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AIRWORTHINESS ALERT

DG-300/303 MAIN SPAR.

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DG Flugzeugbau has discovered that a serious manufacturing fault could be present in a significant number of DG 300/303 main spars.

The problem is quite complex and concerns the process by which the spar rovings are positioned in the wing during manufacture. A full explanation of the problem can be found on the DG website at: <http://www.dg-flugzeugbau.de/index-e.html> & click on "NEW".

This problem is exclusive to the DG-300/303 series aircraft and owners of other DG models need not be worried by this occurrence, as a different manufacturing process is used for other models.

It is not possible to inspect the condition of the spar rovings without performing major surgery on the wings and although DG Flugzeugbau has lodged an AD with EASA it may take some time for that organisation to respond. In the interim the factory has issued the following precautionary operating limits for the DG-300/303 series aircraft.

- Reduction of Maximum Speed (V_{NE}) from 148 Kts IAS to **135 Kts IAS.**
- Reduction of Manoeuvring Speed (V_A) from 108 Kts IAS to **94 Kts IAS.**
- Reduction of Maximum T/O & Landing mass with water ballast from 525Kgs to **450 Kgs.**
- Reduction of Maximum Mass of Non Lifting Parts from 246 Kgs to **240 kgs.**
- Aerobatics (including DG-303 Acro) are **Prohibited.**

Therefore, until the EASA AD is finalised the GFA has no option but to advise that:

ALL OPERATORS OF DG-300/303 SERIES AIRCRAFT OBSERVE THE ABOVE OPERATING LIMITATIONS, EFFECTIVE IMMEDIATELY.

Further information will be published as soon as we have it to hand.




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