

GLIDING FEDERATION OF AUSTRALIA

AIRWORTHINESS ADVICE NOTICE

Ref: No. GFA/AN 45 SZD 3

GLIDER TYPES AFFECTED: All Jantar Series Gliders - SZD38 Jantar 1,  
SZD 481A Standard Jantar, SZD 42A, SZD 42-1 Jantar 2,  
SZD 42-2 Jantar 2B. SZD 48 and SZD 48-1 Standard Jantar 2

SERVICE LIFE

There is evidence of some misconceptions regarding service life of gliders originating from Poland. The Polish concept of service life for aircraft while similar to that of Czechoslovakia and Romania differs from the concept of service life in some other countries.

The service life stated for Polish gliders is not the total service life unless so specified; in this respect the approach of the Polish authorities is more conservative than some other authorities.

In general, on the introduction of a new aircraft type a service life is established which is the time in service to the first major inspection. The first aircraft of the type which reach this time in service are returned to the factory for a comprehensive inspection to determine whether any modifications, replacements or reinforcements are required.

Depending on the outcome of these inspections, a directive is issued setting the requirements, if any, for an extension of service life. This procedure is repeated as each service life extension is reached until such time as the inspections show that the limits of safe serviceability have been reached at which stage no further extension of service life will be approved.

The inspection schedule for extension of the service life of the Jantar series of gliders has been issued by the Polish Authorities and is the subject of Airworthiness Directives.

A test programme is in progress in Poland to justify a service life extension to 3000 hours which is expected to be completed before the end of this year and on the successful completion of this test programme, a continuation of testing to justify further service life extensions will proceed. In this respect the service life extension programme adopted for gliders of Polish origin is virtually the same as that now being implemented for gliders originating in the Federal Republic of West Germany.

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