

Airworthiness

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION			
STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N471BA	AIRCRAFT INDUSTRIES AS L23 SUPER BLANIK	069205	UTILITY
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER	
3/12/2007	BRYAN HANSON	ABQ FSDO SW01	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA Form 8100-2 (9-82)

U.S. GPO-2001 - 668-455

Weight & Balance

Record ident. No: AP00119N, Rev F

L23 - P001

LEI
Aircraft Industries, a.s.

**MASS AND BALANCE RECORD
FOR L23 SB FROM 9201 S/N**

RECORD No. 44/0501/06
ORDER 190365
DATE 9.8.2006

Serial number: 069205
Registration No.: N471BA

The sailplane weighed on supports.
All dimensions are in inches.
The landing gear extended.

Tab. A : Values obtained by weighing:

	Weights (lb)			Dimensions
	gross	tare	net	
R ₁	562,1	94,8	467,3	x ₁ = 55,846 in
R ₂	324,0	57,3	266,7	x ₂ = 171,102 in
G _L =R ₁ +R ₂			734,0	

Tab. B : Values obtained by calculation:
centre of gravity position of the empty sailplane

a) relative to the reference plane	b) relative to the mean aerodynamic chord
$x_L = \frac{R_2 \times 171,102 - R_1 \times 55,846}{G_L}$	$\bar{x}_T = \frac{(x_L + 6,949) \times 100\%}{49,331}$
x _L = 26,615895 in	$\bar{x}_T = 68,04 \% \text{ MAC}$

The centre of gravity of empty sailplane have to be 67,3 ± 1% MAC.
Empty weight of sailplane (G_L) must not exceed 772 lb.
The centre of gravity position of the empty sailplane calculated in Tab. B meets the type sailplane specification, and makes it possible to achieve the required operational (flight) centre of gravity range from 23 and 40% MAC.
The operating centre of gravity calculation is carried out according to paragraph 6.4 of Flight Manual.

10.8.2006
Kinnvica - Data

VÁCLAV FEJT
Aircraft maintenance
Licence No. 027072578

[Signature]
Flahnratat hu

Page No: 1

Record ident. No: AP00102N, Rev. F

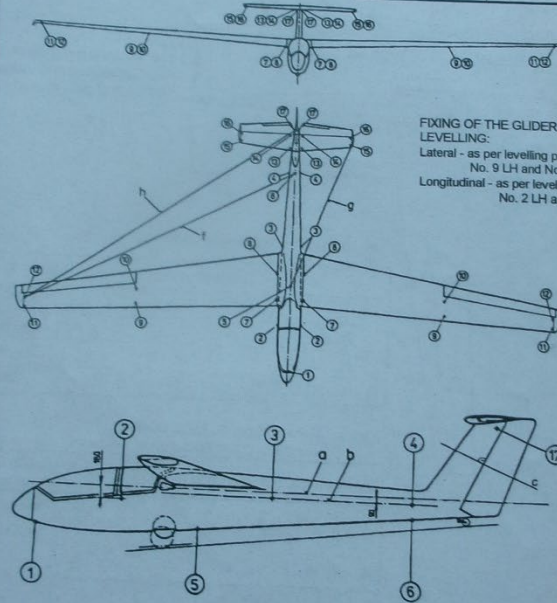
L23 - P001

LET
Aircraft Industries, a.s.

LEVELLING RECORD L 23 SUPER-BLANIK SAILPLANE

PROTOKOL No.	14/0503/06
ORDER	190365
DATE	9.8.2006

Manufactured by	Aircraft Industries, a.s.
Serial Number	069205
Registration	N471BA



FIXING OF THE GLIDER INS
LEVELLING:
Lateral - as per levelling point
No. 9 LH and No. 9 RH
Longitudinal - as per levelling point
No. 2 LH and No. 4 LH

a - fuselage datum
b - horizontal levelling plane
c - rudder deflection measure plane

The levelling procedure is given in the Maintenance Manual of the L 23 SUPER-BLANIK sailplane

6.12

VACLAV FEJT

Page No.: 1

U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		OMB No. 2120-0020 Exp. 01/01/2023		Electronic Tracking Number	
For FAA Use Only							
INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a)).							
1. Aircraft		Nationality and Registration Mark N471BA		Serial No.		069205	
		Make Aircraft Industries AS		Model L23 Super Blanik		Series Glider	
2. Owner		Name (As shown on registration certificate) Civil Air Patrol		Address (As shown on registration certificate) 105 S. Hansel St Maxwell AFB 36112-5937		City State Alabama Country USA	
3. For FAA Use Only							
4. Type							
Repair		Alteration		Unit		Serial No.	
☒		☐		AIRFRAME		(As described in item 1 above)	
☐		☐		POWERPLANT			
☐		☐		PROPELLER			
☐		☐		APPLIANCE			
				Type			
				Manufacturer			
5. Unit Identification							
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name Mike Fishburn				☒ U. S. Certificated Mechanic			
Address 32 Sandia Mountain Trail				Foreign Certificated Mechanic			
City Edgewood				Certificated Repair Station			
State NM				Certificated Maintenance Organization			
Zip 87015				Country USA			
				C. Certificate No. A&P 2148559 IA			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B ☐				Signature/Date of Authorized Individual			
7. Approval for Return to Service							
Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ Approved ☐ Rejected							
BY		FAA Ftl. Standards Inspector		Manufacturer		Maintenance Organization	
		FAA Designee		Repair Station		Inspection Authorization	
				X		Persons Approved by Canadian Department of Transport	
						Other (Specify)	
Certificate or Designation No. 2148559 IA				Signature/Date of Authorized Individual <i>Mike Fishburn</i>			

