

Subject : Extension of Service life

Affected : Sailplane model "Mosquito"
F.R.G.# Type Certificate No. 318
-variant " Mosquito B"
-variant "Glasflügel 304"
all serial numbers

Compliance : Before reaching a total service life of 3000 hours, however not later than May 31st, 1989.

Reason : The results of cyclic loading tests carried out on wing spars justify the extension of the service life of FRP sailplanes and motor glider 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.

Action : The Flight-and Operations Manual is to be supplemented by
- Page No. E 63 and E 64 (Mosquito + MosquitoB)
- Page No. E 59 and E 60 (Glasflügel 304)
titled
"Inspection procedures for extension of the service life "
and the table of contents on page No.2 is to be amended accordingly.

Remarks : The appropriate pages of the Flight-and Perations Manual are avialable from Messrs.
Hansjörg Streifeneder
GLASFASER-FLUGZEUG-SERVICE GmbH
Hofener Weg
D-7431 Grabenstetten
Fed. Rep. of Germany.

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

LBA approved:

29. Nov. 1988

Grabenstetten, den 10.11.1988

E. Streifeneder
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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.

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).



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29. Nov. 1988

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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.

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