



Airworthiness Directive

AD No.: 2026-0010

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):

DG-800 (powered) sailplanes

Effective Date: 29 January 2026

TCDS Number(s): EASA.A.067

Foreign AD: Not applicable

Supersedure: None

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

Manufacturer(s):

DG-Flugzeugbau GmbH, Glaser-Dirks Flugzeugbau GmbH

Applicability:

DG-800 S and DG-808 S sailplanes; and
DG-800 A, DG-800 B, DG-808 C and DG-800 LA powered sailplanes.

Definitions:

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

The TN: DG Aviation GmbH Technical Note (TN) 800/52 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 inspections 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 TN 800/52 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 25-187 for consultation until 08 January 2026. 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.



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2026-0010

DG AVIATION GmbH

Planeur DG-800 (motorisé)

Commandes de vol – Palier pivotant de colonne de commande – Inspection

DATE D'ENTREE EN VIGUEUR :

29 Janvier 2026

CONSTRUCTEUR(S) :

DG-Flugzeugbau GmbH, Glaser-Dirks Flugzeugbau GmbH

APPLICABILITE :

Les planeurs DG-800 S et DG-808 S ; et

les planeurs motorisés DG-800 A, DG-800 B, DG-808 C et DG-800 LA.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de cette CN :

La TN : Note technique (TN) DG Aviation GmbH 800/52 FE-29-01 Édition 01.c.

Pièce concernée : Palier pivotant de colonne de commande.

RAISON :

Un incident a été signalé dans lequel la rotule de l'un des deux paliers pivotants de la suspension du manche est sortie hors du logement du palier. En conséquence, le manche pouvait être soulevé hors du levier coudé à parallélogramme.

Cette condition potentiellement dangereuse, si elle n'était pas détectée et corrigée, pourrait entraîner une défaillance de la fixation du manche, ce qui pourrait réduire ou compromettre le contrôle du planeur.

Pour remédier à cette situation potentiellement dangereuse, DG Aviation GmbH a publié une note technique (TN) fournissant des instructions pour une inspection unique et le remplacement des pièces.

Pour les raisons décrites ci-dessus, cette CN exige une inspection unique de chaque pièce concernée et, en fonction des résultats, le remplacement de la pièce concernée inutilisable. Cette CN exige également la réalisation de travaux supplémentaires indépendants du remplacement de la pièce concernée.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Inspection :

(1) Dans les 50 jours suivant la date d'entrée en vigueur de cette CN, inspecter chaque pièce concernée conformément aux instructions de la TN.

Mesures correctives :

(2) Si, lors de l'inspection requise au paragraphe (1) de cette CN, des anomalies, telles que définies dans la TN, sont détectées sur une pièce concernée, avant le prochain vol, remplacer cette pièce concernée inutilisable par une pièce neuve conformément aux instructions de la TN.

Travaux supplémentaires :

(3) Parallèlement à l'inspection, conformément au paragraphe (1) de la CN, effectuer les travaux supplémentaires requis aux paragraphes (3.1), (3.2) et (3.3) de cette CN, conformément aux instructions de la TN.

(3.1) Installer de nouvelles bagues sous chaque pièce concernée.

(3.2) Installer la plaque de fixation avec 2 nouveaux écrous de blocage.

(3.3) Installer une nouvelle douille au-dessus de l'extrémité de la tige de commande d'aileron, une rondelle et fixer la douille à l'aide d'un nouvel écrou de blocage.

DOCUMENTS DE REFERENCE:

DG Aviation GmbH TN 800/52 FE-29-01 Édition 01.c (édition originale) datée du 28 novembre 2025

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de la présente CN.

REMARQUES :

[...]