Gliders).

1. Instruments for visual flight:

- a) air-speed indicator
- b) altimeter
- c) variometer
- d) magnetic direction indicator
- e) side-slip indicator

2. For cloud flying:

All instruments listed on item (1) above and, in addition, an artificial horizon.

3. Brazilian Sailplane Flight Manual

Sailplane Flight Manual, N° DO-L23.1012.6 dated 24 Feb. 1995 or later approved revision issue.

NOTES:

NOTE 1 A weight and balance report, listing all equipment included in the empty weight, must be supplied with each glider.

NOTE 2 The inspections, maintenance, repairs and painting shall be performed in accordance with the Let L-23 Super Blanik Maintenance and Repair Manuals instructions. Major repairs may only be performed following the manufacturer instructions approved by ANAC.

- NOTE 3** The placards listed in the Flight Manual, section 2, item 2.12 - Limitation Placards, must be installed in the appropriate locations of the glider as indicated in the Flight Manual. The airspeed indicator must be marked in accordance with the Flight Manual.
- NOTE 4** For cloud flying and aerobatic manoeuvres see the approved Flight Manual.
- NOTE 5** The flight at high altitude is only allowed if an approved oxygen system is installed, in accordance with RBHA 91.211.
- NOTE 6** The life limit of the glider is 6 000 operational hours and may be extended if the inspections established in the document "Inspection Procedure for Increase of Service Time" are performed under ANAC supervision.
For the glider equipped with tip wing extension the initial life-time is determined by figure below from the wing life-time evaluation.
- NOTE 7** The tip wing extension is an optional installation approved for the L 23 glider, S/N N^o 938101 and subsequent imported in the Brasil. This eligible model L 23 glider may be modified and equipped in accordance with LET Mandatory Bulletin N^o L231017a with the limitations established in the Brazilian Flight Manual N^o DO-L 23.1012.6 and maintenance Manual


CLÁUDIO PASSOS SIMÃO
Gerente Geral, Certificação de Produtos Aeronáuticos
(Manager, Aeronautical Products Certification)
