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The Bergfalke III is U. S. ATC'd and may be licensed in the standard category. ATC's for the L-Spatz III and SF-27 are in process. Pending issuance of ATC, either model may be licensed in the experimental category, exhibition and racing.

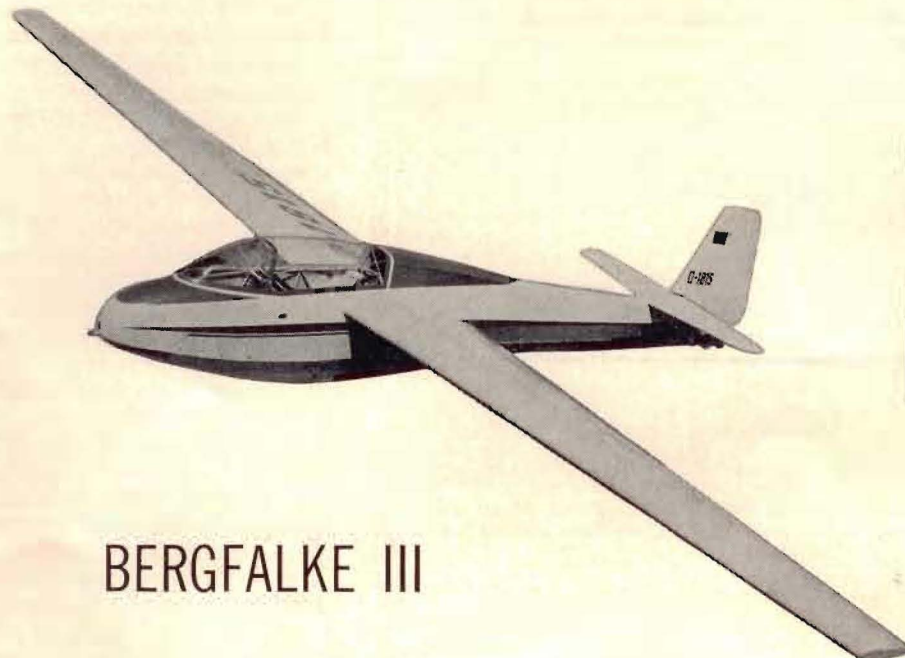
The SF-27 is the latest and most advanced of Scheibe's long line of successful competition sailplanes. From the earlier Zugvogel and SF-26 series, this all-new single-place sailplane offers an outstanding combination of construction and high performance. Optimum Standard-Class qualities have been closely approached by use of V-mann low-drag wing sections and a slender fuselage with unusually clean contours.

The fuselage is a welded-steel-tube structure with a molded-fiberglass shell covering the nose and extending to the wing, with fabric covering aft. The Scheibe Company has used steel-tube fuselage construction since the appearance of their first Bergfalke in 1953. The durability and ease of repair of this type of sailplane is well known. The cockpit has been designed to provide comfortable accommodation for even the tallest pilots, a feature not always found in Standard-Class sailplanes. The semi-reclining seat is arranged to permit the use of a back-pack parachute, and the adjustable rudder pedals, together with a large, molded plexiglass canopy assure fatigue-free flying for pilots up to 6-ft. 3-in. Push-pull controls are used for the horizontal tail and ailerons, with cables to the rudder. The landing wheel is equipped with a tail wheel and is situated forward of the center of gravity. A tailwheel is provided as standard equipment for ease of handling on runways.

The wing is a wood structure built around a strong laminated-beechwood box spar, and uses the Wortmann FX 61-184 section at the root and the FX 60-126 at the tip. Large Schempp-Hirth air brakes are speed-limiting in accordance with OSTIV Standard-Class requirements. A special feature of the wing is the close rib spacing of four inches and the use of heavy skins to ensure the close-tolerance contours needed for maximum performance with the latest laminar profiles.

The tail assembly is also constructed of wood, with the latest type of two-piece all-moving horizontal stabilizer mounted on stub spars. A combination trim and anti-servo tab provides good control feel and positive stick-free stability.

The SF-27 has pleasant handling qualities with fast roll response and a docile stall. Assembly is quick and easy, and may be completed in a few minutes.



BERGFALKE III

SPAN	.....
LENGTH	.....
WING AREA	.....
ASPECT RATIO	.....
EMPTY WEIGHT	.....
FLYING WEIGHT	.....
BEST GLIDE RATIO	.....
MINIMUM SINK	.....
MAXIMUM SPEED	.....
ULTIMATE LOAD	.....

The newly introduced L-Spatz III is the most recent development in the popular L-Spatz series of lightweight, single-place sailplanes. More than three hundred Spatz's have been built at the Scheibe factory, and production is licensed in France under the name of Fauconnet, and in Italy as the Meteor.

The rugged construction, ease of maintenance, and all-around pleasant flying qualities of the L-Spatz makes this an ideal sailplane for club use, or for the pilot who is looking for cross-country performance on a budget. To quote the known West Coast soaring pilot and L-Spatz owner, Elemer Katinsky, "The L-Spatz is definitely the most fun for the money." And Elemer should know—he has made eight Gold badge distance flights in his, including one of 298 miles from El Mirage, California, to Hurricane, Nevada.

Construction of the L-Spatz III follows the time-proven Scheibe combination of welded-steel-tube fuselage, wood wings and tail. Many improvements have been made to the Spatz over the years, and all series-III aircraft include the following new features:

★ The fuselage frontal area has been reduced to improve the aerodynamics and appearance, and at the same time the cockpit has been enlarged to accommodate tall pilots in comfort.

★ Aerodynamic wash-out has been slightly increased, and larger air brakes are now fitted for better glide control. The area of the tail assembly has also been increased for improved handling qualities, and the elevator is now standard equipment.

★ Other L-Spatz features that have been retained in the new model include blown-plexiglass canopy, provision for back-pack parachute, c-g hook for which launching, nose hook for airplane tow, simple and easy assembly, with maximum accessibility for control connections.