

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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| G11EU Revision 1 SCHEIBE SF 27 A February 26, 2016 |
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TYPE CERTIFICATE DATA SHEET NO. G11EU

This data sheet which is a part of type certificate No. G11EU 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: SCHEIBE-AIRCRAFT-GMBH
Sudetenstraße 57/2, Flugplatz Heubach
D-73540 Heubach
Germany

Type Certificate Holder Record: SCHEIBE-Flugzeugbau GmbH transferred TC G11EU to SCHEIBE-AIRCRAFT-GMBH on September 13, 2006.

I. Model SF 27 A, Glider, approved August 01,1966

Description: The SF 27 A is a single seat glider constructed from metal and wood. It has a shoulder wing, a conventional tail configuration, a brakeable mainwheel, and Schempp-Hirth airbrakes on the wing surface.

Airspeed Limits:

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|----------------------------|---------|-----------|
| Glide or dive | 124 mph | 108 knots |
| Maximum speed in rough air | 106 mph | 92 knots |
| Airplane tow | 86 mph | 75 knots |
| Auto-winch tow | 68 mph | 59 knots |

C.G. Range: +11.45 in (291 mm) to +18.10 in (460 mm)

Datum: Wing leading edge at wing root, 15.75 in (400 mm) from fuselage center line.

Leveling Means: Tangent on wing rib located 15.75 in (400 mm) from fuselage center line.

Maximum Weight: 728 lbs

No. of Seats: 1

Baggage: 44 lbs

Control Surface Movements:

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|-------------------------------------|-------|-----|------|-----|
| Rudder | Right | 35° | Left | 35° |
| Aileron | Up | 20° | Down | 15° |
| All movable horizontal tail surface | Up | 10° | Down | 14° |

Serial Nos. Eligible: See Import Requirements.

Import Requirements: A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the German Airworthiness Authority, the Luftfahrt-Bundesamt (LBA), on behalf of the European Community, containing the following statement: "The glider covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate G11EU and is in a condition for safe operation."

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| <u>Certification Basis:</u> | <p>FAR 21.29 and Federal Republic of Germany glider airworthiness requirements dated August 1939. (These requirements are equivalent to FAR 21.23).</p> <p>Type Certificate No. G11EU issued August 1, 1966. Date of Application for Type Certificate January 24, 1966.</p> <p>The German Airworthiness Authority (LBA) originally type certificated glider Model SF 27 A under its Type Certificate No. 257. Effective September 13, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the LBA. The EASA Type Certificate No. is EASA.A.104.</p> |
| <u>Equipment:</u> | <p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the glider for certification.</p> |
| <u>Service Information:</u> | <p>Each of the documents listed below may state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 13, 2006 – by the German Airworthiness Authority (LBA).</p> <ul style="list-style-type: none">• Service bulletins• Structural repair manuals• Vendor manuals• Aircraft flight manuals• Overhaul and maintenance manuals <p>The FAA accepts such documents and considers them FAA-approved for type design data unless one of the following conditions exist:</p> <ul style="list-style-type: none">• The documents change the limitations, performance, or procedures of the FAA approved manuals. <p>The FAA uses the post type validation procedures to approve these documents. The FAA may delegate case-by-case approval to EASA on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.</p> <p>Available Documents for Model SF 27 A: Flight Manual, Issued September 1965. Operating Manual, Issued September 1965.</p> |

NOTES:

- NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary, must be provided for each glider at the time of original certification and all times thereafter.
- NOTE 2. The following placards must be installed in full view of the pilot:
- a) All intentional acrobatic maneuvers including spins are prohibited.
 - b) Night flying prohibited.
 - c) When flying in rough air do not exceed 92 knots.

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