

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

7G9 Revision 2 SCHEIBE Bergfalke II/55 Bergfalke III February 26, 2016
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TYPE CERTIFICATE DATA SHEET NO. 7G9

This data sheet which is a part of Type Certificate No. 7G9 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 7G9 to SCHEIBE-AIRCRAFT-GMBH on August 25, 2006.

**I. Model Bergfalke II/55, Glider, approved June 7, 1961**

Description: The Bergfalke II/55 is a two seat glider constructed from metal and wood. It has a cantilevered mid wing, a conventional tail configuration, a mainwheel with a skid, and airbrakes.

Airspeed Limits:

Glide or dive	99 mph	86 knots
Airplane tow	74 mph	64 knots
Auto-winch tow	53 mph	46 knots
Spoilers extended	99 mph	86 knots

C.G. Range: +3.0 in (76 mm) to +11.0 in (279 mm)

Datum: Wing leading edge at rib 0

Leveling Means: Tangent on wing rib 1 horizontal

Maximum Weight: 970 lbs

No. of Seats: 2

Baggage: None

Control Surface Movements:

Elevator	Up	22.5°	Down	22.5°
Rudder	Right	30°	Left	30°
Aileron	Up	27.5°	Down	8.5°

**II. Model Bergfalke III, Glider, approved October 7, 1965**

Description: The Bergfalke III is a two seat glider constructed from metal and wood. It has a cantilevered mid wing, a conventional tail configuration, a mainwheel with a skid, and airbrakes.

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<u>Airspeed Limits:</u>	Glide or dive	112 mph	97 knots
	Airplane tow	75 mph	65 knots
	Auto-winch tow	59 mph	51 knots
	Spoilers extended	112 mph	97 knots
<u>C.G. Range:</u>	+3.0 in (76 mm) to +11.0 in (279 mm)		
<u>Datum:</u>	Leading edge of wing rib 0 (root rib)		
<u>Leveling Means:</u>	Tangent on wing at rib 6 (approximately) 65 in (1,651 mm) from the inner side of the root rib		
<u>Maximum Weight:</u>	1025 lbs		
<u>No. of Seats:</u>	2		
<u>Baggage:</u>	None		
<u>Control Surface Movements:</u>	Elevator	Up 22.5°	Down 22.5°
	Rudder	Right 28°	Left 28°
	Aileron	Up 26.5°	Down 8.5°

### **Data Pertinent to All Models**

<u>Serial Nos. Eligible:</u>	See Import Requirements.
<u>Import Requirements:</u>	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 7G9 and is in a condition for safe operation."
<u>Certification Basis:</u>	CAR 10, and Federal Republic of Germany Glider Airworthiness Requirements dated August 1939. (These requirements are equivalent to CAR 5 effective February 15, 1956).  Type Certificate No. 7G9 issued June 7, 1961. Date of application for Type Certificate, March 21, 1961.  The German Airworthiness Authority (LBA) originally type certificated glider Models Bergfalke II/55 and Bergfalke III under its Type Certificate No. 104. Effective August 25, 2006, the European Aviation Safety Agency (EASA) began oversight of these products on behalf of the LBA. The EASA Type Certificate No. is EASA.A.099.
<u>Equipment:</u>	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the glider for certification.
<u>Service Information:</u>	Each of the documents listed below may state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before August 25, 2006 – by the German Airworthiness Authority (LBA). <ul style="list-style-type: none"> <li>• Service bulletins</li> <li>• Structural repair manuals</li> <li>• Vendor manuals</li> <li>• Aircraft flight manuals</li> <li>• Overhaul and maintenance manuals</li> </ul>

Service Information (cont'd):

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.

NOTES:

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each glider at the time of original certification and at all times thereafter.

NOTE 2. The following placards must be installed in full view of the pilots:

- a) "No acrobatic maneuvers including spins approved"
- b) "Instrument and night flying are prohibited"
- c) "When flying in rough air do not exceed 75 knots"

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