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N471BA

February 10, 2023

Nationality and Registration Mark

Date

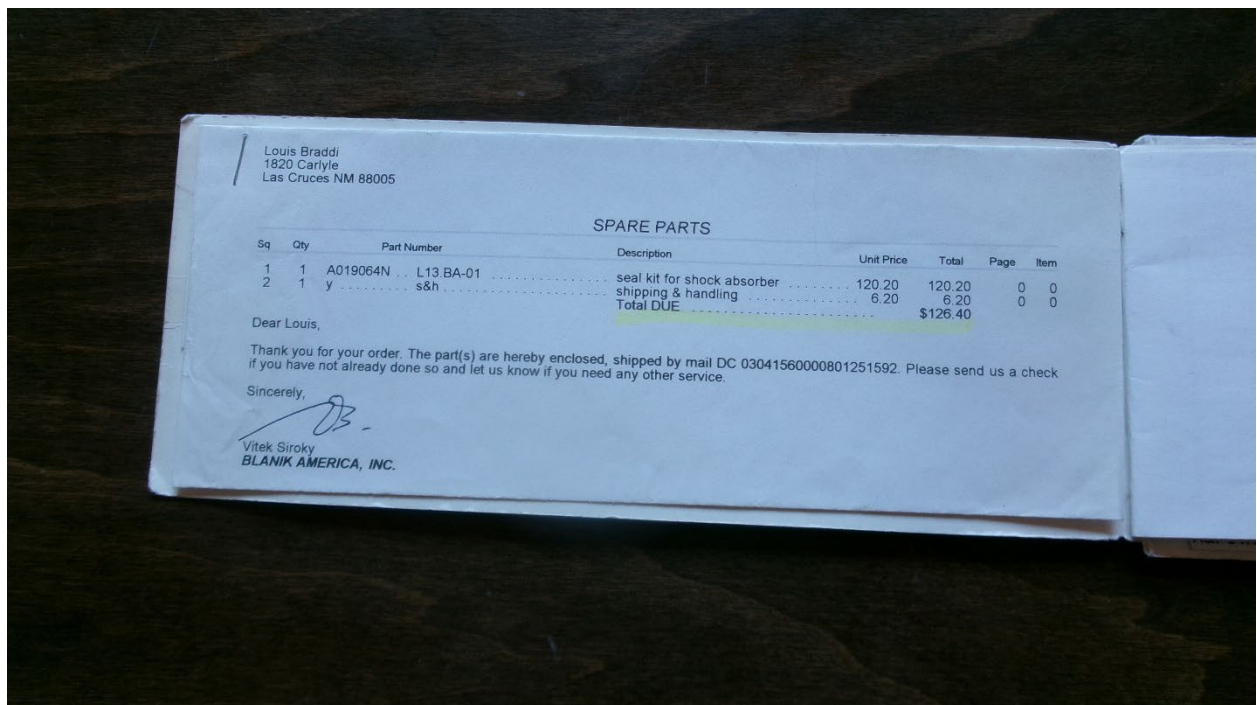
Removed old fabric from rudder, inspected unit.
Recovered rudder in accordance with PolyFiber STC, Number SA1008WE.
Painted with aerothane white paint.

Mike Fishburn A&P 2148559 IA



☐ Additional Sheets Are Attached

Logbook #1



92. Please send us a check.

Serial No. 069205

Registration N471A

Distributor:

3

BLANIK AMERICA, INC.

P.O.Box 1124, Wenatchee WA 98807-1124
Phone (509) 884-8305 • Fax (509) 884-9198

[illegible][illegible]

DATE	FLT. NO.	NATURE OF FLIGHT	CREW	TOW TYPE	TIME THIS FLIGHT	TOTAL TIME	SIGNATURE AND NO. OF PILOT
8-9-11		SQUARED STENT to SPACS with NITROGEN					AP 527472618 BODE AVIATION
8-19-11		INSTALLED MAIN wheel & BRAKE ASSY with new TUBS ops V good					AP 527472618
10-20-11		SERVICED STENT with NITROGEN					AP 527472618

Straight Flight
A SUBSIDIARY

29 MARCH

(N471BA) - St
Removed and
"O" & heat t
Removed and
repairs. 7) Re
T42 condition
Fairing as re
dated Jan. 1
Release Stat
Straight Flig
Procedure
Maintenan

