

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G56EU Revision 6 PZL-Krosno KR-03A "Peregrine"(Puchatek) October 31, 2011

TYPE CERTIFICATE DATA SHEET No. G56EU

This data sheet which is part of the Type Certificate No. G56EU 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. Barry Aviation, LLC
 3044 Willow Oak Drive
 Edgewater, Florida 32141

I. Model KR-03A "Peregrine" (Puchatek) Sailplane, approved August 6, 1991.

Airspeed Limits. (I.A.S.)

V _{NE} (Never Exceed)	107 kts (124 mph)
V _A (Maneuvering)	80 kts (93 mph)
Airplane Tow	70 kts (81 mph)
Winch-Launching Tow	67 kts (77 mph)
Dive Brakes Extended	107 kts (124 mph)

C.G. Range. (+2.7 in.) fwd or 21.5% of MAC
 (+12.5 in.) aft or 43.0% of MAC

Empty Weight C.G. Range. None

Datum. Wing leading edge is located (+7.6 in.) forward of the reference plane. The reference plane is defined as the plane perpendicular to the gliders symmetry plane and to the wing root chords.

Leveling Means. The glider must be positioned so its root chord/the wing chord in the plane of the outboard rigging point is level.

Max. Weight. 1190 lb. (540 kg)

Number of Seats. Two
 (Pilot only) - 121.2 lb. (55.0 kg) minimum

Max. Baggage. 11 lb. (5.0 kg) - soft items only

Control Surface Movements. Elevator Up 30° ± 1°

Page No.	1	2	3
Rev. No.	6	5	3

	Down	$25^{\circ} \pm 1^{\circ}$
Rudder	Left	$35^{\circ} \pm 1^{\circ}$
	Right	$35^{\circ} \pm 1^{\circ}$
	Up	$28^{\circ} \pm 1^{\circ}$
Ailerons	Down	$20^{\circ} \pm 1^{\circ}$
Airbrakes		$5.8'' \pm 0.2''$

(Travel measured from upper & lower wing surface)

<u>Weak Links for Towing.</u>	Aero-Tow:	2300 lb \pm 230 lb
	Winch-Launching:	2300 lb \pm 230 lb

<u>Load Factors (g's).</u>	+5.3/-2.65 Permissible
	(+5.3 g limit at $V_A = 80$ KTS (IAS))
	(+4.2 g limit at $V_{NE} = 107$ KTS (IAS))

<u>Removable Ballast.</u>	- Forward ballast in the form of two weights totaling 20.9 lb (9.5 kg). The weights will be secured in front of pilot's seat in front cockpit for flight crew, to keep the CG aft location within limits.
	- Aft ballast is in the form of a clamp that is fitted onto the aft part of the fuselage totaling 11.0 lb (5.0 kg). This ballast enables performing a multiturn spin with a heavy crew.

<u>Serial Numbers Eligible.</u>	This type certificate is valid for gliders from S/N 03-05, 03-09, 03-11 and onwards. S/Ns 01-01 to 03-10, not previously included, are incorporated as part of this data sheet. In addition, it concerns two gliders of S/N 03-03 and 03-04, which are now in the U.S.A. only after introducing the same modifications as for gliders from S/N 03-11 according to Bulletin No. BE-13/KR-03A/91 or BE-15/KR-03A/91. In order to be eligible for use in the U.S.A., the newly incorporated gliders must comply with the aforementioned Service Bulletins.
---------------------------------	---

<u>Import Requirements.</u>	(a) To be considered eligible for operation in the U.S.A., each Aircraft previously manufactured by PZL-Krosno, Poland under T.C. G56EU up to and including Rev 3, must be accompanied by a Certificate of Airworthiness for Export or certifying statement endorsed by the exporting foreign Civil Airworthiness Authority (GILC) which states (in the English language): "This aircraft conforms to its U.S. type design (Type Certificate No. G56EU) and is in a condition for safe operation."
-----------------------------	--

<u>Import Requirements (Cont'd).</u>	(b) The U.S. airworthiness certification basis for those aircraft type certificated under FAR Section 21.29 and exported by the country of manufacture is FAR Sections 21.183(c) or 21.185(c).
	(c) The U.S. airworthiness certification basis of aircraft type certificated under FAR Section 21.29 exported from countries other than the country of manufacture (e.g. third party country) is FAR Sections 21.183(d) or 21.183(b).

<u>Certification Basis:</u>	Aircraft manufacture red by PZL Krosno, Poland Code of Federal Regulations(CFR), 14 CFR 21, effective February 1, 1965, Amendments 21-1 through 21-68, Section 21.17, 21.29 and 21.50.
-----------------------------	--

Aircraft manufactured by Barry Aviation, LLC, USA Code of Federal Regulations (CFR, 14 CFR 21, effective February 1, 1965, Amendments 21-1 through 21-68, Section 21.17 and 21.50..

JAR-22, Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes, effective through Change 4 (Amendment 22/86/1, effective 22/10/86).

The following additional criteria are required to satisfy the associated JAR-22 Sections as referenced in AC 21.17-2:

- (i) JAR 22.177(b) including AC 21.17-2 paragraph 6.C(6)(i)(A),(B), (C) & (D).
- (ii) JAR 22.207(b) including AC 21.17-2 paragraph 6.C.(6)(ii).
- (iii) JAR 22.1545 including AC 21.17-2 paragraph 6.C.(6)(iii).

Validation Basis.

In accordance with the Code of Federal Regulations (CFR) 14, Section 21.17(b), AC 21.17-2, Para. 5.b.(2), states the FAA has determined that: for fixed-wing gliders, the criteria of JAR-22, plus the additional criteria specified in AC 21.17-2, provide an equivalent level of safety to the appropriate requirements of 14 CFR 23.

Type Certificate No. G56EU, issued August 6, 1991.
Date of Application for T.C.: 31 October, 1990.

Service Information.

"Service bulletins, structural repair manuals, aircraft flight manuals and overhaul and maintenance manuals, which contain a statement that the document is Polish G.I.L.C. approved, are accepted by the FAA and are considered FAA approved. These approvals pertain to type design only." See Maintenance Manual IO-AB-00.2, dated November 1990.

Equipment.

The required equipment approved for the KR-03A "Peregrine " (Puchatek) is listed in the Master Equipment List. KR-03A Flight Manual, IU-AB-00.02, dated November 1990.

NOTES

- NOTE 1. A current weight and balance report, including the list of equipment in the certificated empty weight, and loading instructions, must be in each glider at the time of original certification.
- NOTE 2. All placards listed in the approved Flight Manual must be installed in their appropriate locations.
- NOTE 3. Major airframe repairs must be accomplished at FAA certified repair stations rated for construction of small airplanes using GILC-approved PZL repair methods or using other methods acceptable to the Administrator.
- NOTE 4. Information essential to the proper operation, maintenance, inspection and repair of the glider is contained in the KR-03A Flight Manual, and Maintenance Manual applicable to the model concerned.

.....END.....