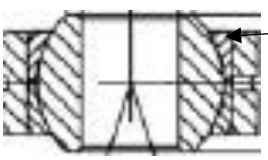
Technical Note No. 800/52

Subject : Control column, securing of the pivoting bearings

Effectivity type: DG-800
variants: All

Accomplishment : Up to 20 Mar. 2026 (cf. AD No. 2026-0010)

Reason : On one DG-300 the ball of one of the 2 pivoting bearings of the control stick suspension moved out of the bearing itself. Thus the control stick could be lifted out of the concerned parallelogram bell crank.



Pivoting bearing,
Bronze shell which came loose

See also the photos at the end of this TN

Such damage of a pivoting bearing was unknown to DG so far. Anyway DG developed an additional safeguard, which shall prevent, the unlikely occurrence that the control stick can be lifted out of a parallelogram bell crank.
With installed safeguard, even in such case, aileron and elevator control is possible but with some free play.
Additionally, the safeguard will be effective in case the securing ring, which fixes the bearing in the bell crank, may come loose, but such case has not been reported so far.
Also, a securing washer shall be installed above the end of the aileron control push rod at its connection to the control stick.

Instructions :

1. Detach the control column cover and check the condition of the pivoting bearings and their securing. Check the bearings for excessive free play following the inspection instructions at the end of this TN.
2. If a defect is detected, when performing instruction 1, the concerned bearing must be replaced according to Service Info Nr. 01/92 (revision 1).
3. Remove both lock nuts, which fix the control stick to the parallelogram bell cranks. Remove the 2 bushes below the bearings, they shall not be used anymore. Install the new bushes 1St5a/8 instead. Take care that the flats at both sides of the bushes are placed sidewards and on top. Install the securing plate 1St5a/7 from below and secure with 2 new locknuts M6 DIN985-8 zn, see drawing 1 St 038.
4. Remove the locknut and the bush on top of the rod end for the aileron control, the bush shall not be used anymore. Install the new bush 1St5a/9 instead. Take care that the flats at both sides of the bush are placed sidewards, install the washer 6,4 DIN9021 St zn and secure with a new locknut M6 DIN985-8 zn, see drawing 1 St 038.
5. Check control surface deflections according to Maintenance Manual (see adjustment report).

The technical content of this document is approved under the authority of DOA Ref. EASA.21J.780.

6. Manual revision: Exchange the following maintenance manual pages against new pages issued September 2025, marked with TN 800/52. Respect the marked changes.
   DG-800A, LA: Titel. 0.0, 0.1, 0.3, 0.6, 0.10, 1.2, drawing 1 St 038
   DG-800B: 0.0, 0.1,0.3, 0.7, 0.12, 1.2, drawing 1 St 038
   DG-800B Mid West: 1 ,2, 4, 8, drawing 1 St 038
   DG-808C: 0.2, 0.3, 0.6, 0.10, 1.2, drawing 1 St 038
   DG-800S and DG-808S: 0.0, 0.1, 0.3, 0.5, 0.7, 1.2, drawing 1 St 038

Material : Manual pages see instruction 6
Modification kit for control column safeguard acc. TN 800/52
(DG part no. 39001090)

Weight and balance : influence negligible

Remarks : Manual pages will be shipped with the material.

Use only genuine spare parts.
Parts (except for standard parts) and material kits shall only be installed if an EASA Form 1 is existent for these products.
The DG invoice is valid as “Certificate of conformity” for standard parts.

Instructions No. 1, 3, 4, and 5
1. EASA registered aircraft: The pilot/owner is not allowed to release the actions. The actions have to be performed and released according to ML.A.801 (b) (1) or ML.A.801 (b) (2), regarding that instructions 3 and 4 are classified as critical maintenance.
2. Non EASA registered aircraft: All performed instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Instruction No. 2
1. EASA registered aircraft: The pilot/owner is not allowed to release the actions. The actions have to be performed and released according to ML.A.801 (b) (1), regarding that this instruction is classified as critical maintenance.
2. Non EASA registered aircraft: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Instruction No. 6 may be executed by the pilot/owner himself.
The actions are to be inspected and released by the pilot/owner (according to MLA. 801 (b) (3) for EASA registered aircraft).