Chris

SIGNATURE AND NO. OF PILOT		Straight Flight		LOG ENTRY	
AP 527472618 BODE AVIATION ops V good AP 527472618 747 168		EASA 145.5994 13251 E. CONTROL TOWER RD., BOX K-12 ENGLEWOOD, CO 80112 (303) 799-8906		29 MARCH 2011	
(N471BA) - Straight Flight, Inc. has performed the following: 1) Placed ACFT in custom design fixture and shot with precision transit before & after repairs. 2) Removed and installed rudder as required for tail repair. 3) Repaired tail wheel bulkhead/vertical stab main spar assembly using fabricated section from 2024 "O" & heat treat to 2024 T42 using Straight Flight DWG# 5595-001 dated 12, Jan 2011. 4) Repaired Left and Right AFT empennage skins as required. 5) Removed and inspected tail wheel weldment for damage. No discrepancies noted. 6) Removed/Re-install & rigged rudder control as required to facilitate repairs. 7) Removed internal mount angle fwd of vertical stabilizer spar & tail wheel. Fabricated using like material from "O" condition & heat treated to 2024 T42 condition. Re-installed. 8) Painted AFT section with P.P.G. FOGH White after repairs. 9) Leveled ACFT and verified dimensions. 10) Straightened Tail Wheel Fairing as required. For details, reference leveling spreadsheet provided to customer. All repair work accomplished using FAA approved structures DER 8110-3 dated Jan. 12, 2011. Reference substantiation report #5595-901 & 5778-901. Release Statement: Straight Flight, Inc. hereby certifies that all the above maintenance and inspections have been accomplished in accordance with Straight Flight Inspection Procedure Manual, FAR's governing the operation of this equipment, referencing the standard practices in AC43.13 1B (current revision), and Blank L23 Maintenance Manual. Information on these repairs is on file at Straight Flight facility under project #5758. <i>Christopher Haight</i> Christopher Haight, Inspector, Straight Flight, Inc., FAA CRS #OMKR399L					

DATE: 13 April 2011
StraightFlight
 A SUBSIDIARY OF SIERRA NEVADA CORPORATION
 Hours: 40
 REPAIR STATION #: OMKR399L
 E.A.S.A. 145.5994
 13251 E. CONTROL TOWER RD., BOX K-12
 ENGLEWOOD, CO 80112
 (303) 799-8906
LOG ENTRY
 Flights: 134

(N471BA) - Straight Flight, Inc. has performed a 100 HR inspection on the airframe in accordance with Blank L23 Manual Section 5-20-00. The following has been accomplished: 1) Complied with 100HR airframe inspection 2) Removed and re-installed misc. components as required to facilitate inspection. Items included: Tail wheel fairing, rudder cables, rudder, elevator control tube, vertical fin cover & interior. 3) Removed and replaced wheel & tire assembly with serviceable unit p/n 350.5001.7 s/n 78. 4) C/W A.D. 2008-26-12 w/ff. Date: 1/28/2008; Reference NDT Report #CH1004. 5) C/W A.D. 2010-15-05, eff. date: 8/29/2010. 6) C/W A.D. 2011-02-08, eff. date: 2/14/2011. 7) Duplicated 2 sight glass pieces from like material or vertical stabilizer. 8) Fwd Air Inlet on canopy cracked. Customer elected to defer until later date. 9) Repaired right wingtip due to extensive crack around wheel assembly. Removed and re-installed wheel assembly as required after repair. Painted wingtip to match existing paint scheme.

Release Statement:
 Straight Flight, Inc. hereby certifies that all the above maintenance and inspections has been accomplished in accordance with Manufacturers 100 HR Inspection Procedure Manual, FAR's 43.13, and FAR's governing the operation of this equipment and referencing the standard practices in AC43.13 18, current revision, and in accordance with the standard practices in the Blank L23 maintenance manuals. I certify that this aircraft has been inspected in accordance with an Annual type inspection and was determined to be in airworthy condition. Information on these repairs is on file at Straight Flight facility under project #5046.

Christopher Haight, Inspector, Straight Flight, Inc., FAA CRS #OMKR399L

1399L
 BOX K-12
 2

DATE: 13 April 2011
 ENT: ALL
LAS CRUCES AERO SERVICES
 685 WHITE LIGHTNING DR.
 LAS CRUCES, NM. 88007

AIRFRAME LOG BOOK ENTRY

Aircraft	Registration	S/N	AFTI
BLANIK L-23	N471BA	069205	98.5

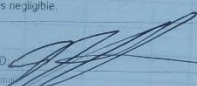
- PERFORMED ANNUAL INSPECTION IAW L-23 SUPER BLANIK AMM.
- COMPLIED WITH AD 08-26-12 BY VISUAL INSPECTION OF THE CONTROL BRIDGE NO DEFECTS FOUND AD NEXT DUE 4/2013 OR 198.5 HOURS.
- COMPLIED WITH AD 11-02-08 BY INSPECTION WITH 10X POWER MAGNIFYING GLASS, NO CRACKS NOTED AD NEXT DUE 4/2013 OR 198.5 HOURS.
- REINSTALLED PREVIOUSLY REMOVED COMM RADIO AND ANTENNA.
- REPLACED TAIL WHEEL ASSY. PROVIDED BY CAP.
- REPLACED TEACH TAIL WHEEL SHOCK ABSORBER MOUNTS P/N 81712102.
- REPLACED MAIN TIRE AND TUBE. 350-135 6 PLY, TU500-5 /TR-87 TUBE.
- REPLACED BOTH MAIN WHEEL BEARINGS P/N 36506005.
- AD'S CHECKED THROUGH BI-WEEKLY 2012-7.

