

SECTION 4

- 4. Information on Service Life Limitations and Operating Intervals
 - 4.1 Inspection Program to extend Service Life
 - 4.2 Special Servicing Procedures and Equipment subject to Service Life Limitations
 - 4.3 Airworthines Limitations
(Only effective for U.S. registered gliders!)

4. Information on Service Life Limitations and Operating Intervals

4.1 Inspection Program to extend Service Life

General

The results of fatigue tests with wingspar sections have demonstrated that the service time of FRP gliders may be extended to 12000 hours, if for each individual glider (in addition to the obligatory annual inspections) the airworthiness is demonstrated according to a special multi-step inspection program, particularly with regard to the service life.

Dates

When the glider has reached a service time of 3000, 6000 and 9000 hours, an inspection must be done in accordance with the inspection program requested from the manufacturer. If the results of this inspection are positive or if any defects found have duly been repaired, the service time of the glider is extended by 3000 hours.

The service time extension adds to the time the glider has flown before the inspection. In other words: The glider may only be operated, when within the last 3000 operational hours the glider was either built or its service time was successfully extended.

If service time was illegally exceeded, the service time extension adds to the recent permissible service time.

Details for a possible operation beyond 12000 hours will be defined on due course

ASW 24 Maintenance Manual

Inspection program

In each case, the latest issue of the inspection program has to be ordered from the manufacturer.

Qualification

The inspection may only be done by the manufacturer or by a licensed repair station or inspector.

Inspection test report

The results of the inspection have to be recorded in an inspection test report, in which comments are required for each inspection instruction. If the inspections are done outside the manufacturer's facilities, a copy of the report must be sent to the manufacturer for his evaluation and information. Upon receipt and review of the report, AS will certificate the receipt and send this to the owner immediately. Subsequently, the inspector can certificate the extension of service time according to the inspection program in the flight log and in the inspection records.

Annual inspections

This inspection program does not affect the annual inspection.

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Page No.
4 . 3

**4.2 Special Servicing Procedures and Equipment
subject to Service Life Limitations**

Special Servicing Procedures

At regular intervals of 5 years, the sealing rings and groove sealing rings of the water ballast valves must be checked, and replaced if required (see Fig. 2.4-1).

At regular intervals of 6 years the brake line hose of the hydraulic wheel brake must be replaced. Should this hose be found to be in good condition, it need not be replaced, on condition that its condition is checked at least every 100 flying hours.

Equipment subject to Service Life Limitations

Tow Release Couplings

The tow release coupling fitted at the C.G. is model TOST "Europa G 72" or "G 73" or "G 88" respectively ,

The aerotow release is either the model TOST "E 22" (if installed at the tip of the fuselage nose) or one of the models TOST "E 85" or "E 72" or "E 75" (if installed between pedals and stick).

The above TOST tow releases must comply with the service life limitations between inspections as laid down in their respective authorized release certificates.

The relevant "Operations and maintenance instructions" issued by the manufacturer TOST must be complied with.