

# SOARING SAFETY FOUNDATION

## SAFETY ADVISORY 01-1

Dated 1/29/01

**TO:** Owners / Operators of Blanik L-13, L-13AC, and L-23 Gliders

**SUBJECT:** Additional Pre-flight Inspection and Ground Handling Actions

This advisory is the result of coordination between the Soaring Safety Foundation and Blanik America, Inc. in an effort to extend the service life of Blanik gliders with swiveling tail wheels. It recommends ground handling procedures that will aid in the prevention of additional stress to the glider's tail section and additional preflight inspection procedures.

### Sailplanes L-13, L-13AC and L-23 Blanik

#### Preflight

It is recommended that during the pre-flight inspection the following procedures are added to the visual inspection of the tail surfaces:

- **Horizontal Stabilizer:** At the outer tip, gently move the stabilizer up and down to feel the amount of play. The play should not allow more than 4 mm (1/6 inch) of up and down movement.
- **Vertical Stabilizer:** Gently pull from side to side at the top of the vertical stabilizer, then gently push the leading edge of the vertical stabilizer towards the rudder. The vertical stabilizer should have a solid feel, indicating it is firmly attached and show no fore and aft rocking or side to side movement.

#### Ground Handling

It is recommended that clubs and commercial operators instruct users of L-13, L13AC and L23 Blanik aircraft in the proper ground handling of these types of sailplanes.

These gliders should **NOT** be pushed backwards (tail first) because forces on the tail undercarriage are exerted in the opposite direction than for which it was designed - i.e. take off and landing. This is especially important at airports with uneven, rutty terrain. Also, users should be instructed to **NEVER** move the glider, especially backwards, by pushing on the leading edge of the vertical stabilizer.