

Subject: Extension of service life

Affected: All serial numbers of sailplane model

Std. Libelle 201
Std. Libelle 201 B

Degree of priority: Before reaching a total service life of 6000 hours,
however not later than October 1st, 1994.

Reason: The results of cycling loading tests carried out on wing spars justify the extension of the service life FRP-sailplanes and motorgliders to 12000 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 20 and E 21 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 20 and E 21 of the flight- and operations manual are available from:

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Glasfaser-Flugzeug-Service GmbH
Hofener Weg
D-72582 Grabenstetten
Federal Republic of Germany

The accomplishment of this technical note is to be entered into the aircraft log book by a licensed inspector.

Grabenstetten, 21.04.1994

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H. Streifeneder

LBA approved



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U. Popp

09. Juni 1994

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 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 aspect 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 positiv or after proper repair of the defects observed, the service life of the sailplane is extended by 1000 hours (fourth stage).

Once 7000 hours are reached, the inspection in accordance with the aforementioned schedule is to be repeated. If the results are positiv or after proper repair of defects observed the service life may be extended to 8000 hours (fifth stage).

This procedure is repeated until the sailplane reaches a service life of 12000 hours.

For a service life exceeding 12000 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.