

Repair Station in charge of  
Glasflügel Sailplanes

Subject : Extension of service life

Affected : Sailplane model "H301 Libelle",  
F.R.G. Type Certificate No. 251,  
- variant "Standard-Libelle 201" and  
- variant "Standard-Libelle 201 B"  
all serial numbers

Compliance : Before reaching a total service life of  
3000 hours, however not later than  
March 31st, 1984.

Reason : The results of cyclic loading tests  
carried out on wing spars justify the  
extension of the service life of  
FRP sailplanes and motor gliders to  
6000 hours, provided that the airworthiness  
of each individual aircraft is evidenced  
by a special multi-stage inspection program  
carried out in compliance with supplementary  
instructions of the Flight- and Operations  
Manual.

Actions : The Flight- and Operations Manual  
is to be supplemented by  
- Page No. E 18 and E 19 titled  
"Inspection procedures for extension  
of the service life"  
and the table of contents on page No. 2  
is to be amended accordingly.

Remarks : Page No. E 18 and E 19 of the Flight-  
and Operations Manual are available from Messrs  
H.J. Streifeneder  
GLASFASER-FLUGZEUG-SERVICE  
Hofener Weg, Tel. 07382/1032  
72582 Grabenstetten  
Federal Republic of Germany.

Note : The accomplishment is to be entered into  
the aircraft log book by a licensed  
inspector.

Lenningen, October 20th, 1983

LBA approved: - 1. Nov. 1983

Issued: . . . . . *E. Streifeneder*

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INSPECTION PROCEDURES FOR THE EXTENSION  
OF THE SERVICE LIFE

1. General

The results of cyclic loading tests subsequently carried out on wing spars justify the extension of the service life of FRP sailplanes and motor gliders to 6000 hours, provided that the airworthiness of each individual aircraft is evidenced once more by a special multi-stage inspection program under the aspects of the service life which exceeds the normal annual inspection.

2. Terms

When the sailplane has reached a service life of 3000 hours, an inspection is to be carried out following the inspection schedule as mentioned in section 4.

If the results of this inspection are positive or after proper repair of defects observed, the service life of the sailplane is extended by 1000 hours to a total of 4000 hours (first stage).

Once 4000 hours are reached, the inspection in accordance with the aforementioned schedule is to be repeated. If the results are positive or after proper repair of defects observed the service life may be extended to 5000 hours (second stage).

When the sailplane has reached a service life of 5000 hours it has to be re-inspected again in compliance with the prescribed schedule. If the results are positive or when defects observed are removed, the service life may be extended to 6000 hours (third stage).

For a service life exceeding 6000 hours further regulations will be published in due time.

3. The relevant inspections are to be carried out by the service station in charge of Glasflügel sailplanes or by a certified repair station.
4. For the case that an inspection is not carried out by the service station in charge, a current inspection schedule is to be requested from the repair station in charge of Glasflügel sailplanes

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for each individual inspection. The inspection is to be carried out not any later than three months after the inspection schedule was issued.

5. The results of the inspection are to be entered into the inspection schedule step by step. For the case that the inspection is not carried out by the repair station in charge, a copy of the completed inspection schedule must be supplied to the repair station in charge of Glasflügel sailplanes for evaluation.
6. Obligatory periodic inspections (like the F.R.G. annual inspection according to § 27 (1) of the LuftGerPO) are not affected by this regulation.