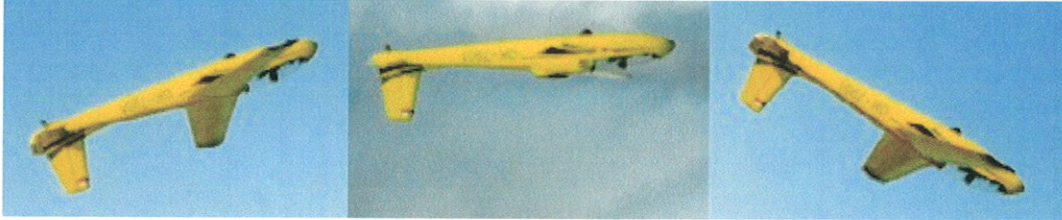




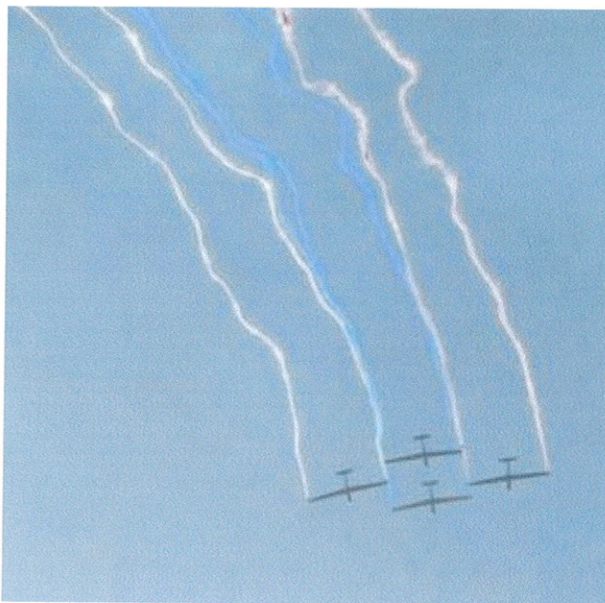
**BLANIK AMERICA**  
*Serving the Soaring Community since 1988*

**The LET L13AC Blaník - a new **aerobatic** BLANIK**



# Type-Certified in Standard Aerobatic Category!

**USAF Academy Dual Aerobatic/Spin Training Glider of choice.**



The two-seat all-metal L13AC Blaník is an aerobatic version of the L13 Blaník, primarily intended for dual aerobatic training while also used for elementary glider training. It has the same cockpit as the L23 Super Blaník with one piece canopy, the tail of an L13, and shortened L23 wings. The intended users of the L13AC Blaník are clubs, commercial, and military schools where instructors and other pilots are trained in mastering basic aerobatic maneuvers.

The aim of the L13AC Blaník is to promote instruction in aerobatics, including recoveries from unusual glider attitudes. The availability of this kind of glider, similar to the original Blaník, the most widely used trainer in the world, makes it possible for instructors to refresh their aerobatic skills, and to pass the confidence gained on to their students. The

advent of the L13AC Blaník heralds more participation in glider aerobatics, and brings a boost to the sport of soaring.

## NEWS RELEASE

L13AC Blaník, already type-certified in the standard aerobatic category, received the Czech Type Certificate for operations also with wing tip extensions attached. An amendment to the U.S. Type Certificate is expected to follow soon. The quick-mounting wing tip extensions bring the shorter-winged L13AC back to the standard wing span of L-13 Blaník and/or L23 Super Blaník.

L13AC Blaník has received the FAA Type Certificate G24EU, Rev. 5, in the Aerobatic Standard

U.S. Airworthiness Category.