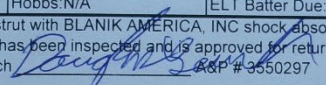
Page 1 of 1 Page

DATE	FLT. NO.	NATURE OF CHECK	CREW	TOW	TIME THIS	TOTAL TIME
This Aircraft was inspected in accordance an Annual Inspection and has been found in an Airworthy Condition this time and date. Signature: <u>[Signature]</u> 4/26/2012. James C. Ivy A&P 41377130 I.A.						
JUNE 21, 2012 REMOVED AND REPLACED LOWER SPOILER ON LEFT WING. I CERTIFY THAT THIS AIRCRAFT IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED. JOSH FRICK <u>[Signature]</u> A&P 3574205						

DATE	ENTER DATA REGARDING INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.
7/25	INSPECTED NEW Landing gear wheel & BEARING, NO DEFECTS NOTED - RETURN TO SERVICE - <u>[Signature]</u> A&P 527477618

Page 1 of 1 Pages

DATE	FLT. NO.	NATURE OF FLIGHT	CREW	TOW TYPE	TIME THIS FLIGHT	TOTAL TIME	SIGNATURE AND NO. OF PILOT
		MAKE: Aircraft Industries MODEL: L23 Super Blanik S/N: 069205 REG. NO: T471BA WORK ORDER: 30106 Depot Avionics, Inc. Repair Station No. 006055001 2500 E. 8th Ave San Luis Valley Regional Airport Alamosa, CO 81001 Phone: 719-555-5777 Airframe Entries (1) Install LXNAV V3 Digital Vanometer with Speed to fly function. Installed Non required. LXNav V3, s/n 00054, in the top of the pilot's panel IAW LXNAV LXV3 Manual English Ver 0100, November 2012. System is connected to aircraft power via a 7277-2-3 circuit breaker in the pilot's panel. Connected to Total Energy Probe via a tee in the existing line to the existing VSI. ICA: None listed, on condition only. W&B change is negligible.					DATE: 22 April, 2013 SIGNED:  Mark Colburn Certified Technician No. 006055001 Work Order: 30106 Printed by: EBis 3 (datamedia.com)

DATE	ENTER DATA REGARDING INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.		
Las Cruces Aero Services LLC Las Cruces International Airport (KLRU) (575)524-2084			
Make: Blanik	Model: L23	Serial # 069205	
N# 471BA	V/O # 786	Date: 06-07-2013	
Tach Time: N/A	Hobbs: N/A	ELT Batter Due: N/A	
Rebuilt leaky main wheel strut with BLANIK AMERICA, INC shock absorber kit. I certify that this Sailplane has been inspected and is approved for return to service on this date. Douglas Leach  A&P # 3550297			

Page 1 of 1 Pages

DATE	FLT.	NATURE OF	AND NO. DT
12 Feb. 2015			
N471BA Aircraft Industries AS L23 Super Blanik sn 069205 Flight time 266.7 hrs.			
MB #L23/050a rev. 2; 12 Sept. 2007 / AD note 2008-26-12 complied with by performing work and inspection in accordance with paragraph (f) (1) and (h) of the AD note. No cracks found. Inspection due again Feb. 2016.			
Rudder system rigged in accordance with L 23 Maintenance Manual Chapter 27-20-00 pg 301 & 401. Travel stops adjusted and cable tension increased to be within 100lb +/- 10lbs. Rudder travel checked and found to be 30 Deg. L/R.			
Repaired small crease in RH fuselage skin just ahead of fuselage Frame #13. An external oval patch made from 2024 T3 aluminum was riveted to the skin and stringers using factory supplied rivets. Work done in accordance with L 23 Maintenance Manual Chapter 20-20-02. Area painted white with Acrylic-urethane paint.			
Welded a small crack in the upper fuselage skin just ahead of the vertical fin and 145mm aft of Frame #12.			
Installed new tailwheel fairing. Pn A710 580 N. Installed new rubber shock dampers and adapters, Pn 110-012 280 and Pn A750 231N.			
Robert J. Mudd A&P 1878801 <i>Robert J. Mudd #1878801</i>			

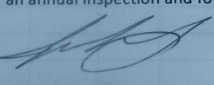
DATE	ENTER DATA REGARDING INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.
12 Feb. 2015	
N471BA Aircraft Industries AS L23 Super Blanik sn 069205 Total flight time: 266.7 hrs.	
I certify this glider has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. AD notes checked through 2015-03-02. All have been complied with or are N/A.	
Robert J. Mudd A&P I.A. <i>Robert J. Mudd #1878801</i>	

