

Inspection Program

The appropriate inspection program must be obtained from Messrs. Schleicher. 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 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.

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 = Aircraft Examination Rules

4.2 Special Servicing Procedures and Equipment Subject to Service Life Limitations

Special Servicing Procedures

At regular intervals of 5 years, the EPDM (Du Pont Ethylene-Propylene-Rubber) sealing rings of the water ballast valves must be checked, and replaced if required.

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 36.

The transparent PVC hose of the fuel level indicator must be renewed at regular intervals of 1 year. As this hose is only conditionally resistant to fuel it will discolor and become brittle after prolonged use.