

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G48EU Revision 1 SCHEIBE SF 34 February 26, 2016
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TYPE CERTIFICATE DATA SHEET NO. G48EU

This data sheet which is a part of Type Certificate No. G48EU 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 G48EU to SCHEIBE-AIRCRAFT-GMBH on April 12, 2011.

I. Model SF 34, Glider, Utility Category, approved April 2, 1984

Description: The SF 34 is a two-seat glider constructed from glass reinforced plastic (GRP). It has a cantilevered mid wing, a conventional tail configuration, a fixed landing gear with a nose wheel and shock-absorbing, braked main wheel, and airbrakes on the upper wing surface.

Airspeed Limits (I.A.S.): Maximum Airspeeds In Calm Air
Never Exceed (Vne)

0 - 6000 ft altitude	135 kts	155 mph	249 km/h
6001 - 9000 ft altitude	124 kts	142 mph	229 km/h
9001 - 12000 ft altitude	121 kts	139 mph	223 km/h
12000 - 15000 ft altitude	115 kts	132 mph	212 km/h
15001 - 18000 ft altitude	109 kts	125 mph	201 km/h
With Dive Brake extended	135 kts	155 mph	250 km/h
In rough air (Vb)	92 kts	105 mph	170 km/h
Maneuvering (Va)	92 kts	105 mph	170 km/h
Airplane Tow (Vt)	92 kts	105 mph	170 km/h
Auto or Winch Tow (Vw)	65 kts	74 mph	120 km/h

C.G. Range: 20% - 43% of M.A.C. or 86.57 in to 97.52 in (2199 mm to 2477 mm) aft of datum.

Datum: Located 78.74 in (2000 mm) ahead of the leading edge at the wing root.

Empty Weight c.g.: See Flight Manual, page 20.

Leveling Means: Straight top of the rear fuselage section horizontal.

Maximum Weight: 1190 lbs (540 Kg)

Minimum Crew: 1 pilot (in front seat).

No. of Seats: 2 seats with the front seat located 37.43 in (950 mm) aft of datum and the rear seat located 78 in (1980 mm) aft of datum.

Maximum Baggage: 33 lb (15 kg) in baggage compartment.

Page No.	1	2	3
Rev. No.	1	1	1

<u>Control Surface Movements:</u>	Aileron	Up	3.6 ± 0.40 in	(90 ± 10 mm)
		Down	1.6 ± 0.20 in	(40 ± 5 mm)
			Measurement radius 6.8 in (170 mm). The radius is the distance from the hingeline of the aileron at the inboard edge of the aileron.	
	Elevator	Up	3.2 ± 0.32 in	(80 ± 8 mm)
		Down	3.2 ± 0.32 in	(80 ± 8 mm)
			Measurement radius 8.4 in (210 mm). The radius is the distance from the hingeline of the elevator at rudder/elevator intersections.	
	Rudder	To both sides	11.4 + .2 in	(290 + 5mm)
			Measurement radius 42.24 in. (528 mm). The radius is the distance from the hingeline of the rudder at the elevator/rudder intersection.	

Serial Numbers Eligible: See Import Requirements

Import Requirements: A U.S. Standard 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 G48EU and is in condition for safe operation."

Glider serial numbers 5116 and 5117 are eligible for U.S. Standard Airworthiness Certificate when:

- 1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the LBA which certifies the glider conforms to the U.S. type certificate,
- 2) The glider has been modified in accordance with the LBA-approved Scheibe Technical Information 336-1, and
- 3) The glider is found to be in condition for safe operation.

Modifications pre-dating the issuance of this Type Certificate and not included in paragraphs 1 and 2 of this note and modifications dated after the issuance of this Type Certificate not covered by note contained in the Service Information paragraph of this Type Certificate must be assumed not to be approved under this Type Certificate.

Certification Basis: FAR 21.23, 21.29, and 21.50 effective February 1, 1965 including Amendments 21-1 through 21-53.

Compliance with FAR 21.23 has been shown utilizing the provisions of Advisory Circular 21.23-1 dated 12 January 1981, Section 5, paragraph a. The airworthiness requirements met under this provision are the Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR-22) dated 1 April 1980 including Amendments 1 through 2 and Section 5, paragraph (e) (6) of Advisory Circular 21.23-1 dated 12 January 1981.

Type Certificate G48EU issued April 2, 1984.

Date of application for Type Certificate: September 26, 1983.

The German Airworthiness Authority (LBA) originally type certificated glider Model SF 34 under its Type Certificate No. 336. Effective April 12, 2011, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the LBA. The EASA Type Certificate No. is EASA.A.577.

Equipment: The equipment approved for the SCHEIBE SF 34 glider is listed in the Scheibe Master Equipment List dated 26 September 1983. The required equipment for the kinds of approved operations are listed in the SF 34 Flight Manual; LBA-approved 14 November 1983.

Scheibe SF 34 Flight Manual, LBA-approved dated 14 November 1983 is required.

Service Information:

Each of the documents listed below may state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before April 12, 2011 – by the German Airworthiness Authority (LBA).

- Service bulletins
- Structural repair manuals
- Vendor manuals
- Aircraft flight manuals
- Overhaul and maintenance manuals

The FAA accepts such documents and considers them FAA-approved for type design data unless one of the following conditions exist:

- The documents change the limitations, performance, or procedures of the FAA approved manuals.

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.

Available Documents for Model SF 34:

- Flight Manual, dated 14 November 1983.
- Instructions for Continued Airworthiness dated 21 February 1984.
- Repair Instructions for the SF 34, dated September 1983.

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.
- NOTE 2. All placards and markings listed in Section II of the "LBA-approved SF 34 Flight Manual" must be installed in the location defined in the Flight Manual.
- NOTE 3. LBA-approved Section X of the Scheibe SF 34 Instructions for Continued Airworthiness dated 21 February 1984 specifies mandatory replacement times, structural inspection intervals, and related structural inspection procedures. These airworthiness limitations may not be changed without FAA-approval.
- NOTE 4. All external portions of the glider exposed to sunlight must be painted white except for wing tips, nose of fuselage and rudder.
- NOTE 5. Removed.

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