DATE	FLT. NO.	NATURE OF FLIGHT	CREW	TOW TYPE	TIME THIS FLIGHT	TOTAL TIME	SIGNATURE AND NO. OF PILOT
MAKE: Aircraft Industries MODEL: L23 Super Blanik S/N: 069205 REG. NO: N471BA WORK ORDER: 31908		Depot Avionics, Inc. Repair Station No: GMR1566N 2550 State Ave. San Luis Valley Regional Airport Alamosa, CO 81101 Phone: 719-599-6777		DATE: 24 August, 2015 A/C TSN: HOBBS, 316.7			
Airframe Entries (1) Com does not transmit. Found both boom mics inop. Installed microphone jacks for both positions, paralleled with boom Mic circuit. Crew can use headset Mic or hand Mic for radio operation. System ops checked correctly. Owner will replace boom mics at later date.							
DATE: 24 August, 2015		SIGNED: 		Work Order: 31908		Printed by EBis 3 (datcomedia.com)	
Mark C. Gaudin Certificate No: GMR1566N							

DATE	ENTER DATA REGARDING INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.
10 March 2016	N471BA Aircraft Industries AS L23 Super Blanik sn 069205 Total flight time 470.3 hrs. MB #L23/050a rev. 2; 12 Sept. 2007 / AD note 2008-26-12 concerning inspection of the "control bridge" complied with by performing work and inspection in accordance with paragraph (f) (1) and (h) of the AD note. No cracks found. Inspection due again March 2017. Installed new tire and inner tube to main wheel. Cleaned wheel and brake assembly and lubed bearings. Re-installed wheel and function checked brake. Robert J. Mudd A&P 1878801 <u>Robert J. Mudd #1878801</u>
10 March 2016	N471BA Aircraft Industries AS L23 Super Blanik sn 069205 Total flight time: 470.3 hrs. Since last Annual Insp 203.6 hrs and 556 flts. I certify this glider has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. AD notes checked through 2016-05-06. All have been complied with or are N/A. Robert J. Mudd A&P I.A. <u>Robert J. Mudd #IA 1878801</u>

DATE	FLT. NO.	NATURE OF FLIGHT	CREW	TOW TYPE	TIME THIS FLIGHT	TOTAL TIME	SIGNATURE AND NO. OF PILOT
6/13/18		BROUGHT FLT TIMER CURRENT ADD 124 FLT AND 46 HRS.					
		TO EXISTING TIME 527.6 = 573.6 HRS					
		- BASED ON TIME PROVIDED TO US. L.P. Rm 205886 AJP-1A					
10-15-19 TT 602.8. Glider had 29.2 hrs and 107 flights since 6-13-2018. Tightened tail wheel mount bolts. Replaced LH wing tip wheel. Repaired LH wing tip. C/W AD 08-26-12 Control Bridge, by insp., next due 10-20. I certify that this Airframe has been inspected IAW an Annual inspection and was determined to be in Airworthy condition. Steven Bunch AP525519232IA Skyland Aircraft 505-473-1047							

DATE	FLT. NO.	NATURE OF FLIGHT	CREW	TOW TYPE	TIME THIS FLIGHT	TOTAL TIME	SIGNATURE AND NO. OF PILOT
		9-15-2020 TT 625.7 Glider had 102 flights since 10-15-19.					
		C/W AD 08-26-12 Control Bridge, by insp., next due 9-21.					
		C/W AD 2020-16-05 Rudder attachment, no cracks found.					
		I certify that this Airframe has been inspected IAW an Annual inspection and was determined to be in Airworthy condition.					
		Steven Bunch AP525519232IA					
		Skyland Aircraft 505-660-3861					
OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. NO. OF THE MAKER.							
N 471BA							

DATE	FLT. NO.	NATURE OF	RE AND NO. PILOT	DATE
				
		N471BA Blanik L-23 super SN:069205 TT:683.7 Flights: 396		9-15-2021 3603 fts
TT calculated and the amount of flights since last annual. Removed damage landing gear fork and replaced with customer provided known good part. Also installed not customer provided tire and used wheel assembly. Performed gear retract as required, no defects noted, Brakes were adjusted and landing gear strut serviced with nitrogen. Performed AD 08-26-12 control bridge cracks, 10-15-05 stabilizer elevator inner hinge cracks, 11-02-08 Horizontal stabilizer bracket cracks, 20-16-05 Rudder control cable attachment screw cracking. Lubricated flight controls, hinge points and pulleys. I certify that this aircraft was inspected IAW an annual inspection and found to be in airworthy condition, no defects noted at this time.				
A&P 3473909 IA Joshua Sandoval				

