

## 4.2 Special Servicing Procedures and Equipment Subject to Service Life Limitations

### Special Servicing Procedures

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 19.

### Equipment subject to Service Life Limitations

#### Tow Releases

The tow release **fitted at the C.G.** is the model TOST "Europa G 72" or "G 73" or "G 88" respectively and the optional tow release **fitted at the fuselage nose** is the model TOST "E 22"

For the above TOST tow releases service life limitations are valid, which are documented in their corresponding authorized release certificates. The relevant "Operations and maintenance instructions" issued by the manufacturer TOST must be complied with.

#### Instruments

The flight monitoring instruments are normally not subject to service life limitations. Generally, the manufacturers instruction must be observed.

**Only applicable to U.S. registered gliders!**

### 4.3 Airworthiness Limitations

The following components are time limited or limited by number of launches:

1. The FRP-structure (FRP = Fibre Reinforced Plastic) is limited to 12000 service hours. Extension seems to be possible in the future. Special inspections starting at 3000 service hours have to be performed. For details, see chapter 4.1 of this manual.
2. The brake line hose of the “old type” has a time limit of 6 years, which can be extended on a 100-hour inspection basis. The brake line hose of the “new type” has no service life time limitation. The identification of the brake line hose type is possible by accomplishing technical note TN 19.
3. For the TOST tow releases see the instructions given by TOST with every individual tow release.
4. For oxygen supply systems regard the time limit of the individual pressure vessel as well as the individual overhaul time limits of the components.
5. For the safety harness system time limit, see the instructions given by the harness manufacturer with the individual harness system.
6. For the engine refer to the inspections defined by the engine manufacturer.
7. The propeller is to be inspected according to the propeller manual.

For details applying to 2. through 7. see chapter 4.2 of this manual.

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