

MINISTÉRIO DA AERONÁUTICA
DEPARTAMENTO DE PESQUISAS E DESENVOLVIMENTO
CENTRO TÉCNICO AEROESPACIAL

ESPECIFICAÇÃO DE AERONAVE Nº EP-9201

TYPE CERTIFICATE HOLDER:

PZL BIELSKO
43-300 Bielsko-Biala
UL. CIEZYNSKA 325
POLAND

EP-9201
Page 1
PZL BIELSKO
PUCHACZ
JUNE, 1992

I - PUCHACZ MODEL SZD-50-3, GLIDER, UTILITY CATEGORY approved,
January 30, 1992

AIRSPEED LIMITS (IAS)

never exceed (V_{NE})	215 km/h
maneuvering speed (V_A)	150 km/h
Maximum permitted speeds:	
. in gust conditions (V_B)	160 km/h
. on aerotow (V_T)	150 km/h
. on winch tow (V_W)	160 km/h
. with airbrakes extended	215 km/h

MAXIMUM WEIGHT 570 kg

CG LIMITS
(in respect to datum)

- . empty glider without the balancing weight:
(0,610 to 0,653 m)
- . glider in normal flight:
(0,092 to 0,333 m)

DATUM	The wing root leading edge (plane of wing to fuselage attachment)
NR OF SEATS	2 seats
MAXIMUM BAGGAGE	20 kg
CONTROL SURFACES MOVEMENT	<p>Elevator up $32^{\circ} \pm 2^{\circ}$ down $24^{\circ} \pm 2^{\circ}$</p> <p>Aileron up $34^{\circ} \pm 2^{\circ}$ down $17^{\circ} \pm 1^{\circ}$</p> <p>Trimming-tab . for gliders of serial nr up to B-1081 up $20^{\circ} \pm 2^{\circ}$ down $44^{\circ} \pm 2^{\circ}$</p> <p>. for gliders of serial nr B-1082 and subsequents up $15^{\circ} \pm 1^{\circ}$ down $39^{\circ} \pm 1^{\circ}$</p> <p>Air brake . upper plate 200 \pm 5 mm . lower plate 180 \pm 5 mm</p> <p>See Technical Service Manual with schedule of maintenance tasks for rigging instructions.</p>
AERO TOW AND WINCH LAUNCH MAXIMUM CABLE STRENGHT	690 daN \pm 10%

CERTIFICATION BASIS

Brazilian Requirements for Airworthiness Certification RBHA 1330 (see NOTE 8)

Brazilian Type Certificate nr 9201 issued on January 30, 1992 issued in accordance with chapter 21.29 of the RBHA 21 in validation of Type Certificate issued by Civil Aircraft Inspection Board/IKCSP/ of the Polish Central Administration for Civil Aviation in the basis of the OSTIV - Airworthiness Regulations for Sailplanes dated September, 1976.

**DATE OF APPLICATION
FOR TYPE CERTIFICATION**

March 24, 1986

REQUIREMENTS FOR IMPORT

A Brazilian Airworthiness Certificate may be issued in the basis of the Airworthiness Certificate for Exportation issued by the "Civil Aircraft Inspection Board/ IKCSP/ of the Polish Central Administration for Civil Aviation including the following statement: "The glider covered by this Certificate has been inspected, tested and found to comply with the Brazilian approved Type design as defined by the CTA Type Certificate nr 9201 and is in condition for safe operation".

EQUIPMENT REQUIRED

The basic equipment prescribed in the applicable airworthiness regulations and listed in the glider Flight Manual must be installed. Particularly, the following equipment must be installed in accordance with the RBHA 1330 (Brazilian Requirements for Aeronautical Certification Gliders).

1. Instruments for visual flight:
 - a) air-speed indicator
 - b) altimeter
 - c) variometer
 - d) magnetic direction indicator
 - e) side-slip indicator
2. for cloud flying:

All instruments listed on item (1) above and, in addition, an artificial horizon.
3. Flight Manual approved by CTA.

NOTE 1

A weight and balance report, listing all equipment included in the empty weight, must be supplied with each glider.

NOTE 2

The inspections, maintenance, repairs and painting shall be performed in accordance with the Maintenance and Repair Manuals instructions. Major repairs may only be performed following the manufacturer instructions approved by CTA.

NOTE 3

The placards listed in the Flight Manual, section 2, paragraph 2.10 - PLACARDS AND INSCRIPTIONS, must be installed in the appropriate locations of the glider as indicated in the Manual. The airspeed indicator must be marked in accordance with the Flight Manual.

NOTE 4

All external portions of the glider exposed to sunlight must be painted white. Exempted from requirement RBHA 45 paragraph 45.25(b)(2)(iii) according to "Departamento de Aviação Civil (DAC)" msg 318/2TEI/200390.

NOTE 5

For cloud flying and aerobatic manoeuvres see the approved Flight Manual.

NOTE 6

The life limit of the glider is 6000 operational hours and may be extended to 9000 hs if the inspections established in the document "Inspection Procedure for Increase of Service Time" are performed under CTA supervision.

NOTE 7

The flight at high altitude (above 10000 fts/3048 m) is only allowed if an approved oxygen system is installed.

NOTE 8

The flutter substantiation presented based on GVT's results and flight flutter test does not meet completely the intent of the RBHA 22.629 (b)(1) (Brazilian Special condition). The flutter substantiation approval was granted in validation of the Polish approval and in the basis of the OSTIV original certification basis.

PAULO GASTÃO SILVA - Maj Eng
Chefe da Divisão de Homologação Aeronáutica

Maj Brig do Ar ADYR DA SILVA
Diretor do CTA

DOC A21