For those among you who expressed interest in purchasing this excellent all-metal two-place sailplane, very well suited for aerobatic instruction, competition, and commercial school use, we have units available for immediate delivery. Please contact our office for details. We are looking forward to arranging your delivery. [Call: 1-509-884-8305](tel:1-509-884-8305) ● [OR FAX, E-MAIL, OR WRITE US.](#)

### NEWS RELEASE

The **USAF Academy** added five L13AC Blaniks to its fleet in 2002. [Photos of the gliders.](#)



**Where and when can the L13AC Blaník be seen and flown:** The L13AC is available for demo flights at Wenatchee WA, Driggs ID, Ephrata, WA, and Erwinna, PA. [Contact Blanik America to schedule your flight and/or to place an order.](#)

● [Click here for additional photos of L13AC](#)

[Blanik](#)

● [Click here for aerobatic team pictures](#)

### Data

Wing span 46 ft 4 in / 14.1 meters

Length 27 ft 7 in / 8.4 meters

Height 6 ft 10 in / 2.1 meters

Wing area 187.3 sft / 17.4 sq. meters

Glider empty weight 675 lbs / 306 kg

Glider max. weight 1,103 lbs / 500 kg

Never exceed speed 127 kts

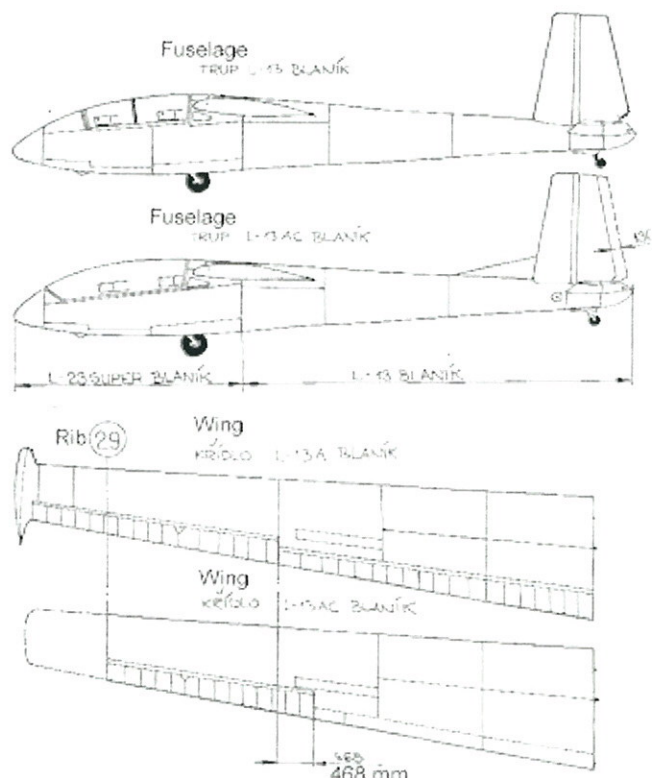
Stall at max. weight 38 kts

G-limits at max. weight (2 pilots) +5.3/-3

G-limits (1 pilot) +6/-3.5

Max. glide 26:1

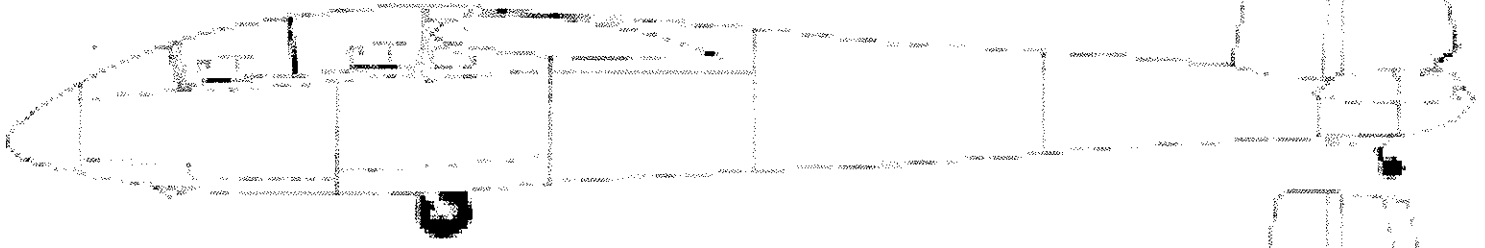
<http://www.nwinternet.com/~blanikam/ba/prod06.htm>