If you have any questions concerning this TN please contact DG Aviation:
Tel.: 0049 7251 36660-0, e-mail: info@dg-aviation.de

Bruchsal, date:
19 Jan. 2026

Author: W. Dirks



Modifications/repairs approved under the authority of DOA Ref. EASA.21J.780 under Minor Change No. TN DG-SS-10, dated 28 Nov. 2025.

The technical content of this document is approved under the authority of DOA Ref. EASA.21J.780.

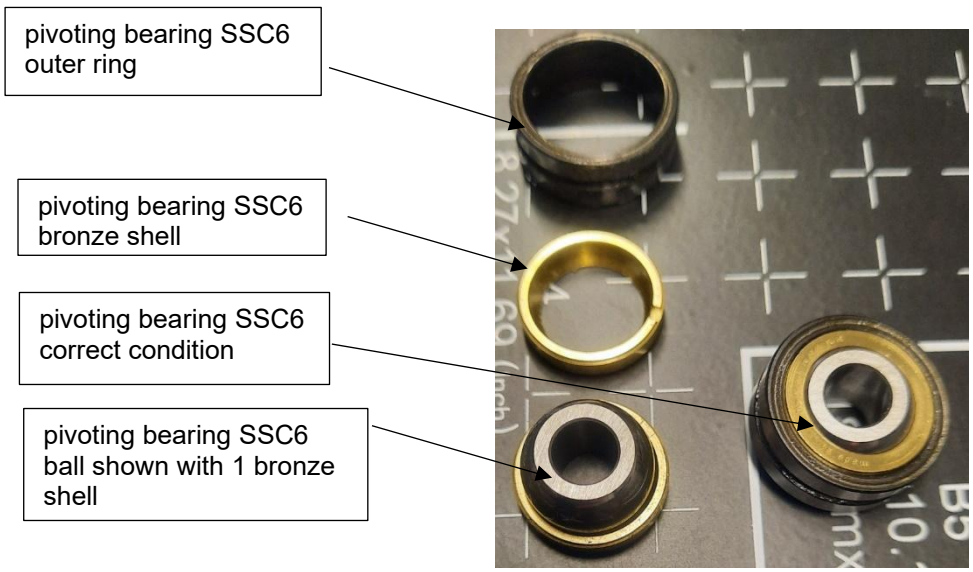


Figure 1: Pivoting bearing (left: disassembled, right: normal condition)

Inspection instructions: Pivoting bearings free play check:

a) Check the parallelogram control suspension on the left side wall of the cockpit. Move both bell cranks up and down individually; there should be no noticeable free play or rattling.
b) Degrease the pivoting bearings 1 and 2 (see figure 2).
c) Fixate the parallelogram control suspension on the left side wall and pivoting bearing 2 by hand, so that only pivoting bearing 1 is able to move. Measure axial free play at pivoting bearing 1, while moving the control stick back and forth. This may be accomplished e. g. with a calliper, as sketched in figure 3.
The axial free play must not exceed 0.3 mm.
d) Now fixate the parallelogram control suspension on the left side wall and pivoting bearing 1 by hand, so that only pivoting bearing 2 is able to move. Measure axial free play at pivoting bearing 2, while moving the control stick back and forth. This may be accomplished e. g. with a calliper, as sketched in figure 3.
The axial free play must not exceed 0.3 mm.
e) Apply new grease to the pivoting bearings.

