



LAA TYPE ACCEPTANCE DATA SHEET
TADS 263
LETOV LK-2M SLUKA

Issue 1			
Revision A	Initial issue	Dated 30/6/11	JV
Revision B	Minor editorial changes, correction of braking system description.	Dated 3/9/14	JV

These TADS are intended as a summary of available information about the type and should be used during the build, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete as possible, other sources may contain more up to date information, e.g. the manufacturer's website.

Section 1 contains general information about the type.

Section 2 contains information about the type that is **MANDATORY** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the aircraft in an airworthy condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

Section 1 - Introduction

1.1 UK contact

The type is no longer in production and there is no UK company supporting the type.

The manufacturer's contact details are as follows (however it is not known what support they provide for the type):

Letov Air sro
Beranovych 65
Praha 9-Letnany
19902
Czech Republic

Tel: 00 420 2 66113051

Email: letovair@letovair.cz

Website: www.letovair.cz

1.2 Description

The Letov LK-2M Sluka is a single-seat, high-wing microlight aircraft mainly of aluminium alloy tube construction which was available in kit form or as a completed aircraft from the Czech aircraft manufacturer Letov.

The aircraft is of similar configuration to the Thruster microlight type and is fabricated from bolted and rivetted aluminium alloy tube, welded steel tube structures, with flying surfaces covered using pre-sewn fabric envelopes. A fuselage nacelle with a hinged canopy encloses the pilot under the high, strut-braced wing. A tricycle undercarriage is fitted. The steerable nosewheel is braked, operated by a handlever on the control column. The main wheels are mounted on a composite leaf main leg arrangement. Cockpit controllable elevator trim is provided by a bungee arrangement in the cockpit.



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The engine typically fitted to the Letov Sluka is a Rotax 447 1-v with 2.58:1 Rotax gearbox, Rotax exhaust silencer, Rotax intake muffler and Rotax exhaust after-muffler. A VZLU, Ivoprop or GSC propeller is generally fitted. Note that the only propeller(s) approved for an individual aircraft are those listed on the individual aircraft's Operating Limitations document or in the PTL/1 (Propeller Type List) for the type. Being a microlight type, a noise certificate is required for the aircraft.

Section 2 – Mandatory information for owners, operators and inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft rests with the owner. Condition No 3 of a Permit to Fly requires that: *“the aircraft shall be maintained in an airworthy condition”*.

2.1 Fast Build Kit 51% Compliance

No longer available as a kit.

2.2 Build Manual

A build manual and associated drawings were supplied by the UK agent.

2.3 Build Inspections

No longer available as a kit.

2.4 Flight Manual

'Letov Air UK Sluka LK2M Pilot's Notes' were supplied by the UK agent. LAA has a copy on file.

2.5 Mandatory Permit Directives

None applicable specifically to this aircraft type.

Also check the LAA website for MPDs that are non-type specific ([TL2.22](#)).

2.6 LAA Required Modifications (including LAA issued AILs, SBs, etc)

MOD/263/001	All placards and instrument markings to be in English and reflect the Operating Limitations document
MOD/263/002	Tailplane bracing wires aluminium alloy lugs
MOD/263/003	Main fuselage tube crack inspection
MOD/263/004 issue 2	Fabric covering life



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2.7 Additional engine operating limitations to be placarded
(or shown by instrument markings)

(Refer to the engine manufacturer's latest documentation for the definitive parameter values.)

With Rotax 447 1-V engine:

- Maximum CHT: 260°C
- Maximum EGT: 650°C
- Minimum Fuel Pressure: 0.2 bar

2.8 Control surface deflections

Ailerons	Up: 24° ±2° Down: 18° ±2°
Elevators	Up: 30° ±2° Down: 25° ±2°
Rudder	Left: 30° ±2° Right: 30° ±2°

2.9 Operating Limitations and Placards

(Note that the wording on an individual aircraft's Operating Limitations document takes precedence, if different.)

1. Maximum number of occupants authorised to be carried: One
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
This aeroplane is permitted to fly only for non-aerobatic operation. In this context non-aerobatic operation includes:
 - i) Any manoeuvre necessary for normal flying
 - ii) intentional stalls from level flight
 - iii) steep turns in which the angle of bank does not exceed 60 degreesIntentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 275 kg
CG Range: 396 mm to 442 mm aft of datum
Datum Point is: leading edge of the wing
 - 2.3 Engine Limitations
Maximum Engine RPM: 6800
Maximum continuous engine RPM: 6500
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 81 mph
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.



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Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

2.10 Maximum permitted empty weight

Maximum permitted empty weight: 165 kg.

Section 3 – Advice to owners, operators and inspectors

3.1 Maintenance Manual

A maintenance manual was supplied by the manufacturer. Owners must have a copy of this document that can be made available to their inspector.

3.2 Standard Options

None known.

3.3 Manufacturer's Information (including Service Bulletins, Service Letters, etc)

In the absence of any over-riding LAA classification, inspections and modifications published by the manufacturer should be satisfied according to the recommendation of the manufacturer. It is the owner's responsibility to be aware of and supply such information to their Inspector.

<i>Ref</i>	<i>Description</i>
Informative Bulletin no.2	Inspection of the front wing hinge attachment (see MOD/263/003 above).
Informative Bulletin no.3	Repairs to damaged fuselage tube.
Obligatory Bulletin no.8	Horizontal tail cable control modification (pulley guard).

Note that Letov Obligatory Modifications 1-7 were all incorporated at the factory prior to the sale of the kit in the UK (or refer to earlier Letov models).

3.4 Special Inspection Points

- The Czech rubber engine mounts are short lived and some have shown cracks almost from new. An equivalent is the Lord 200 P35.
- The fibreglass seat mouldings have cracked on two reported instances. Easily repaired but inspect regularly by lifting the seat cushion.
- The wing profile battens rest on the rear spar and can chafe holes through the securing straps and abrade the rear spar. Extra padding in the form of 25mm heavy luggage strap gives protection and can be replaced if it wears.



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- One member reported a breakage on a tank-retaining strap where it makes a tight bend at the bottom.
- Fine chordwise cracks have appeared in the gelcoat of the main undercarriage on one example. Letov reported that they were superficial and not serious. They were first noticed at 50 hrs.
- One example found the fan belt on the engine wore out quite quickly due to rust on the large pulley. The replacement pulley was plated and the belts lasted much longer.
- One example suffered an accident as a result of the nut coming off the tailplane upper bracing wire attachment to the fin. Stiff nuts should be used where bolts are not regularly undone and should not be re-used.

3.5 Special Test Flying Issues

None known.

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Please report any errors or omissions to LAA Engineering: engineering@laa.uk.com