

## BGA Data Sheet – Letov LF 107 Lunak

Data Source: Design report AAS 2216 issue 1, 27 January 2013

Manufacturer: Letov, Prague.

UK agent: None

### Weighing data:

	Kg	Pounds
Max weight Aerobatic	310	682
Max weight non-aerobatic	310	682
BGA concession non-aerobatic Max dry weight (dry) +3%	319	712
Max pilot weight	105	231
Min pilot weight (Ballast for C of G)	93	205
Max weight non-lifting parts	N/A	
BGA concession non-aerobatic Max weight of non-lifting Components +5%	N/A	

### C of G data:

C of G limits (aft of datum)	mm	Inches
Forward C of G limit	388.6	15.3
Aft C of G limit	403.8	15.9
Pilot C of G		
Without cushion	320.0	12.6
With 4 inch (100 mm) cushion	421.6	16.6

Datum – Wing leading edge at root rib

### Aerobatic limitations:

Max G limits	+6g	-3g
Serviceable accelerometer must be installed		
No aerobatics with canopy open		

### Speeds:

	Knots	Kph
Max indicated (VNE)	120	222
Max indicated -Take off and 2 <sup>nd</sup> stage flap	75	139
Max indicated – landing flap (19°)	65	120
Aerotow	86	159
Winch/auto tow	65	120

### Control deflections in mm:

	Up	Down	Max free play
Inner Ailerons (Flaps 0°)	26° +2° -1°	15° +1° -2°	
Outer ailerons (Flaps 0°)	23° +2° -1°	8° +1° -1°	
Elevator	28° +2°	30° -2°	
Flaps (Ailerons neutral) (Flaps limited to 19°)	Position 0 Position 1 Position 2 Position 2	0° 7° 12° 19°	
Rudder	Left Right	29° -1° 29° -1°	

### Control surface moments and weights:

Elevator				
Rudder				
Ailerons				
Flaps				

Negative flick rolls prohibited

Intentional spinning up to three turns is permitted

All advanced figures (Aresti Catalogue)

	Knots	Kph
Manoeuvring	86	159
Rough air	86	159
Flick manoeuvres	55	102

Compliance with BGA inspection 054/04/2013 and Technical Committee approval required for aerobatic flight

Flap operation to restricted to 19° by fitment of stop plate

Weak link; White – 500 kg

The operating limitations have been reduced when compared to the original manufacturers limitations to provide sufficient aerobatic capability whilst operating well within the original designers flight envelope.

The above limitations are only applicable to BGA LF107 Lunak sailplanes and are approved for flight in UK airspace only. Flight outside UK airspace will require approval from the relevant local NAA.

BGA, 17 April 2013