

- Subject : Spar caps at the wing root
- Effectivity : DG-300 all models, all serial no.'s
- Accomplishment : Instructions 1-3 prior to next take-off
Instructions 4 voluntarily
- Reason : During the execution of a major repair on a DG-300 wing all surrounding material was removed from the spar caps. During this work severe undulation of the glasfibre-rovings caused during production have been detected. Strength tests have been executed with this spar cap. With the test results it was possible to determine reductions of the operating limitations which enable safe operation of all DG-300's without repair of the spar caps.
- Instructions : 1. Manual revision: Exchange the following manual pages against new pages issued April 2007 marked with TN359/24:
DG-300 and DG-300 ELAN: pages 0.1, 1, 2, 4, 9, 11, 12, 15, 23, 25a
DG-300 CLUB ELAN: pages 0.1, 1, 2, 4, 9, 11, 12, 13, 16, 25, 33, remove page 15a
DG-300 ELAN ACRO: pages: 0.1, 1, 2, 4, 9, 11, 12, 13, 16, 25, 33, remove pages 26-30
DG-300 CLUB ELAN ACRO: pages: 0.1, 1, 2, 4, 9, 11, 12, 13, 16, 25, 33, remove pages 17, 26-30
The reduced operating limitations must be respected.
2. Glue a new data placard on top of the existing placard (on left hand cockpit side cover). Glue the max. speed/altitude placard to the instrument panel. To accomplish this print the placards attached to this TN on suitable plastic tape.
3. Change the ASI marks according to AFM section 2.3 a). This may be done provisionally by gluing coloured tape strips onto the cover glass of the ASI. If instructions 4 will not be executed, permanent markings should be applied by the manufacturer of the instrument asap..
4. If the DG-300 is to be operated without limitations again, the spar caps must be inspected and repaired if necessary. With a satisfactory result of the inspection or after repair, the instructions 1-3 may be cancelled
- Material : Manual pages, placards and coloured tape see instructions 1-3
- Weight and balance : influence negligible
- Remarks : Instructions 1-3 may be executed by the owner himself.
Instructions No. 4 are to be executed by the manufacturer or by a workshop especially trained and licensed for this special inspection by the manufacturer.
All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal, date:

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EASA approved on
under Approval No.



Type: DG – 300 Serial No.: 3E
Year of construction:

	km/h	kts.
Maximum airspeeds		
Winch launching	130	70
Aero-tow	175	95
Manoeuvring V_A	175	95
Rough air	175	95
Maximum speed V_{NE}	250	135

Aerobatics are not permitted

Maximum weights:
Category U 450 kg 992 lbs.

Cockpit load (parachute included)
Maximum: 110 kg (242 lbs.)
Minimum 70 kg (54 lbs.)

Type: DG – 300 ELAN ACRO Serial No.: 3E A
Year of construction:

	km/h	kts.
Maximum airspeeds		
Winch launching	130	70
Aero-tow	175	95
Manoeuvring V_A	175	95
Rough air	175	95
Maximum speed V_{NE}	250	135

Aerobatics are not permitted

Maximum weights:
Category U 450 kg 992 lbs.

Cockpit load (parachute included)
Maximum: 110 kg (242 lbs.)
Minimum 70 kg (54 lbs.)

Type: DG – 300 CLUB ELAN ACRO
Serial No.: 3E C A
Year of construction:

	km/h	kts.
Maximum airspeeds		
Winch launching	130	70
Aero-tow	175	95
Manoeuvring V_A	175	95
Rough air	175	95
Maximum speed V_{NE}	250	135

Aerobatics are not permitted

Maximum weights:
Category U retractable landing gear 450 kg 992 lbs.
Category U fixed landing gear 385 kg 849 lbs.

Cockpit load (parachute included)
Maximum: 110 kg (242 lbs.)
Minimum 70 kg (54 lbs.)

Type: DG – 300 CLUB ELAN
Serial No.: 3E C
Year of construction:

	km/h	kts.
Maximum airspeeds		
Winch launching	130	70
Aero-tow	175	95
Manoeuvring V_A	175	95
Rough air	175	95
Maximum speed V_{NE}	250	135

Aerobatics are not permitted

Maximum weights:
Category U retractable landing gear 450 kg 992 lbs.
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Cockpit load (parachute included)
Maximum: 110 kg (242 lbs.)
Minimum 70 kg (54 lbs.)

Altitude	m	0-3000	4000	5000	6000
VNE indicated	km/h	250	243	230	218

Altitude	ft	0-10000	13000	16000	20000
VNE indicated	kts.	135	131	124	117