



## 10. Service time

### Inspection procedures for the extension of the service time

#### 1. General

The results of fatigue tests subsequently carried out on wing spar sections have demonstrated that the service time of GFRP/CFRP sailplanes and powered sailplanes may be extended to 12000 hours, if for each individual aircraft (in addition to the obligatory annual inspections) the airworthiness is demonstrated according to a special multi-step inspection program, particularly with regard to the service life.

#### 2. Dates

When the sailplane (or the powered sailplane) has reached a service time of 6000 hours, an inspection must be done in accordance with the inspection program mentioned under section 3.

If the results of this inspection are satisfactory or if any defects found have been duly repaired, the service time of the sailplane (or powered sailplane) is extended by another 3000 hours to a total of 9000 hours (first step).

The afore-said inspection program must be repeated when the sailplane (or powered sailplane) has reached a service time of 9000 hours.

If the results of this inspection are satisfactory or if any defects found have been duly repaired, the service time may be extended by another 1000 hours to 10000 hours (second step), after a further 1000 hour inspection to 11000 hours (third step), and finally - after another 1000 hour inspection - to 12000 hours (fourth step).

3. The relevant inspection program may be obtained from Schempp-Hirth Flugzeugbau GmbH.

4. The inspections may only be accomplished by the manufacturer or by a licensed repair station.

5. The results of the inspections are to be recorded in an inspection report, wherein comments are required for each inspection step.

If the inspections are carried out by a licensed repair station, a copy of the records must be sent to the manufacturer for evaluation.

6. The mandatory annual inspection is not affected by this regulation.