



SF-27

SPAN	49.2 ft.
LENGTH	23.2 ft.
WING AREA	130 sq. ft.
ASPECT RATIO	18.7
EMPTY WEIGHT	452 lbs.
FLYING WEIGHT	706 lbs.
BEST GLIDE RATIO	33 to 1 @ 54 mph
MINIMUM SINK	2.1 fps @ 43 mph
TWO METERS/SEC. SINK	@ 96 mph
MAXIMUM SPEED	124 mph
ULTIMATE LOAD FACTOR	9.3

Since the introduction of the first production Bergfalke by Dipl.-Ing. Egon Scheibe in 1953 this rugged two-place sailplane has been steadily gaining in popularity all over the world. Large numbers have been exported, with more than 100 going to Sweden alone. Some Bergfalke's have made more than 15,000 flights and are still being winched into the air for training circuits dozens of times every weekend.

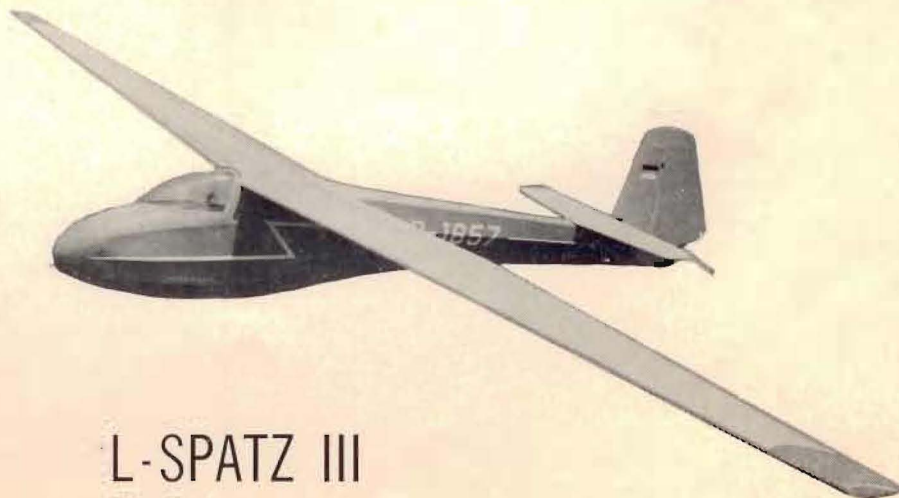
To the soaring club the Bergfalke III offers an entirely new scope of operating flexibility . . . A reliable and robust trainer for the rough and tumble of student instruction, plus a 28 to 1 glide ratio for cross-country soaring all in one sailplane. What better way to hold the newcomer's interest than the prospect of real soaring in the same sailplane he first learns to fly? And then it is a short step to the intermediate L-Spatz III and the contest-winning SF-27!

To the private owner, particularly the soaring enthusiast with young members of the family asking, "Dad, when will you be able to start giving me some dual?" the Bergfalke is a perfect combination. Whether you plan a quiet afternoon of local flights around the neighborhood airport or an all-out try for Diamond distance, the Bergfalke is ready to go.

The Bergfalke III has been awarded a U.S. Approved Type Certificate and may be licensed in the Standard Category, thus permitting commercial operation in the U.S.

Construction of the Bergfalke III follows established Scheibe techniques, with the two pilots accommodated in a ruggedly built steel-tube fuselage. All controls are conveniently arranged, with plenty of room for two sets of instruments. A molded-fiberglass fairing covers the nose, with fabric aft and a large plexiglass canopy provides excellent visibility for both pilots. The wings and tail are of wood construction, with speed-limiting air brakes and an elevator trim tab standard equipment.

SPAN	54.5 ft.
LENGTH	26.3 ft.
WING AREA	194 sq. ft.
ASPECT RATIO	15.4
EMPTY WEIGHT	606 lbs.
FLYING WEIGHT	1025 lbs.
BEST GLIDE RATIO	28 to 1
MINIMUM SINK	1.4 fps
TWO METERS/SEC. SINK	@ 96 mph
MAXIMUM SPEED	124 mph
ULTIMATE LOAD FACTOR	9.3



L-SPATZ III

SPAN	49.2 ft.
LENGTH	20.5 ft.
WING AREA	126 sq. ft.
ASPECT RATIO	19.2
EMPTY WEIGHT	353 lbs.
FLYING WEIGHT	585 lbs.
BEST GLIDE RATIO	28 to 1
MINIMUM SINK	2.2 fps
TWO METERS/SEC. SINK	@ 96 mph
MAXIMUM SPEED	112 mph
ULTIMATE LOAD FACTOR	9.3