

- Import Requirements
1. For gliders Serial Nos. 175008 and before, a U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by the State Aviation Inspection (SAI) authority of Czechoslovakia after the following have been accomplished.
 - a. The glider must be modified in accordance with the list of modifications set forth by LET Information Bulletin No. L13/032, dated 16 December 1971 for conformity with the type design approved under Type Certificate G24EU, except paragraph 1.5 tow hook guard, P/N SK-L13.320-01, need not be installed and/or may be removed; and, paragraph 1.6 pot pitot head, P/N L1301, need not be installed provided original pitot head installed and appropriate calibration pages incorporated into Flight Manual. (See NOTE 5).
In addition -
 - (i) Gliders, Serial Nos. 174800 and before must be modified in accordance with LET Service Bulletin No. L13/031, dated 22 December 1970 to improve the security of the wing attachment pins.
 - (ii) Gliders, Serial Nos. 173404 and before must have the control rod eye-ends replaced in accordance with LET Service Bulletin L13/025 dated 23 January 1967.
 - b. All modifications accomplished subsequent to original manufacturer (other than those associated with Item a.) must be FAA-approved.
 - c. The glider must be found to be in a condition for safe operation.
 2. For gliders Serial Nos. 175009 through 175230 inclusive, and 025301 and subsequent, a U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the State Aviation Inspection (SAI) authority of Czechoslovakia, containing the following statement: "The glider covered by this certificate has been examined and found to conform to the type design approved under Type Certificate No. G24EU and is in a condition for safe operation.

Certification Basis

FAR 21.29 and FAR 21.23, effective 1 February 1965.
British Civil Airworthiness Requirements, Section E, Issue 2, dated 16 May 1960 (Czechoslovakian Certification Basis) were found to provide a level of safety equivalent to provisions of FAR 21.23 to enable certification under the provisions of FAR 21.29. Type Certificate No. G24EU issued 10 November 1971.
Date of Application for Type Certificate, 31 May 1971.

- Equipment
- The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the glider for standard airworthiness certification. In addition the following equipment must be installed:
1. Instruments:
 - (a) Airspeed indicator marked as follows:

Red Radial	136 knots		(156 m.p.h.)
Green arc	136 knots - 33 knots	(156 m.p.h. - 38 m.p.h.)	
White arc	60 knots - 31 knots	(69 m.p.h. - 36 m.p.h.)	
 - (b) Altimeter
 - (c) Magnetic Compass
 2. "Pilot's Notes for the L-13 sailplane" (Flight Manual).

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary, must be provided for each glider at the time of original airworthiness certification.

- NOTE 2. The following placards must be installed in full view of the pilot:
- (a) "THIS GLIDER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS."
 - (b) "Cloud flying: Permitted only when the following instruments are installed:
 - (1) Airspeed indicator
 - (2) Altimeter
 - (3) Turn and Bank
 - (4) Variometer
 - (5) Compass."
 - (c) "Acrobatic maneuvers including spins must be accomplished in accordance with the "Pilot's Notes" for the L-13 sailplanes."
 - (d) "Night flying is prohibited."
 - (e) "Never exceed speed

136 knots	(156 m.p.h.)
Maneuvering speed	(87 m.p.h.)
Flaps extended speed	60 knots (69 m.p.h.)
Airplanes tow speed	76 knots (87 m.p.h.)
Auto-winch tow speed	65 knots (75 m.p.h.)
Dive brakes extended	136 knots" (156 m.p.h.)
 - (f) "Maximum weight:

Cloud flying category (2 occupants)	- 1100 lb.
Limited acrobatics (2 occupants)	- 1100 lb.
Acrobatic category (1 occupant)	- 880 lb.

 C.G. Limits: 96.8 in. to 103.8 in. aft of datum - all weights."
- NOTE 3. Information essential for the proper maintenance, inspection, and repair of the glider is contained in the LET "Technical Manual of the L-13 Sailplane."
- NOTE 4. Six digit serial numbers beginning with 17 precede serial beginning with 02.
- NOTE 5. All serial numbers subsequent to 175008 (See NOTE 4) may utilize exception noted in import requirements for S/B L13/032. See Let N.P. Operating Bulletin No. L13/038 on Pilots Notes.

...END...