

Amendment List
(log of revisions)

No.	Reference/short title	Page	Date
1.	<u>Technical Note No. 349 - 7:</u> Increase of the max. permitted all-up weight, increase of the max. weight of the non-lifting parts (optional)	11 19	June 1983
2.	<u>Technical Note No. 349 - 8:</u> Optional installation of a tail wheel (instead of standard skid)	15 23	Oct. 1986
3.	<u>Technical Note No. 349 - 14:</u> Optional tilt up instrument panel	10A 19A	Sept. 1987
4.	<u>Technical Note No. 349 - 12:</u> Revisions for Italian Type Approval	12 33A 34A	Febr. 1988
5.	<u>Technical Note No. 349 - 15:</u> Nose and c/g tow release mechanism	11 19	April 1991
6.	<u>Technical Note No. 349 - 24:</u> Inspection program for extending the service time to 12000 hours	30 30A	Oct. 1998

6. Inspection program 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 chapter 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 the 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 respective inspection program may be obtained from Schempp-Hirth Flugzeugbau GmbH.

5. The inspections may only be accomplished by the manufacturer or by a certified 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 certified 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.