



Weak Links for Towing	1320 lb max. (600 kp)												
Serial Numbers Eligible	A Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Import Requirements" must be submitted for each individual glider for which application for standard airworthiness certification is made.												
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 Federal Republic of Germany Luftfahrt- Bundesamt (LBA) 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 No. G34EU and is in condition for safe operation".												
Certification Basis	FAR 21.29 and FAR 21.23, effective February 1, 1965. Type Certificate No. G34EU issued September 21, 1976. Date of Application for Type Certificate March 1, 1974.												
Validation Basis	Type Certificate G34EU was issued pursuant to FAR 21.29(a)(1) in validation of the Luftfahrt-Bundesamt (LBA) certification of compliance with the Federal Republic of Germany "Airworthiness Requirements for Sailplanes". Edition: February 1966, which were found to provide a level of safety equivalent to the aforementioned FAA certification basis.												
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the glider for standard airworthiness certification. In addition, the following equipment must be installed: <ol style="list-style-type: none"> <li>1. Instruments (non-cloud flying) <ol style="list-style-type: none"> <li>(a) Airspeed indicator marked as follows: <table border="0" style="margin-left: 20px;"> <tr> <td style="padding-right: 20px;">Red Radial</td> <td style="padding-right: 20px;">119 knots</td> <td>(137 mph)</td> </tr> <tr> <td>Yellow Arc</td> <td>92-119 knots</td> <td>(105-137 mph)</td> </tr> <tr> <td>Green Arc</td> <td>40-92 knots</td> <td>(46-105 mph)</td> </tr> <tr> <td>White Arc</td> <td>40-92 knots</td> <td>(46-105 mph)</td> </tr> </table> </li> <li>(b) Altimeter</li> <li>(c) Magnetic compass</li> </ol> </li> <li>2. Additional instruments for cloud flying <ol style="list-style-type: none"> <li>(a) Turn and bank indicator</li> <li>(b) Variometer</li> </ol> </li> </ol>	Red Radial	119 knots	(137 mph)	Yellow Arc	92-119 knots	(105-137 mph)	Green Arc	40-92 knots	(46-105 mph)	White Arc	40-92 knots	(46-105 mph)
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## 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 airworthiness certification.

- NOTE 2. (a) The following placards must be installed in full view of the pilot:
- (1) "This glider must be operated in compliance with the operating limitations stated in the form of placards, markings, and manuals."
  - (2) "Cloud flying: Permitted only when the following instruments are installed:
    1. Airspeed indicator
    2. Altimeter
    3. Turn and bank
    4. Variometer
    5. Magnetic compass"
  - (3) "No acrobatic maneuvers, including spins, approved".
  - (4) "Night flying is prohibited".
  - (5) "Maneuvering speed 92 knots (105 mph)  
 Airplane tow speed 92 knots (105 mph)  
 Auto-winch tow speed 65 knots (75 mph)  
 Max. speed flaps  
 L. or +10 (down) 92 knots (105 mph)"
  - (6) For gliders with water ballast tanks installed in the wings:  
 "The glider is equipped with water ballast tanks. When flying with water ballast check the takeoff weight. It must not exceed the permitted maximum weight. Observe the instructions of the Flight Manual."
- (b) The following placard must be visible in the cockpit area:  
 "Weak link- 1320 lb. max. (600 kp)".
- NOTE 3. All external portions of the glider exposed to sunlight must be painted white. Registration and competition numbers must be painted blue-gray or in any other light color.
- NOTE 4. Information essential for proper operation, maintenance, inspection and repair of the glider is contained in the Schempp-Hirth "Flight and Service Manual for the Sailplane JANUS". Schempp-Hirth should be consulted for all major repairs.
- NOTE 5. Water ballast tanks in the wings are approved when installed during original manufacture in accordance with Schempp-Hirth Technical Note No. 295-1, dated February 6, 1976, LBA-approved.

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