

# Schweizer SGS 1-34

## Make and Model Checkout

### Central Indiana Soaring Society

**Performance Speeds**

Best L/D..... \_\_\_\_\_ at \_\_\_\_\_ mph  
 Min Sink ..... \_\_\_\_\_ fpm at \_\_\_\_\_ mph  
 Stall Speed ..... \_\_\_\_\_ mph  
 Never Exceed Speed Dive Brakes Closed ..... \_\_\_\_\_ mph  
 Never Exceed Speed Dive Brakes Extended ..... \_\_\_\_\_ mph  
 Rough Air or Abrupt Maneuvers Speed (840#).. \_\_\_\_\_ mph  
 Maneuvering Speed..... \_\_\_\_\_ mph  
 Suggested Aero Tow Speed ..... \_\_\_\_\_ mph to \_\_\_\_\_ mph

1. Proper Takeoff Technique is to not lift off below \_\_\_\_\_ mph to prevent banging down the tail.
2. At best L/D, calm air, no wind and a 50% safety factor you need \_\_\_\_\_ feet per statute mile.
3. What pattern speed do you plan to use before adjusting for wind or turbulence \_\_\_\_\_ mph.
4. Recommended Touchdown Speed Landing is ..... \_\_\_\_\_ mph to \_\_\_\_\_ mph
5. Minimum required instruments in the SGS 1-34 are:
  - a. Airspeed Indicator, Sensitive Altimeter
  - b. Airspeed Indicator, Sensitive Altimeter, Magnetic Compass
  - c. Airspeed Indicator, Sensitive Altimeter, Mechanical Variometer
6. The proper tow rope or weak link strength for the SGS 1-34 is \_\_\_\_\_ to \_\_\_\_\_ lbs.  
*[Typical Hollow Braid Poly Pro tow rope strengths - 1/4 in 1000 lbs - 5/16 in 1500 lbs - 3/8 2200 lbs]*
7. The SGS 1-34 can be safely towed with the larger ring of the Tost Double Tow Ring on CISS tow ropes
  - a) True
  - b) False
8. The Wing is secured is by \_\_\_\_\_ Captive L Shaped Pins and \_\_\_\_\_ removable Main Spar Pins (# of pins).

**Weight and Balance**

- What is the total flying weight with you as pilot?

Glider Empty Weight    620    lbs  
 Pilot Weight \_\_\_\_\_ lbs  
 Total Weight \_\_\_\_\_ lbs

**Maximum Gross Weight 840 lbs**

- Find CG location with you as pilot and your seat position?

	Weight	Sta	Moment
Glider Empty	620	110.3	68344
Pilot	_____	_____	_____
Total	_____	_____	_____

**Pilot Seat Station - Forward 56.0    Aft    64.0**

**CG Range - Sta 95.57 to 99.45**

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### Cockpit Checkout

- Read and Study The 1-34 & 1-34R Sailplane Flight – Erection – Maintenance Manual
- Canopy Latch
- Rudder Pedal Adjustment
- Trim Control
- Total Energy Vario
- Tow Release Knob and Hook Location
- Dive Brake Operation
- Wheel Brake Operation
- Static Line Drain
- Cockpit Ventilation
- Headrest Adjustment
- Seat-back Adjustment
- Radio and Battery
- Weight and Balance, Airworthiness, Registration
- Aircraft Logbooks and Paperwork
- Preflight Inspection

### Flight Tips and Comments from Other Pilots

- Remember the ASI and published speeds are mph, not knots.
- Use the grass whenever possible for takeoff and landing to avoid nose skid wear.
- When operating on paved surfaces keep the stick back to minimize skid wear. Use the wheel brake to stop once skid is on the pavement and do not allow it to drag for long distances.
- Use caution to not raise nose too high on takeoff and landing.
- Dive-brakes will require lowering nose to maintain IAS and may result in nose pitch up.
- Remember not to land with full Dive Brakes which will have the wheel brake locked...no damage will be done to the glider, but you will come to a sudden stop.
- Slips are normal, but unlikely to be necessary due to effectiveness of dive brakes.
- Aerobatics now prohibited per Schweizer Service Bulletin SA-003.

I have completed the Model Checkout Test , completed a review of any incorrect answers, and completed a Cockpit Checkout with a CISS CFGI.

Pilot: \_\_\_\_\_ Date: \_\_\_\_\_

CFGI: \_\_\_\_\_ Certificate # \_\_\_\_\_ Date: \_\_\_\_\_

### CISS Schweizer SGS 1-34 Pilot Requirements

- Private Pilot Glider or Commercial Pilot Glider rating
- Completed SGS 1-34 Make and Model Checkout signed by CISS CFGI and recorded in pilots logbook.