DATE	ENTER DATA REGARDING INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.	
MAKE: Aircraft Industries MODEL: L-23 Super Blanik SN: 069205 REG. NO: N471BA WORK ORDER: 35602	Depot Avionics, Inc. Repair Station No. 04682599N 2550 State Ave San Luis Valley Regional Airport Alamosa, CO 81101 Phone: 719-589-6177	DATE: 19 February, 2022 AIC TSN: 686.47 HOBBS: 686.47
Airframe Entries (1) Intercom issue... Removed and replaced both boom microphones with new Peaker TM170 Dynamic mics in same location. Installed headset jacks in pilot and co-pilot positions, adding a Intercom On/Off switch in the forward cockpit to the radio system. Installed IAW Becker Avionic Systems AR4201 I&O manual 23-10-01, Revision 2, December 15/98. Radio system ops checked correctly with portable com system.		
DATE: 19 February, 2022	SIGNED:  Mark Colman Certified Repair Station 115-02480-001	Work Order: 35602 Printed by: [illegible]
Work accomplished at Santa Fe Aero Services, LLC. Reference work order #AV-22-0078		



N471BA Blanik L-23 super SN:069205 TT: 779.35 Flights:3996

Removed rudder cables and installed new PN:A740255N and PNA740254N, Removed tow cut cable and replaced with new PN:42422520 IAW Blanik MM chapter27 Page 401-403. Removed old pitot static tubing and replaced with new. I certify that this aircraft is in airworthy condition in regards to the work performed.

A&P 3473909 Joshua Sandoval

24 AUG 2023 RND

AND NO.
DT

Blanik L-23 Super Blanik

Date: 09/15/2021

Tail: N471BA

S/N: 069205

Airworthiness Directive Compliance Report

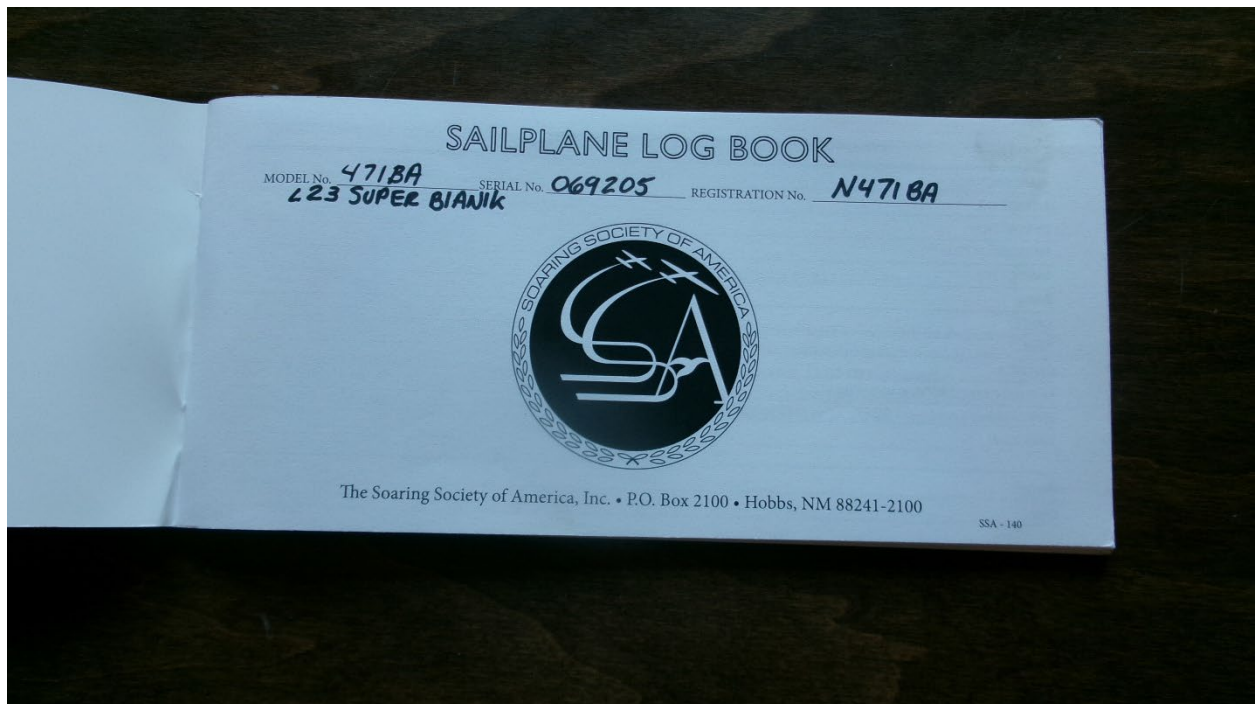
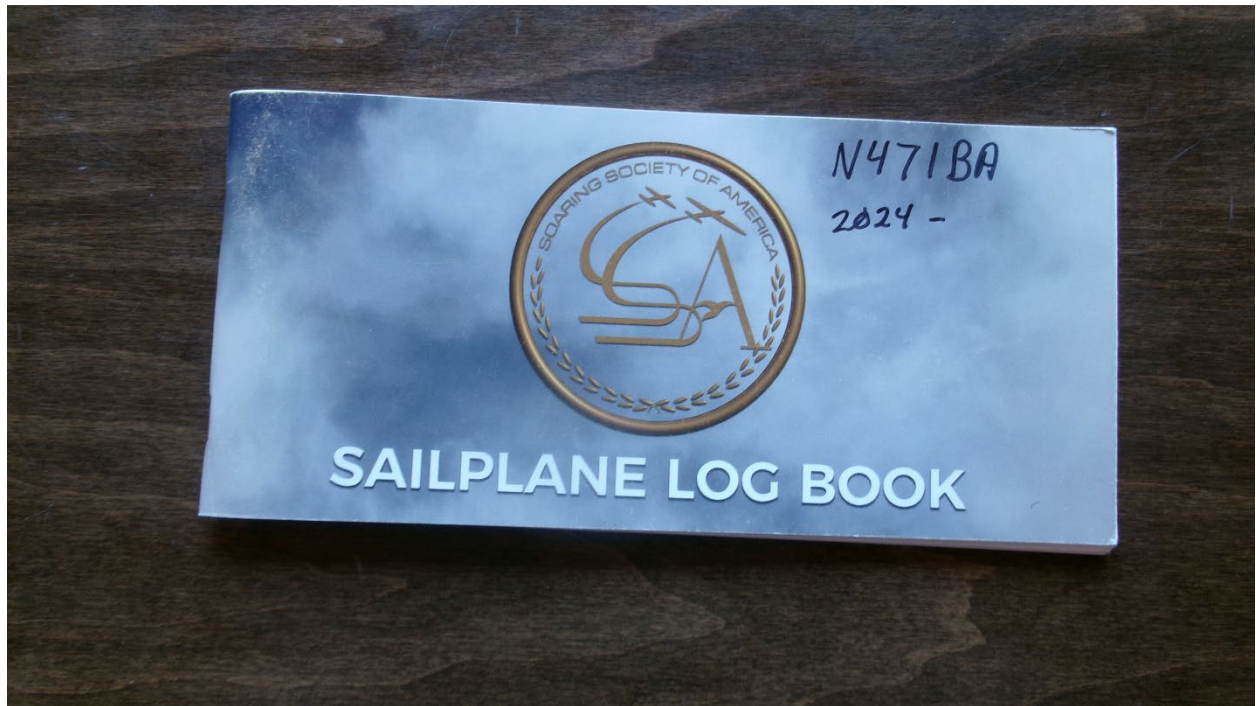
Hours:

