

Inspection Program

The appropriate inspection program must be obtained from the manufacturer. 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 = Aeronautical Products Examination Order

4.2 Special Servicing Procedures and Equipment subject to Service Life Limitations

4.2.1 Special Servicing Procedures

At 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. 2.6-1 and 2.6-2).

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.