

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G71EU
Revision 4
Blanik Limited
[Aircraft Industries a.s.]
[LETECKÉ ZÁVODY a.s.]
[LET Aeronautical Works]
L33 SOLO
June 27, 2014

TYPE CERTIFICATE DATA SHEET No. G71EU

This data sheet which is a part of Type Certificate No. G71EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder. BLANIK LIMITED
2nd Floor Beaux Lane House
Mercer Street Lower
Dublin 2
Republic of Ireland

Type Certificate Holder Record: Aircraft Industries a.s. transferred TC G71EU to Blanik Limited on June 20, 2013.

LETECKÉ ZÁVODY a.s. transferred TC G71EU to Aircraft Industries a.s. on September 26, 2005.

LET Aeronautical Works transferred TC G71EU to LETECKÉ ZÁVODY a.s. on October 15, 2002.

I. Model L33 SOLO (Utility Category), approved November 2, 1993.

Airspeed Limits (C.A.S.). Max. speed to 15,000' MSL (V_{ne}) 130 knots (150 m.p.h.)
15,000' to 20,000' MSL 127 knots (146 m.p.h.)
20,000' to 25,000' MSL 125 knots (144 m.p.h.)
25,000' to 30,000' MSL 123 knots (142 m.p.h.)
30,000' to 35,000' MSL 121 knots (139 m.p.h.)

Maneuvering speed (V_A) 82 knots (94 m.p.h.)
Airplane Tow (V_T) 82 knots (94 m.p.h.)
Auto-winch Tow (V_W) 68 knots (78 m.p.h.)

C.G. Range. (+68.89 inches) to (+74.73 inches) at all weights aft of datum
(21 to 39% MAC)

Empty Weight C.G. Range. 84.63 ± 0.32 inches (69.5±1% MAC) aft of datum.

Datum. Leveling point No. 1 - red marked rivet on bulkhead No. 1

Leveling Means. Slope of rear top edge of fuselage 1000 to 53
(Points marked on side of fuselage)

Maximum Take-Off Weight. 750 lbs

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Empty Weight. 463 lbs ± 3%

No. of Seats. 1 (at 39.2 inches)

Equipment and Baggage Weight. Baggage 44 lb (70.68 inches)

Control Surface Movements.

Elevator	Up	25° + 1°
	Down	15° + 1°
Rudder	Right	25° + 2°
	Left	25° + 2°
Aileron	Up	26° + 1.5°
	Down	15° ± 1°

Weak Links for Towing.

Auto-Winch launching	1460 lb
Airplane tow	1460 lb

Serial Numbers Eligible. Each individual aircraft manufactured under this type certificate must be accompanied by a Certificate of Airworthiness for Export (or certifying statement endorsed by the Exporting Civil Airworthiness Authority (ECAA) as noted below under "Import Requirements") when an application for a U.S. airworthiness is made.

L33 SOLO: 930101, 930102, 930105, 930106, 930201, and subsequent

Import Requirements. The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Civil Aviation Authority of the Czech Republic (CAA-CZ) on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. airworthiness regulations 14 CFR Federal Aviation Regulations Part 21.17(b) , U.S. Type Certificate No. G71EU and to be in a condition for safe operation.'

Serial Nos. 930101, 930102 must be modified in accordance with LET Mandatory Bulletin No. L33/001, for conformity with the type design, and verified by the modifier to be in a condition for safe operation.

Serial Nos. 930105, 930106 must be modified in accordance with LET Mandatory Bulletin No. L33/002, for conformity with the type design, and verified by the modifier to be in a condition for safe operation.

Certification Basis. JAR 22 Ch. 4 issued April 1, 1980 (Amend. 22/91/1, effective December 9, 1991), amended as follows:

- JAR 22.177(b) including AC 21.17-2, para. 6.c.(6)(i)(A),(B),(C),and (D),
- JAR 22.207(b) including AC 21.17-2, para. 6.c.(6)(ii),
- JAR 22.1545 including AC 21.17-2, para. 6.c.(6)(iii).

The Civil Aviation Authority of the Czech Republic (CAA-CZ) originally type certificated this glider under its type certificate Number 92-12. The FAA validated

this product under U.S. Type Certificate Number G71EU. Effective May 17, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Czech Republic. The EASA TCDS number is EASA.A.045.

Validation Basis.

Type Certificate G71EU was issued pursuant to FAR 21.29 in validation of a Czech Republic (CAI) certification of compliance with the aforementioned certification basis, and in accordance with the standard airworthiness certificate provisions of FAR 21.183(c).

Equipment.

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for airworthiness certification. In addition, the following items of equipment are required:

1. Model L33 SOLO - CAI approved (for the FAA) Sailplane Flight Manual, Ref. LET Document No. DO-L33.1012.3 dated October 25, 1993, or later approved revision.
2. Standard Equipment:
 - Airspeed Indicator (knots)
 - Altimeter (Feet)
 - Lap and shoulder straps
 - Magnetic direction indicator
 - Variometer (vertical speed indicator) Feet/Minute or Knots

Additional equipment required for Cloud flying:

- Turn and bank indicator

Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before May 17, 2006 – by the Civil Aviation Authority of the Czech Republic (CAA-CZ).

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

NOTES.

NOTE 1.

A current weight and balance report including list of equipment in certificated empty weight, and loading instructions, must be provided with each aircraft at the time of original airworthiness certification, and at all times thereafter.

NOTE 2.

Placards (Refer to Manufacturer's Specifications, Maintenance Manual Doc. No. DO-L33.1031.3) for a complete listing): All required placards as listed in the approved Airplane Flight Manual must be installed in the appropriate locations.

(1) The following placard must be displayed in clear view of the pilot:

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

(2) Refer to the Airplane Flight Manual, Section 2, Limitations for a listing of other required placards.

NOTE 3.

Instructions for Continued Airworthiness and Service Life Limits of components are contained in the LET L33 SOLO Maintenance Manual Doc. No. DO-L33.1031.3. Revisions to Airworthiness Limitations must be FAA approved.

Manufacturer's service bulletins (and other manual material) which contain a statement that the document is approved by the exporting airworthiness authority (CAI) may be interpreted as FAA approved. These approvals pertain to the type design only.

Service bulletins classified as Mandatory by the Czech Republic Civil Aviation Authority are identified to that effect and are subject to an Airworthiness Directive issued by the FAA.

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