Airworthiness Directive

AD No.: 2026-0009

Issued: 15 January 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DG AVIATION GmbH

Type/Model designation(s):

Sailplanes and powered sailplanes as defined in the Applicability

Effective Date: 29 January 2026

TCDS Number(s): EASA.A.239

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Control Column Pivoting Bearing – Inspection

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Manufacturer(s):

DG-Flugzeugbau GmbH, Glaser-Dirks Flugzeugbau GmbH, Elan Tozd Plastika, Elan Tovarna Sportegna Orodja, Elan Flight Ltd., Elan Line d.o.o., AMS-Flight d.o.o.

Applicability:

DG-100, DG-100G, DG-100 ELAN, DG-100G ELAN, DG-200, DG-200/17, DG-200/17 C, DG-300, DG-300 ELAN, DG-300 Club ELAN, DG-300 ELAN ACRO, DG-300 Club ELAN ACRO, DG-600, DG-600/18 sailplanes, and
DG-400, DG-600M and DG-600/18 M powered sailplanes.

Definitions:

For the purpose of this AD, the following definitions apply:

The TN: DG Aviation GmbH Technical Note (TN) DG-SS-10 FE-29-01 Issue 01.c.

The affected part: Control column pivoting bearing.

Reason:

An occurrence was reported where the ball of one of the two pivoting bearings of the control stick suspension moved out of the bearing housing. As a result, the control stick could be lifted out of the parallelogram bell crank.

This potential unsafe condition, if not detected and corrected, could lead to failure of the attachment of the control stick, possibly resulting in reduced or compromised control of the sailplane.

To address this potential unsafe condition DG Aviation GmbH issued the TN to provide a one-time inspection and replacement instructions.

For the reasons described above, this AD requires one-time inspection of each affected part and, depending on findings, replacement of the unserviceable affected part. This AD also requires accomplishment of additional work independent from the replacement of the affected part.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Within 50 days after the effective date of this AD inspect each affected part in accordance with the instructions of the TN.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, discrepancies, as defined in the TN, are detected on an affected part, before next flight, replace that unserviceable affected part with a new part in accordance with the instructions of the TN.

Additional Work:

(3) Concurrently with the inspection, as required by paragraph (1) of this AD, accomplish the additional work as required by paragraphs (3.1), (3.2) and (3.3) of this AD in accordance with the instructions of the TN.

(3.1) Install new bushes below each affected part.

(3.2) Install the securing plate with 2 new locknuts.

(3.3) Install new bush on top of the rod end of the aileron control, a washer and secure the bush with new locknut.

Ref. Publications:

DG Aviation GmbH Technical Note (TN) DG-SS-10 FE-29-01 Issue 01.c (original issue) dated 28 November 2025.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 11 December 2025 as PAD 25-186 for consultation until 08 January 2025. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: DG Aviation GmbH, Otto Lilienthal Weg 2, 76646 Bruchsal, Germany.
Email: info@dg-aviation.de.