

The inspections may 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 carried out by a licensed aircraft repairer, a copy of the inspection report **must** be forwarded to the manufacturer 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 (for German registered gliders § 27 (1) LuftGerPO^{*)} applies is not affected by this rule.
^{*)} LuftGerPO = Aeron. Products Examination Order

III. 14. Special Servicing Procedures and Equipment subject to Service Life Limitations

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. 3.9-1).

Brake line hoses of the "old type" must be replaced at regular intervals of 6 years. Should this hose be in good condition, it need not be replaced, if its condition is checked at least every 100 flying hours.

Brake line hoses of the "new type" have no service life time limitation.

The identification of the brake line hose type is possible by accomplishing technical note TN 18.

According to operational experience control cables which run through rudder pedals, as well as the cables actuating the tow releases must be exchanged after 2000 hours of operation. When however a careful check, see FAA Advisory Circular AC 43-13.1A § 198 or LBA-Circular (Rundschreiben) Nr. 10-02/89-1 dated 21.08.89, shows airworthy conditions of the cables, they must not be exchanged however be checked again for airworthy condition during every coming annual inspection using above mentioned FAA or LBA procedures.

III. 15. PERIODICAL INSPECTION

At regular time intervals, if the aircraft is in constant use, we recommend an interval of 100 hours - but in any case no later than during the annual inspection, the following checks must be carried out:

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