Misc:

Airframe: Blanik L-23 Super Blanik

AD#	Category	Subject	Amdt #	Eff Date	Recurring
04-25-17	Airframe	Elevator Rocker Lever	39-13905	01/28/05	Yes*
Date/Hours at Compliance:		Method of Compliance:			
Next Due Date/Hours:		TERMINATED in 2018, see log book.			
		Signature			
			Name: Joshua Sandoval		
08-26-12	Airframe	Control Bridge Cracks	39-15778	01/28/09	Yes
Date/Hours at Compliance:		Method of Compliance:			
9/15/2021		C/W per AD, No cracks were found.			
Next Due Date/Hours:					
Sep 2022		Signature			
			Name: Joshua Sandoval		
10-15-05	Airframe	Stabilizer Elevator Inner Hinge Cracks	39-16371	08/30/10	Yes
Date/Hours at Compliance:		Method of Compliance:			
9/15/2021		C/W per Ad, No cracks found			
Next Due Date/Hours:					
Sep 2022		Signature			
			Name: Joshua Sandoval		
11-02-08	Airframe	Horizontal Stabilizer Bracket Cracks	39-16581	02/14/11	
Date/Hours at Compliance:		Method of Compliance:			
9/15/2021		C/W per AD, No cracks were found			
Next Due Date/Hours:					
Sep 2022		Signature			
			Name: Joshua Sandoval		
20-16-05	Airframe	Rudder Control Cable Attachment Screw Cracking	39-21189	08/28/20	
Date/Hours at Compliance:		Method of Compliance:			
9/15/2021		C/W per Ad and no cracks found			
Next Due Date/Hours:					
Sep 2022		Signature			
			Name: Joshua Sandoval		
			Cert#: 3473909		

Logbook #2



Date
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ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.



