

For operation beyond 6000 flight hours, certain requirements will be established at the proper time.

3. The relevant test program is to be obtained from the manufacturer.
4. The inspections may only be carried out by the manufacturer, or by a technical aviation company with appropriate authorization.
5. The results of the inspection are to be listed in a report, and every measure is to be commented upon. If the inspections are carried out by a technical aviation company, then a copy of the report is to be sent to the manufacturer for assessment.
6. The annual inspection required by § 27 (1) of the LuftGerPO (= Aircraft Examination Rules) is not affected by this rule.

Checking and securing the L'Hotellier quick-close connections of the control circuit

1. Securing

The experience of the past shows that mostly the connection of the elevator was incorrectly fitted or even worse simply was forgotten. A sticker on the fin serves to remind the pilot of the correct connection; in addition the securing by means of a spring pin is recommended.

To do this on older ASW19B gliders the check hole must be drilled to 1,2 mm in diameter.

Aileron, flap and airbrake connections in the fuselage can be safetied by the same method.

Inspection program for extending service life

1. General information

The results of operational strength experiments on wing spars have shown that a life expectancy of 6000 hours can be achieved for GRP gliders, if the long-term airworthiness of each component is re-established in a special multi-stage test program, over and beyond the obligatory annual inspections.

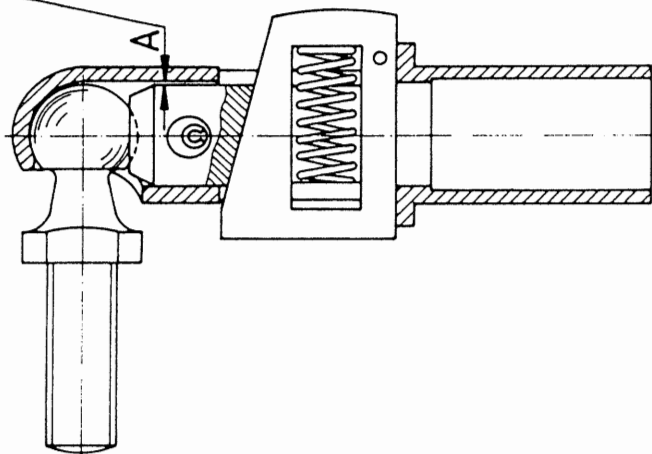
2. Time limits

When the glider has reached a service life of 3000 flight hours, then an inspection is to be carried out under a prescribed program. If the result of this inspection is positive, or if defects discovered have been repaired correctly, then the service life of the glider is increased by 1000 hours, i.e. to a total of 4000 flight hours (First Stage).

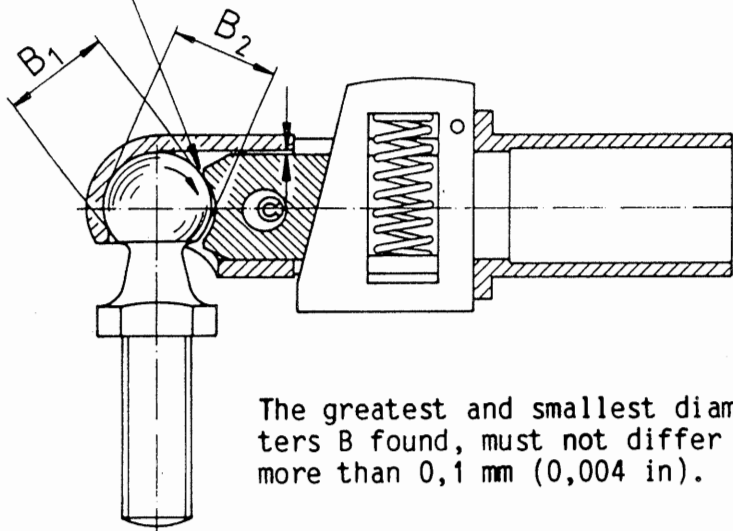
The aforementioned test program is to be repeated when 4000 flight hours have been reached. If the results are positive, or the defects discovered have been repaired correctly, then the service life can be raised to 5000 flight hours (Second Stage).

When the glider has reached a service life of 5000 flight hours, then the test program prescribed should again be carried out. If the results are again positive, or the defects discovered have been repaired correctly, then the service life can be raised again to 6000 flight hours (Third Stage).

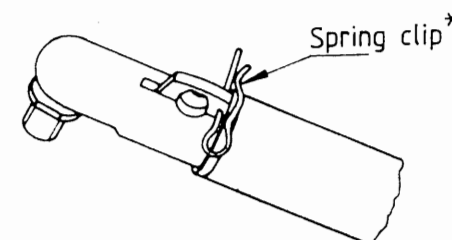
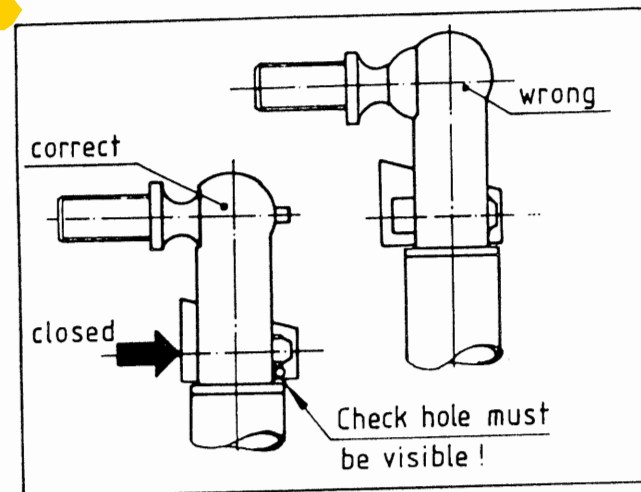
Clearance A must not exceed 0,15 mm (0,006 in);
check by using a wire of 0,15 mm diameter !



Bad wedging effect causing wear of the ball end.



The greatest and smallest diameters B found, must not differ by more than 0,1 mm (0,004 in).



*Spring pin no.50030771 can be ordered from Alexander Schleicher or from A.Würth, P.O.Box 1261, 7118 Künzelsau, F.R.Germany.

2. Inspection

According to experience accumulated in Australia the following inspection of the L'Hotellier connections must be carried out at every annual inspection, especially when the glider is operated frequently from sandy and dusty airfields.