

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

G02CE  
PZL-Bielsko  
SZD-50-3 "Puchacz"  
September 24, 1996

**TYPE CERTIFICATE DATA SHEET No. G02CE**

This data sheet which is a part of Type Certificate No. G02CE prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder.                      Przedsiębiorstwo Doswiadczalno-  
Produkcyjne Szybownictwa "PZL-Bielsko"  
ulica Cieszyńska 325  
43-300 Bielsko-Biala  
Poland

Type Certification in the  
Poland    Full type certification BG-182 issued by the GICA.  
Date of type approval: September 4, 1992

I. Model SZD-50-3 "Puchacz" (Owl) (Utility category) approved September 24, 1995.

<u>Airspeed Limits (I.A.S.).</u>	V <sub>NE</sub> (Never exceed):		
	<u>Altitude</u>	<u>Speeds</u>	
	0 - 6,500 ft	116 kts	215 km/h
	6,501 - 9,800 ft	110 kts	204 km/h
	9,801 - 13,100 ft	104 kts	193 km/h
	13,101 - 16,400 ft	99 kts	183 km/h
	16,401 - 19,700 ft	93 kts	173 km/h
	Air Brake Extention	116 kts	215 km/h
	V <sub>RA</sub> (in rough air)	86 kts	160 km/h
	V <sub>A</sub> (Maneuvering)	81 kts	150 km/h
	V <sub>w</sub> Max. speed winch tow	59 kts	110 km/h
	V <sub>T</sub> Max. speed aero tow	81 kts	150 km/h

C.G. Range.                                      3.62 in through 13.12 in (0.092 m through 0.333 m) aft of datum.  
This corresponds to 23.5 through 44.0 per cent of Standard Mean Chord.

Empty Weight C.G.                              See PZL-Bielsko SZD-50-3 Flight Manual approved by the General  
Inspectorate of Civil Aviation (GICA).

Datum.    Wing leading edge at wing root.

Leveling Means.                                      Horizontal line between leading and trailing edge at wing root.

Maximum Weight.                                      570 kg (1257 lbs)

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<u>Minimum Crew.</u>	One pilot with a minimum weight of -122 lbs. (60 kg) requiring mass balancing. -154 lbs. (70 kg) no mass balancing required. Solo flight from front seat only.		
<u>No. of Seats.</u>	Two seats. (Pilot's location see Flight Manual)		
<u>Maximum Baggage.</u>	44.1 lbs. (20 kg).		
<u>Control Surface Movements.</u>	Aileron	Up Down	34 degrees $\pm$ 2 degrees. 17 degrees $\pm$ 1 degree.
	Elevator	Up Down	32 degrees +0/-2 degrees 24 degrees +0/-2 degrees
	Rudder	Right Left	41 degrees +0/-2 degrees 41 degrees +0/-2 degrees
<u>Serial Nos. Eligible.</u>	See Import Requirements.		
<u>Certification Basis.</u>	<p>1. Airworthiness Requirements: Based upon the provisions of 14CFR 21.17(c) and 21.29, the following airworthiness requirements are applicable to this design, and form the Certification Basis:</p> <p>1.1 Code of Federal Regulations (CFR), 14 CFR 21, Effective February 1, 1965, Amendments 21-1 through 21-71.</p> <p>1.2 "Joint Airworthiness Requirements (JAR) for Sailplanes and Powered Sailplanes", JAR-22 through Change 4, Issued May 7, 1987, Utility category, including Orange Paper revisions 22/90/1, 22/91/1, 22/92/1, and the following requirements from FAA Advisory Circular 21.17-2, dated July 13, 1989:</p> <p style="margin-left: 40px;">22.177(b) Including AC 21.17-2 par. 6.c. (6)(i)(D)</p> <p style="margin-left: 40px;">22.1545 Including AC 21.17-2 par. 6.c.(6)(iii)</p> <p>1.3 Exemption No. 4988 (External Markings) to 14 CFR 45, Effective April 20, 1964, Amendments 45-1 through 45-16, Section 45.11(a) and (d) (External Identification Plate).</p> <p>1.4 14CFR91, Effective September 30, 1963, Amendments 91-1 through 91-229, Section 91.205 (VFR/IFR Equipment requirements).</p> <p>1.5 The FAA Act of 1958, Section 611(b)</p> <p>1.6 Poland Certificate No. BG-182 issued 4 September 1992.</p>		

Import Requirements.

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 General Inspectorate of Civil Aviation (GICA), containing the following statement:

"The glider covered by this certificate has been examined, tested and found to conform to the Type Design approved under FAA Type Certificate No. G02CE and is in condition for safe operation."

SZD-50-3 "PUCHACZ" serial numbers eligible which follow are eligible for U.S. Standard Airworthiness Certification when :

- 1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the GICA which certifies the glider conforms to the foreign type certificate, and
- 2) The gliders is found to be in a condition for safe operation by the FAA inspector.

SZD-50-3 eligible serial numbers are:  
B-2061, B-2086, B-2090, B-2092, and subsequent

Equipment.

Minimum equipment:  
1 Airspeed indicator  
1 Altimeter  
2 Four-point safety harnesses

In addition the PZL-Bielsko SZD-50-3 "PUCHACZ" Flight Manual, GICA approved Issue May 1994, is required.

Service Information.

PZL-Bielsko Model SZD-50-3 "PUCHACZ" Technical Bulletins (Service Bulletins), published in the English language for U.S. Type Design that carry a statement "Approved by the Airworthiness Authority" may be interpreted as "FAA approved". These approvals pertain to the type design only.

Available Documents for the PZL-Bielsko Model SZD-50-3 "PUCHACZ":

- Flight Manual, Issue I/JAR-22, May 1994, GICA approved.
- Technical Service Manual for the sailplane Model SZD-50-3 "PUCHACZ", Issue I/JAR-22, November 1994.

Notes (Amendments and Limitations).

- NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary must be provided at the time of original certification.
- NOTE 2. The placards listed in PZL-Bielsko SZD-50-3 "PUCHACZ" Technical Service Manual must be displayed in the locations defined.
- NOTE 3. The "Airworthiness Limitations Section", of the PZL-Bielsko Model SZD-50-3 Flight Manual and Technical Services Manual is FAA-approved, and it specifies operating limitations, mandatory replacement times, structural inspection intervals, and related structural inspection procedures. These airworthiness limitations may not be changed without FAA approval.

- NOTE 4. All external surfaces of the sailplane which are exposed to sunlight, must be painted white, with the only exception of the area for the registration letters, the wing tips, nose of fuselage and tips of tailplane anti-collision paint work.
- NOTE 5. Major structural repairs must be accomplished at FAA-Certified repair stations rated for composite aircraft structure work. Work must be performed in accordance with PZL-Bielsko repair methods, as described in Technical Service Manual, and approved by FAA.
- NOTE 6. Sailplanes of this model are approved for VFR flights during daylight.

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