



Transport  
Canada

Transports  
Canada

# Type Certificate Data Sheet

Number: G-109

Issue No.: 3

Approval Date: Refer Below

Issue Date: June 25, 2020

This Type Certificate Data Sheet (TCDS) which is part of Type Certificate (TC) No. G-109, prescribes the conditions and limitations under which the product(s) for which the Type Certificate was granted meet(s) the standards of airworthiness required by the Canadian Aviation Regulations.

## Type Certificate Holder:

Allstar PZL Glider Sp. z o.o.  
ul. Cieszyńska 325  
43-300 Bielsko-Biala  
Poland

## Models

SZD-50-3

(See NOTE 2 for Type Certificate Holder Record)

1. MODEL SZD-50-3 Puchacz (Glider) Approved June 15, 1983

Airspeed Limits (IAS)		Knots	km/h
$V_{NE}$	(Never exceed) -still air	116	215
$V_D$	-rough air	86	160
$V_A$	(Maneuvering)	81	150
$V_{ABE}$	(Airbrakes Extended)	116	215
$V_T$	(Airplane tow)	81	150
$V_{AT} V_{WT}$	(Auto/Winch tow)	59	110
Maximum Weight (mass)	570 kg (1256 lb)		
C.G. Limits	133 mm (5.2 inches) to 333 mm (13.1 inches) aft of datum		
Datum	Wing leading edge at root rib.		
Levelling Means	Horizontal attitude of the wing chord.		
Minimum Crew	One (pilot)		
Maximum Occupants	Two		
Weak Link for Towing	Auto/Winch/ Air Tow	6900 N (1550 lb)	



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Flight Load Factors	a)	at airspeed $V_A$	+5.3 g	-2.65 g
	b)	at airspeed $V_D$	+4.0 g	-1.50 g
Control Surface Movements			<u>UP</u>	<u>DOWN</u>
	Aileron		34°	17°
	Elevator		32°	24°
	Rudder		Left 41°	Right 41°
	Trim-tab		20°	44°

For measuring points and tolerances, see Maintenance Manual.

Certification Basis  
(See NOTE 3)

- a) Organisation Scientifique et Technique du Vol à Voile (OSTIV) Requirements for Sailplanes, September 1976

or

- b) Joint Airworthiness Requirements (JAR) for Sailplanes and Powered Sailplanes", JAR-22, Change 4, Issued May 7, 1987

Approved Publications  
(See NOTE 4)

- a) OSTIV Basis

Central Administration of Civil Aviation (CACA) approved SZD-50-3 "Puchacz" Operating Manual, Canadian Version, Issue II\*

- b) JAR-22 Basis

General Inspectorate of Civil Aviation (GICA) approved Flight Manual for a Sailplane, Issue I/JAR-22, May 1994, for the SZD-50-3 "Puchacz" \*

\* or later approved issue

Serial Numbers Eligible

- a) OSTIV Basis

B-903 thru B-907, B-954 thru B-963, B-965 thru B-984, B-1075 thru B-1094, B-1325 thru B-1344, B-1385 thru B-1404, B-1465 thru B-1484, B-1534 thru B-1553, B-1594 thru B-1613, B-1617 thru B-1636, B-1717 thru B-1736, B-1862 thru B-1881, B-1972 thru B-1991, B-2022 thru B-2061, B-2077 thru B-2089, B-2091 thru B-2097, B-2099 thru B-2102, B-2104 thru B-2107, B-2110, B-2112, B-2114, B-2197, B-2199, B-2200,



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Serial Numbers  
Eligible (cont'd)

B-2202, B-2204, B-2205, B-2206

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b) JAR-22 Basis

B-2090, B-2098, B-2103, B-2108, B-2109, B-2111, B-2113, B-2115,  
B-2116, B-2198, B-2201, B-2203, B-2207

503A04001, 503A05002, 503A05003, 503A06004, 503A06005 and  
following

Import  
Requirements

All serial numbers listed under Serial Numbers Eligible are eligible for the issue of a TCCA Certificate of Airworthiness. Compliance with the requirements for the issue of a Certificate of Airworthiness can be established on the basis of:

- a) An Export Certificate of Airworthiness signed by a representative of the Civil Aviation Authority (CAA) of Poland;  
or
- b) An export airworthiness certificate issued by the civil aviation authority of a country with which Canada has entered into a Bilateral Airworthiness Agreement or a similar arrangement that provides for the acceptance of such certificates.

In case a) or b) the certificate must contain the following statement:

"The aircraft identified by this Certificate has been examined and found to conform to the Canadian Department of Transport Type Certificate G-109, Issue 3, June 25, 2020 and to be in a condition for safe operation."

or

- c) Other procedures acceptable to the Minister of Transport.

Required  
Equipment

The basic required equipment as prescribed in applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft.



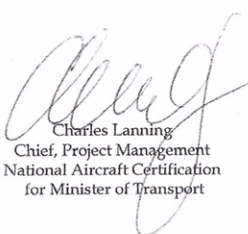
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- Required Equipment (Cont'd) In addition a Flight / Operating Manual as listed in Approved Publications is required and the placards listed in the manual must be installed in the locations specified in the Flight Manual.
- NOTE 1 Current weight and balance report, including list of equipment in the approved empty weight and loading instructions, must be in each glider at the time of original certification.
- NOTE 2 Type Certificate Holder Record:
- Before May 12, 2016, TC G-109 was held by Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko".
- Refer to EASA TCDS EASA.A.312 for information on the state of design type certificate holder history.
- NOTE 3 The Model SZD-50-3 was originally certified in accordance with the Organisation Scientifique et Technique du Vol à Voile (OSTIV) Requirements for Sailplanes, 1976. It was subsequently shown to comply with the requirements of JAR-22, Change 4, issued May 7, 1987. Although the aircraft are identified as separate variants on EASA TCDS EASA.A.312, the 'SZD-50-3 "Puchacz" (acc. to OSTIV'76)' and the 'SZD-50-3 "Puchacz" (acc. to JAR-22)', the model number was not changed when compliance was shown to the requirements of JAR-22 and both variants are treated as one model on TCDS G-109.
- NOTE 4 Cloud flying is not authorized in Canada.

- END -



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