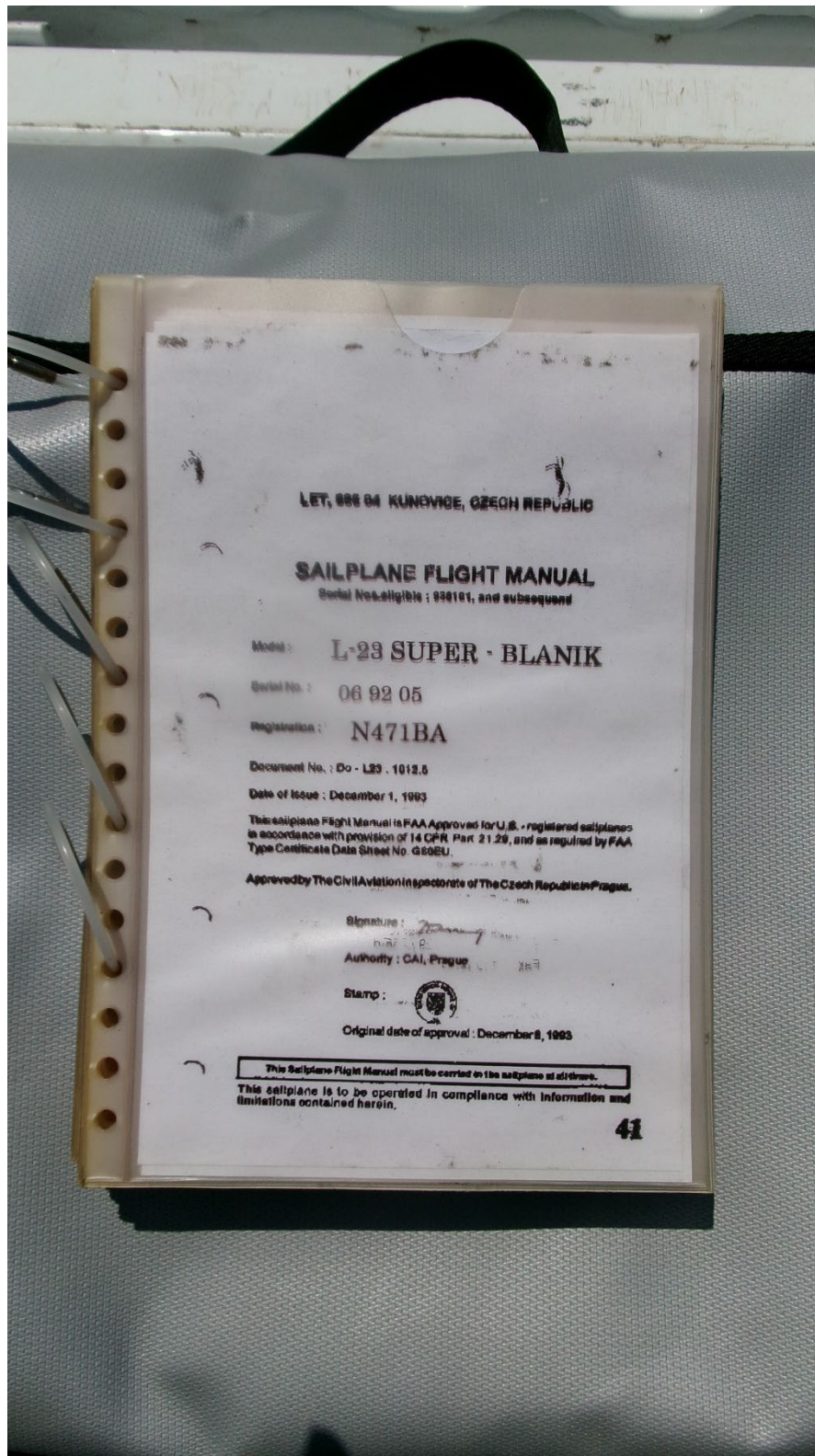
Date: 4/26/24

N471BA Blanik L-23 super SN:069205 TT:817.98 Flights:4138

TT calculated and the amount of flights since last annual. Performed gear retract as required, no defects noted, Brakes were adjusted and landing gear strut serviced with 5606A and nitrogen. Performed AD 08-26-12 control bridge cracks, 10-15-05 stabilizer elevator inner hinge cracks, 11-02-08 Horizontal stabilizer bracket cracks, 20-16-05 Rudder control cable attachment screw cracking. Lubricated flight controls, hinge points and pulleys. I certify that this aircraft was inspected IAW an annual inspection and found to be in airworthy condition, no defects noted at this time.

A&P 3473909 IA Joshua Sandoval

Manuals



Do - L23 -1031.3

MAINTENANCE MANUAL

L 23 SUPER - BLANIK

BOOK 1

June 30/1988

The maintenance system has approved
by the State Aviation Inspection of
CSSR in Prag on 28th Aug 1989 under
reference No. 4694/1034/89/LO



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AERONAUTICAL WORKS LET Concern Enterprise, UH. HRADIŠTĚ - KUNOVICE
CZECHOSLOVAKIA

Letecké závody a.s., 686 04 KUNOVICE

CZECH REPUBLIC

SAILPLANE FLIGHT MANUAL

Serial Nos. eligible : 029005 and subsequent

Model : L 23 SUPER - BLANIK

Serial No. : 069205

Registration : N471BA

Document No.: Do - L 23. 1014.5

Date of Issue : Jan 4, 2002

This Sailplane Flight Manual is FAA Approved for U.S.-registered sailplanes in accordance with provision of 14 CFR Part 21.29, and as required by FAA Type Certificate Data Sheet No. G60EU.

Approved by The Civil Aviation Authority of The Czech Republic in Prague.

Signature: 

Authority: CAA Prague

Stamp: 

Original date of approval: 15. 11. 02

This Sailplane Flight Manual must be carried in the sailplane at all times

This sailplane is to be operated in compliance with information and limitations contained herein.

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