

Repair station in charge  
of Glasflügel sailplanes

Subject : Extension of service life

Affected : Sailplane model "Kestrel"  
F.R.G. Type Certificate No. 276,  
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. 31 and 32 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. 31 and 32 of the Flight-  
and Operations Manual are available from Messrs.  
H.J. Streifeneder  
GLASFASER-FLUGZEUG-SERVICE  
Brühlstrasse 12  
7316-Lenningen 2  
Federal Republic of Germany.

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

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Lenningen, October 20th, 1983

LBA approved:

Issued: . . . *J. Streifeneder* . . .  
(Streifeneder)

## INSPECTION PROCEDURE FOR INCREASE IN SERVICE LIFE

### 1. GENERAL:

The results of recently carried out tests on wing spars has shown that the service life of GRP.Sailplanes & Motorgliders may be increased to 6000 hours, if a special inspection program is carried out on each individual aircraft (above & beyond the scope of the annual inspections) & the airworthiness, with to an increased service life, is verified.

### 2. INTERVALS:

Has the sailplane reached an in service time of 3000 hours, then an inspection as per the schedule under Section 4. is to be carried out. With a positive result to this inspection, and after appropriate repairs of defects found, the Service Life of the sailplane can be increased by 1000 hours, ie. a total of 4000 hours (step 1).

The above mentioned procedure is to be repeated when 4000 hrs. total are reached. If the results are positive ie. any defects found have been appropriately repaired, the Service Life can be increased to 5000 hours total (step 2.).

When the sailplane reaches 5000 hours total, an inspection as per required procedure is again to be carried out. If again the results are positive ie. any defects found have been appropriately repaired, then the Service Life can be increased to 6000 hours total (step 3.).

For an eventual Service Life in excess of 6000 hours various particulars are still being finalised at the present time.

3. The inspection may only be carried out by the manufacturer or by an appropriately authorised workshop.
4. If the inspection is not carried out by the manufacturer, then for each inspection carried out a new & valid inspection procedure is to be requested from the manufacturer.

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On the day the inspection, dated inspection schedule is not to be older than 3 months.

5. The results of the inspection are to be entered into the check lists, a comment is required to each item.

If the inspection was not carried out by the manufacturer, then a copy is to be sent to them for evaluation.

6. The mandatory periodic inspections (in West Germany an annual inspection as per 27 (1) Luft Ger PO) are not affected by this procedure.