

### INSPECTION PROCEDURE FOR INCREASE IN 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 & Motorgliders to 12000 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 6000 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 7000 hours (first stage).

Once 7000 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 8000 hours (second stage).

When the sailplane has reached a service life of 8000 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 9000 hours (third stage).

For a service life exceeding 9000 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 § 15 (1) of the Luft Ger PV) are not affected by this regulation.