

Inspection Program to extend Service Life1. General

Fatigue tests on FRP wings and FRP wing spars have shown that a service life expectancy of 12000 hours may be achieved for these components without problems. However, as this test program did not examine an entire aircraft made of FRP, this service life span of 12000 hours can be achieved only if the long-term airworthiness of each glider is demonstrated in a special multi-stage inspection program (over and above the mandatory annual C of A inspection).

2. Time Limits

When the glider has reached a service life of 3000, 6000, and 9000 hours respectively an inspection must be carried out in accordance with a particular inspection program laid down by Messrs. Schleicher, from whom a copy of this program must be obtained. If the results of said inspection are positive, or if any defects discovered have been correctly repaired, the service life of the glider is increased after its 9000 hours inspection by another 3000 hours, i.e. to a total of 12000 hours.

Provided in each case the results have been again positive, or any defects discovered have been satisfactorily repaired.

For a possible extension of service life beyond 12000 hours, detailed requirements will be established in due course.

Inspection Program

The appropriate inspection program must be obtained from Messrs.Schleicher. The inspections must be carried out only by the manufacturer, or by an appropriately licensed aircraft repairer.

The results of the inspections must be listed in an inspection report in which each item must be annotated with a comprehensive comment, as laid down. If the inspection is not carried out by the manufacturer, but by a licensed aircraft repairer, a copy of the filled in inspection report must be forwarded to Messrs. SCHLEICHER for the purpose of evaluation.

After receipt and examination of this report Messrs. SCHLEICHER will issue an acknowledgement of receipt and send it back to the aircraft owner. Only then the inspector must certify the increase of the service life in the logbook and in the aircraft inspection records.

The need for annual Certificate of Airworthiness inspections and overhauls is not affected by this rule (for German registered aircraft § 27 (1) LuftGerPO* applies).

*LuftGerPO = Aeron. Products Examination Order

Checking and securing the L'HOTELLIER quick-release connectors in the control linkages

1. Securing

Past experience showed that the quick-release connectors in the control linkages, particularly the one at the elevator, were incorrectly assembled or their assembly was even completely forgotten. A sticker fixed to the fin serves to remind the pilot of the correct assembly. In addition it is recommended to secure all quick-release connectors by means of spring clips (safety pins). With the older type of connectors the check hole must be drilled to approx. 1.2 mm dia. for this purpose. The aileron and airbrake connectors in the fuselage can be secured analogously.

Maintenance Instruction G:

Installation of turn point camera(s).

Maintenance Instruction H:

How to adjust the tow release coupling in case of unintentional release. This Maintenance Instruction has already been included with this manual amendment.

Maintenance Instruction I dated 26.01.90:

Exchange of the fourth elevator push rod in the fuselage.

The general "Maintenance Instruction ALL FRP GLIDER MODELS", dated June 19, 1986 describes the removing of play between the sockets (= bushings) and bolts (= pins) of the wing-to-fuselage transition.

The general "Maintenance Instruction PAINT CRACKS" dated June 26, 1989, describes how to inspect, preserve, and repair the paint surface.