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Fuselage

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Fuselage

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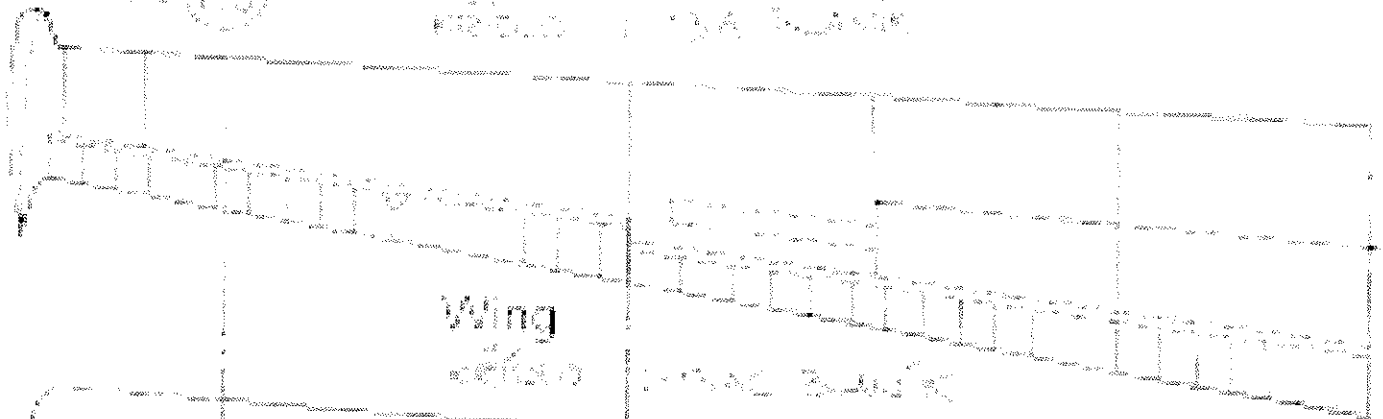
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Rib 29

Wing

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Wing

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468 mm

## Performance



The L13AC Blaník has the same good flight characteristics as the L13 and L23 Blaniks, has excellent behavior in stalls, and spins easily and safely. In addition to the aerobatic capabilities of the L13 and L23, the L13AC is livelier and many more maneuvers may be flown with it ([see the listing below](#)). It loses less altitude during aerobatic maneuvers, even though up to the speed of 51 knots (95 km/h) its sink rate is slightly higher than that of the L13 and L23. However, above that speed it has better penetration due to the higher wing loading. Also, the control forces at higher air speeds are lower than those for the L13 and L23.

## Allowed Maneuvers (all with two pilots)

- **Loop**
- **Stall Turn**
- **Slow Roll**
- **Half Roll and Half Loop**
- **Inverted Flight and Inverted Turns**
- **Flick Roll** (also called snap roll, kick roll or horizontal spin, introduced by quick full aft stick and full rudder pedal)
- **Spin** (including inverted spin)
- **Chandelle**
- **Half Loop and Half Roll**
- **Lazy Eight**
- **Cuban Eight** (Half Cuban 8: level flight, 5/8 inside loop to a 45 (or 30) degree down line, roll to upright on the descending line, pull to level. Reverse Half Cuban 8: level flight, pull to a 45 (or 30) degree up line, roll to inverted on the ascending line, 5/8 inside loop to level flight. Full Cuban 8: 5/8 inside loop, roll upright on the descending line, 6/8 inside loop, roll upright on the descending line.)
- **Steep Turn**

## Technical description

The L13AC Blaník is an all-metal, two-seat, high-wing sailplane composed for 98% of standard components from the L13 and L23 type-certified sailplanes. The wings are modified L23 wings, the front fuselage is from the L23 (including the new one-piece canopy and improved seats), and the aft fuselage including the tail surfaces is from the L13.



The rudder area has been diminished and a triangular surface has been added to the vertical fin. The wing span is 6 ft 11 in (210 cm) shorter than on a standard L13 or L23, and the ailerons start about 18 inches (47 cm) closer to the fuselage. Both cockpits are equipped, besides with the standard Blaník instruments, also with G-meters in both front and aft panels, and with 5-point aerobatic seat belts. The basic service life of the glider is 10,000 flight hours when operated in an overhaul-less regime. The L13AC is **FAA type-certified** for operation in the standard aerobatic category.