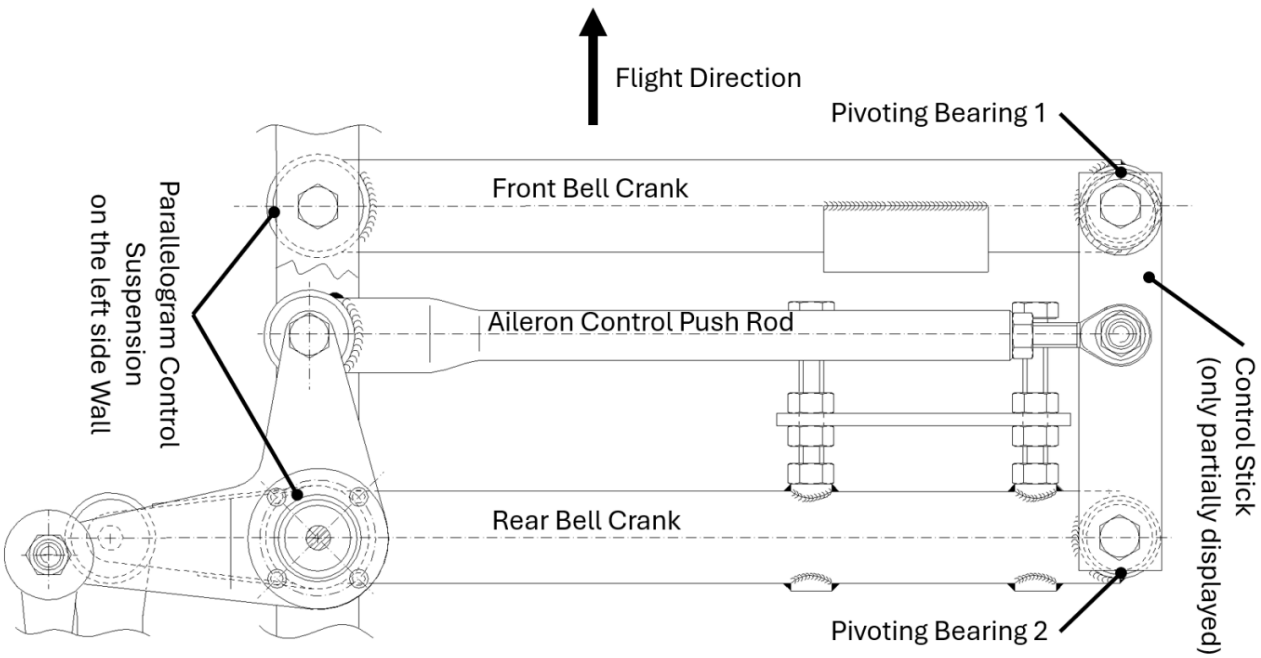


Figure 2: Parallelogram control (top view)

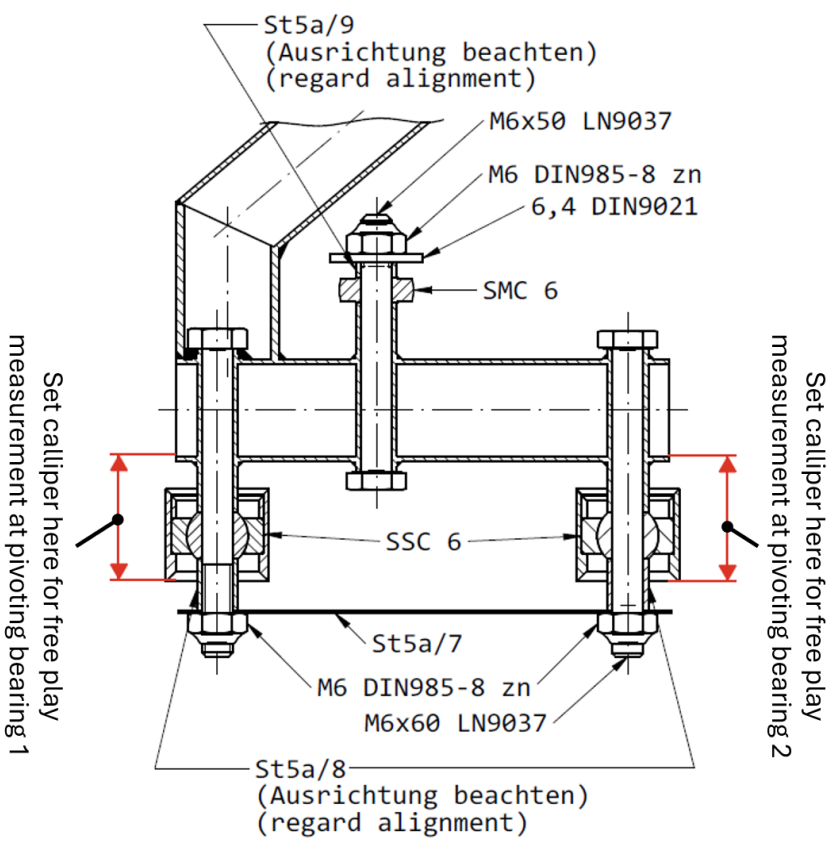


Figure 3: Example *of* measur*ing* free play at pivoting bearings (excerpt of drawing 1 St 038)

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