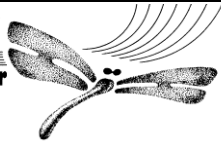
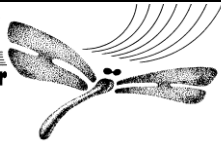


| Model | Club Libelle (205) | | TCDS: | EASA.A.241 | Serial No. | Callsign: | | Page | 1 |
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| LTA-/AD-No.: Revision No. | TN-No.: Rev. No: | Subject (action required) | Complied with: | | | Due at: | | | |
| | | | Date | (TT/Ldg) | Action taken, findings, authorised signature | Interval | Next inspection | | |
| | 205-1 | Elevator control bracket, SN 1up to incl. SN19 | | | | | | | |
| | 205-2 | Forward fuselage main bulkhead SN's 1 up to incl.17, exept SN 14 | | | | | | | |
| | 205-3 | Parachute rip cord attachment, all SN | | | | | | | |
| | 205-4 | Attachment of airbrake hinges Up to and incl. SN 61 | | | | | | | |
| | 205-5 | FRP cover of parallelogram control stick, up to and incl. SN 65 | | | | | latest 01.05.1975 | | |
| 75-168/2 | 205-6 | Reinforcement of guide plates on elevator actuating bracket, up to and incl. SN107 | | | | | Latest 29.02.1976 | | |
| | 205-7 | Modification of landing gear to reduce angle of attack on ground, up to and incl. SN125, exept SN 1 and SN 66 | | | | | | | |
| | 205-8 | Modification of tail gear to reduce angle of attack on ground, SN 66, 125 and on | | | | | | | |
| | 205-9 | Rear canopy tilt-up support SN 66 and 125 and up | | | | | | | |
| | 205-10 | Shortened airbrakes on inner side, SN 138 and up | | | | | | | |
| | 205-11 | Improvement of shear web, SN 140 and up | | | | | | | |



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| | | | Date | (TT/Ldg) | Action taken, findings, authorised signature | Interval | Next inspection | |
| | 205-12 | Reduced travel of rudder pedals, SN 170 and up, optional | | | | | | |
| | 205-13 | Deviation of Netherland registered sailplanes from German TCDS | | | | | at C of A inspection | |
| | 205-14 | Retrofit of center of gravity tow-release | | | | | | |
| 88-280/2 | 205-15 | Extension of service life limit to 6000 hrs. | | | | | latest 31.05.1989 when reaching 3000 h | |
| 88-28 | 205-16 | Elevator drive bracket, Reinforcement or replacement | | | | | Latest 30.04.1988 | |
| | 205-17 | Elevator drive bracket: Possibility of replacement by elevator drive bracket acc. to drawing No. 201-33-4 | | | | | | |
| | 205-18 | Tow releases: Optional use of model E85 instead of E72/E75 | | | | | | |
| 96-132 | 205-19 | Inspection of glass fiber laminate on spar stub fitting | | | | | Annual insp. | |
| 96-138 | 205-20 | Weight and static moments of control surfaces after repainting and repair | | | | | Latest 31.03.1996 | |
| | 205-21 | Optional installation of winglets | | | | | | |



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| | | | Date | (TT/Ldg) | Action taken, findings, authorised signature | Interval | Next inspection | |
| 2003-003 | 205-22 | Rudder gimbal drive – rear actuator arm- | | | | | Latest 31.03.2003 | |
| | 205-23 | Extension of service life limit to 12000 hours | | | | | latest 31.03.2006 when reaching 6000 h | |
| | 205-24 | Reinforcement of main landing gear frame | | | | | | |
| | 205-25 | Installation of Mode-S-Transponder and Transponder Antennas | | | | | | |
| | 205-26 | Spar stub fitting replacement, standardisation of fittings | | | | | | |
| EASA AD 2011-213 | 205-27 | Inspection / replacement of elevator control rod in vertical fin | | | | | 30 days / latest 31.12.2012 | |
| EASA 2018- 0143-E | General-TN 5-2018 | Deflector-angles at the C.G. release Usage of connection ring pair meeting LN 65091 | | | | | annually | |