

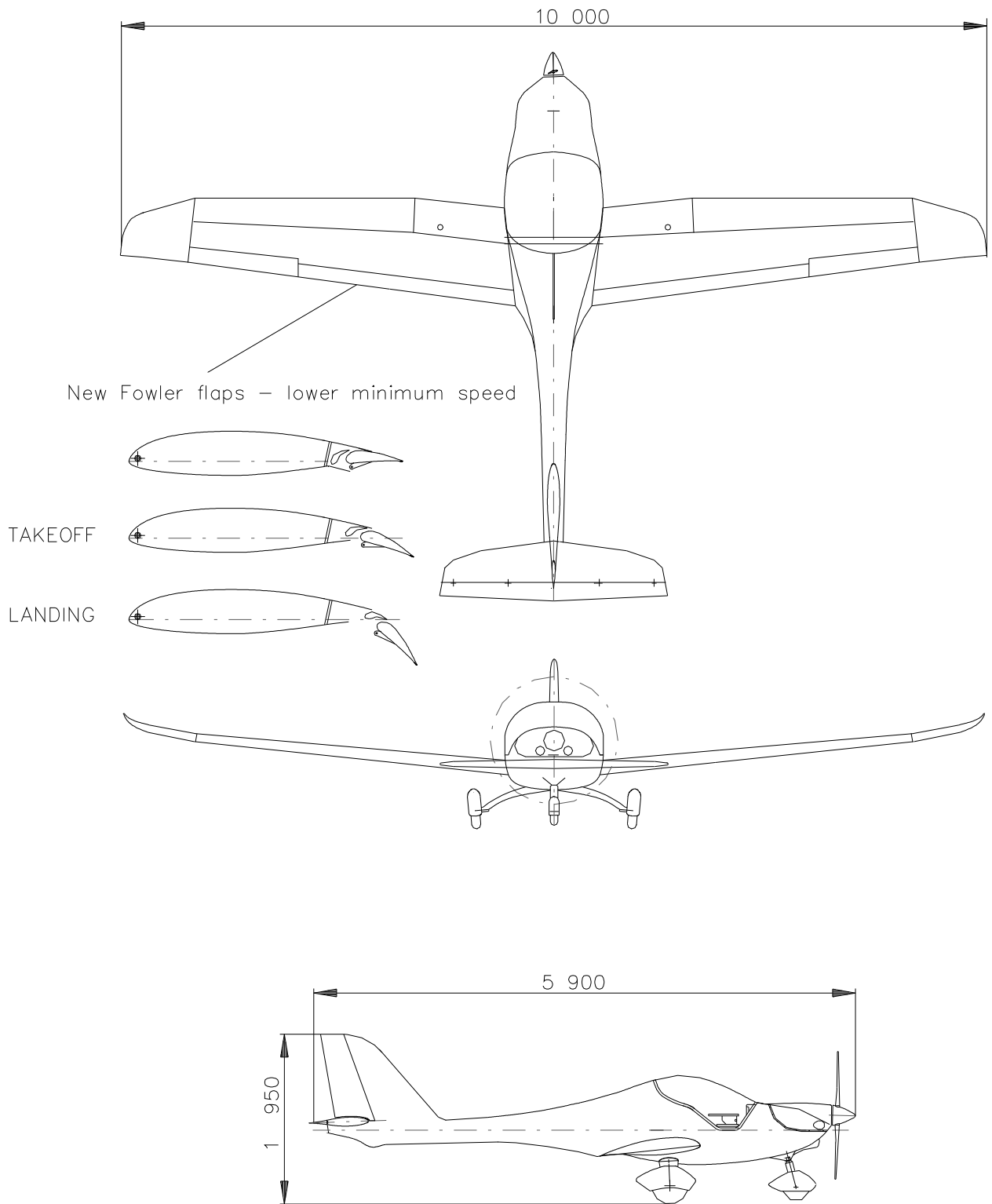
# *UFM 10 Samba*



## **- if the emphasis is on power flying**

- the latest generation of high performance light aircraft built with the quality normally only associated with modern gliders
- can be registered as microlight, motor glider or light aircraft - your choice
- for glider-, motor glider- and power training (PPL), fun flying, cruising, and glider towing
- built using fully composite technology, which provides a totally new quality of flying
- powered by ROTAX 912 UL(S) (80 or 100 HP), with optional variable pitch / constant speed propeller
- two seats side by side with ample leg room and baggage space
- optional wing extensions which increase the wingspan by two meters (better glide ratio)
- unbeatable economical high speed cruising at a surprisingly low price

# UFM 10 Samba



## **Technical description**

**Type:** Side-by-side ultralight / kitbuild

**Programme:** UFM 10 Samba been previously known as Speed Lambada. First prototype (OK-EUU38) rolled out July 1999, first production aircraft(OK-EUU39) flew 21 July 1999.

**Current versions:**

UFM 10 Samba  
Wing span 10,00 m (32 ft 9 ¾ in).

**Customers:**

Total 40 factory-built UFM 10 built by late 2003, exported to South Africa, USA, Netherlands, Germany, Ireland and elsewhere.

**Design features:**

Conforms to JAR-VLA (BCAR-S). Forward-swept wings with cranked leading-edge and laminar profile (aerofoil section SM 701), short version of UFM 13 wing. Low mounted wing and tailplane. Shorter wheel base. Wings and HTU easily detach (automatic control lines connections) for storage and transport.

**Flying controls:**

UFM 10 Samba is controlled by conventional ailerons, rudder, one-piece elevator and three positions slot flaps.

**Structure:**

Laminated glass fibre and carbon fibre with CFRP wing spar.

**Landing gear:**

Fixed tricycle type, hydraulic brakes. Main wheel tyres 4.00-8.

**Power plant:**

One Rotax 912 UL, 59,6kW (80hp) or Rotax 912 ULS, 73,5kW (100hp) or Jabiru 2200 59,7kW (80hp), four stroke engines driving propeller WOODCOMP Varia two blade, carbon fibre or WOODCOMP SR200, SR2000 or SR3000 two or three blade. Fuel tank integrated in wing, capacity 1 or 2 x 50 litres (13,2 US gallons, 11.0 Imp gallons).

**Equipment:**

BRS recovery parachute optional.

**External dimensions:**

Wing span	10.00 m (32 ft 9 ¾ in)
Length overall	5.90 m (19 ft 4 ¼ in)
Height overall	1.95 m (6 ft 4 ¾ in)

**Dimensions internal:**

Cabin max. width	1.06 m
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**Areas:**

Wing, gross 8.90 m<sup>2</sup> (95.8 sq ft)

**Weights and loadings:**

Empty weight from 250.0 kg (551 lb)

With BRS and tow hook 286.0 kg (630 lb)

MTOW depend on category

Ultralight 450.0 kg (990 lb)

Ultralight with BRS 472.5 kg (1040 lb)

VLA or experimental 560.0 kg (1232 lb)

**Performance powered:**

Never exceed speed Vne 260 km/h (140 kt)

Max. cruising speed 200 km/h (108 kt)

Stalling speed 65 km/h (36 kt)

Max. rate of climb at S/L 7.5 m/s (1450 ft/min)

Range 1 500 km (932 miles, 810 n miles)

**Performance unpowered:**

Best glide ratio 19

Min. rate of sink 1.50 m (4.92ft/s)