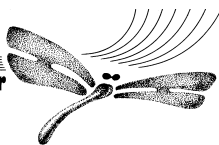
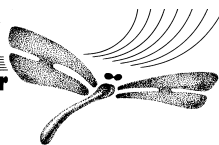


Model	Kestrel (401)		TCDS:	EASA.A.241	Serial No.	Callsign:	Page 1	
LTA-/AD-No.:	TN-No.:	Subject (action required)	Complied with:			Due at:		
Revision No.	Rev. No:		Date	(TT/Ldg)	Action taken, findings, authorised signature	Interval	Next inspection	
	401-1	Hard core foam in wing instead of balsa wood SN 28 and up						
	401-2	Airbrakes on lower wing surface omitted, brakes on upper wing surface enlarged, SN 25 and up						
	401-3	Aileron construction without balsa wood SN 33 and up						
	401-4	Improved canopy lock SN 22, 23, 24 and 25						
	401-5	Tilt-up canopy (center section) with bolt-on GFRP aft section Standard on SN 26 and up						
	401-6	Installation of wing fuselage fillets Standard on SN 26 and up						
	401-7	Installation of aileron/flap superimposing linkage Standard on SN 26 and up						
	401-8	Improved airfoil section for horizontal tailplane, anti-flettner tab, trim spring Standard on SN 28 and up						
	401-9	Hard core foam instead of balsa wood, Standard on SN 28 and up						
74-323/2	401-10	Inspection of rudder cabbles in the area of the S-shaped guides on the rudder pedals, replacement if damage is discovered, all SN					every 100 h / annually	
	401-11/2	Anti collision markings - various colour Supersedes TN No. 401-11, all SN					01.07.1971	



Model	Kestrel (401)		TCDS:	EASA.A.241	Serial No.	Callsign:	Page 2	
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	
	401-12	Different glass cloth for shear web: See drawing No. 401-52-5, Note 1 for alterations						
	401-13	Installation of Anti-Collision Light						
	401-14	Reinforced spar stubs and reinforced stub fittings, Standard on SN 101 and up						
	401-15	Modification of the torque tube actuating the airbrakes: Standard on SN 96 and up						
79-233	401-16	Airbrake actuating system inside the wing: Replacement of the rod ends				Until 15.6.1979		
81-266	401-17	Increase of the service life limit to 6000 h All SN				Prior to reaching 3000 h, at latest 31.03.1982		
84-11	401-18	Possible damage of wing structure with water ballast bags installed. Revision of flight manual.				until 01.05.1984		
86-221	401-19	Rudder-yoke Replacement of the yoke				latest 31.03.1987		
	401-20	Replacement of „DIN“ control cables by „LN“ cables				until 31.07.1987, every 500h		
	401-21	Elevator drive bracket: Possibility of replacement by elevator drive bracket acc. to drawing No. 201-33-4						



Model	Kestrel (401)		TCDS:	EASA.A.241	Serial No.	Callsign:	Page	3
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	
	401-22	Tow releases: Optional use of model E85 instead of E72/E75						
	401-23	Modification to single-piece tilt-up canopy by Glasfaser-Fluggzeug-Service						
96-133	401-24	Inspection of glass fiber laminate on spar stub fitting				annually		
96-139	401-25	Control surface weight and static balance				until 31.03.1996		
02-051	401-26	Possible cracks on airbrakes actuation shaft				until 31.03.2002, annually		
	401-27	Replacement of airbrake drive gear inside wing, optional						
	401-28	Extension of service life limit to 12000 hours All SN				latest 31.03.2006/ when reaching 6000 h		
	401-29	Installation of Mode-S-Transponder and Transponder Antennas						
EASA AD 2011-213	401-30	Inspection / replacement of elevator control rod in vertical fin				30 days / latest 31.12.2012		
	401-31	Backrest with integrated headrest						
	401-32	Instalation of Winglets						