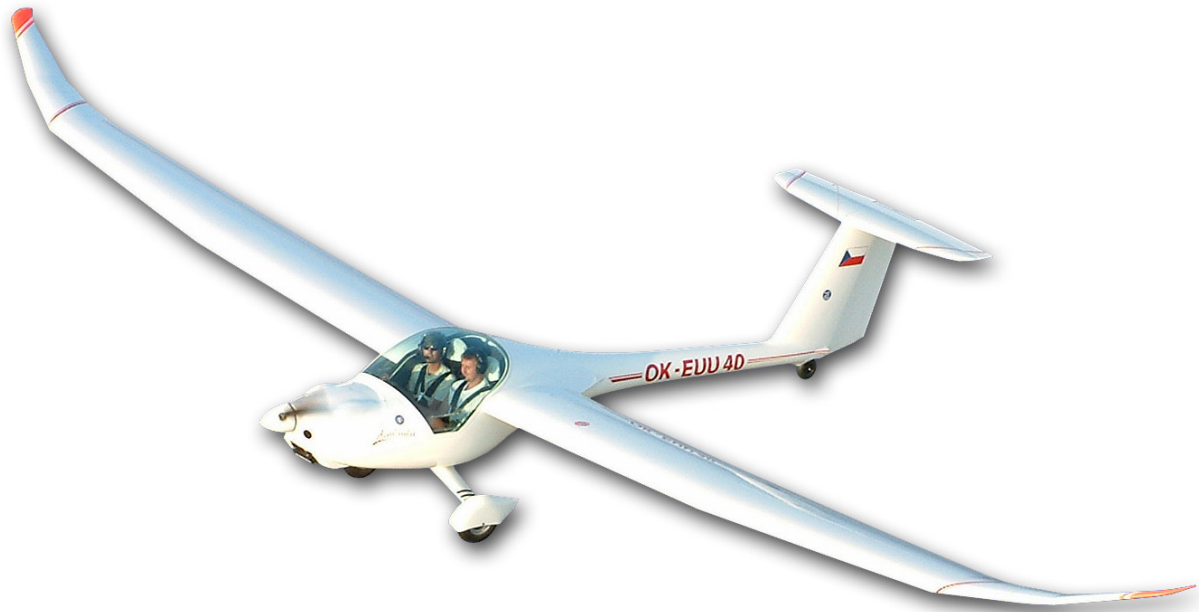
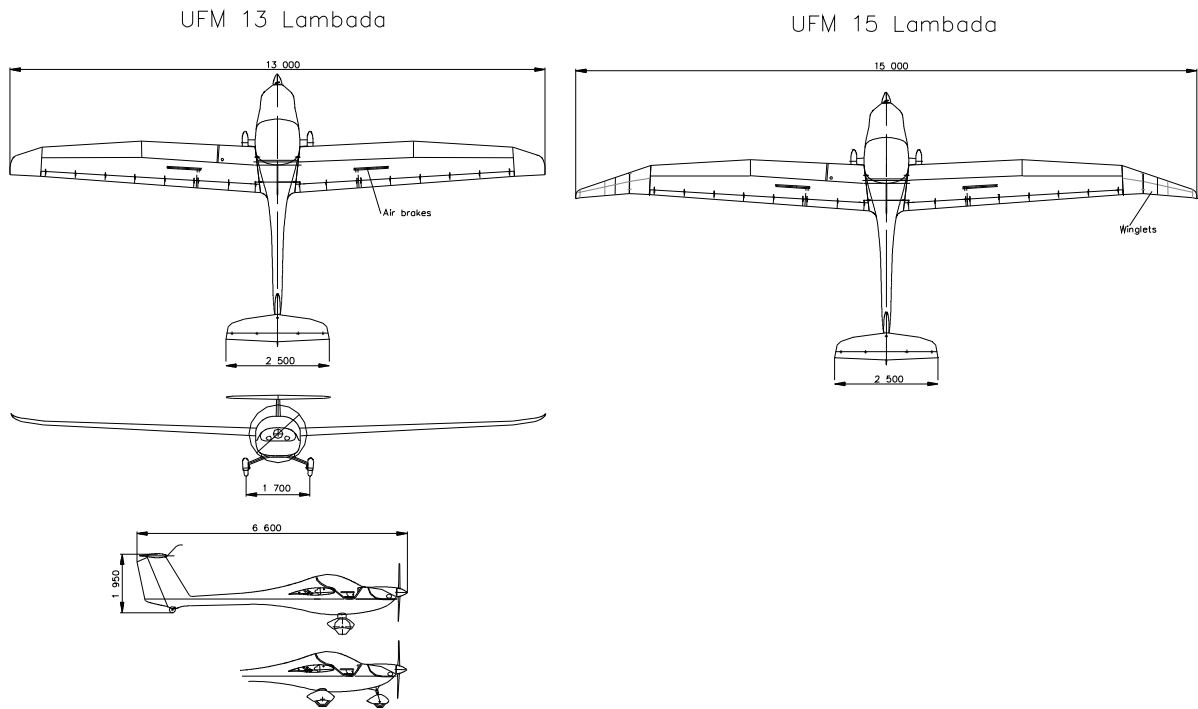


UFM 11, 13/15 Lambada



- if the emphasis is on motor glider 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 or JABIRU 2200 (80 HP), with two blade wood 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



Technical description

Type: Side-by-side ultralight / kitbuild

Programme: Design started June 1994, first flight (UFM 13 prototype) 23 May 1996, production began October 1996, first customer delivery October 1997.

Current versions:

UFM 11 Lambada

Short span (11,80 m, 38 ft 8 ½ in) version

Production been renew in 2003 because of new version equipped with slot flaps (before used on UFM 10 Samba wing).

UFM 13/15 Lambada

Wing span from 13 to 15 m (optional wingtips)

A UFM 13/15 Lambada (OK-DUU 24) shown at Friedrichshafen AERO 2003 featured with Rotax 912 (80hp) engine and WOODCOMP Varia 1.6 feathering propeller.

Customers:

Total 15 factory-built UFM 11s and 40 UFM 13/15s built by late 2003, exported to South Africa, France, Spain, USA, Brazil, Netherlands, Germany, Switzerland, 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), incidence 3°. T-tail. Wings and HTU easily detach (automatic control lines connections) for storage and transport.

Flying controls:

UFM 13/15 Lambada is controlled by conventional flaperons, rudder and one-piece elevator, upper surface Schempp-Hirth spoilers.

UFM 11 Lambada 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 or tailwheel (only UFM 13/15 Lambada) type, hydraulic brakes. Mainwheel 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).

External dimensions:

Wing span	
Lambada UFM 11	11.90 m
Lambada UFM 13/15	13.00 m or 15.00 m extended span
Length overall	6.60 m
Height overall	1.95 m

Dimensions internal:

Cabin max. width	1.06 m
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Areas:

Wing, gross	
Lambada UFM 11	11.70 m ² (125,9 sq.ft)
Lambada UFM 13/15	12.16 m ² (130.9 sq ft) or 12.90 m ² (138.3 sq ft)

Weights and loadings:

Empty weight from	265.0 kg (562 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	
Lambda UFM 11	Vne 215 km/h (116 kt)
Lambda UFM 13/15	Vne 200 km/h (108 kt)
Max. cruising speed	160 km/h (86 kt)
Stalling speed	63 km/h (35 kt)
Max. rate of climb at S/L	5 m/s (984 ft/min)
Range	1 500 km (932 miles, 810 n miles)

Performance unpowered:

Best glide ratio	
Standard wing	26
Extended wing	30
Min. rate of sink	1.10 m (3.61ft/s)