


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0086</p> <p>Date: 13 May 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Diamond Aircraft Industries GmbH</p>	<p>Type/Model designation(s) :</p> <p>DA 42 and DA 42 M aircraft</p>
<p>TCDS Numbers : EASA A.005, A.513</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 27	Flight Controls – Aileron Bellcrank and Rod Ends – Replacement
<p>Manufacturer(s):</p>	<p>Diamond Aircraft Industries GmbH</p>
<p>Applicability:</p>	<p>DA 42 and DA 42 M aircraft, all serial numbers, if aileron bellcranks Part Number (P/N) DA4-2717-50-00 are installed.</p> <p>Note: The following DA 42 and DA 42 M aircraft are known to have been delivered with P/N DA4-2717-50-00 Bellcrank and bent P/N DAI-9027-00-01 rod ends installed: Serial numbers 42.008 thru 42.285, 42.287, 42.289 thru 42.291, 42.295, 42.297, 42.301, 42.302, 42.306 thru 42.308; and 42.AC001 thru 42.AC110.</p>
<p>Reason:</p>	<p>The original designed bellcrank for the aileron control system in the wing needed to be installed with slightly bent rod ends during production of the aircraft to avoid friction and possible chafing. In addition to being a non-preferable production practice, this creates the risk of replacement parts being installed during subsequent in-service maintenance without being bent or not being bent correctly. This condition, if not detected and corrected, could lead to chafing damage of the aileron control system and consequent loss of control of the aircraft. Diamond Aircraft Industries GmbH has now developed a new aileron bellcrank that allows for additional angular movement of the push rod, thereby eliminating the chafing risk without using bent rod ends.</p> <p>For the reasons described above, this EASA Airworthiness Directive (AD) requires the replacement of the aileron bellcrank with an improved part and the replacement of any bent rod ends P/N DAI-9027-00-01. In addition, this AD prohibits the reinstallation of P/N DA4-2717-50-00 aileron bellcranks and bent rod ends P/N DAI-9027-00-01 as replacement in the future.</p>
<p>Effective Date:</p>	<p>27 May 2008</p>

Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 200 flight hours after the effective date of this AD, replace the P/N DA4-2717-50-00 aileron bellcrank with the improved design P/N DA4-2717-50-00_01 aileron bellcrank and replace any bent rod ends P/N DAI-9027-00-01 with straight parts, in accordance with the instructions of Diamond Aircraft Industries GmbH Mandatory Service Bulletin (MSB) 42-043;</p> <p>(2) After the effective date of this AD, no person shall install a spare P/N DA4-2717-50-00 aileron bellcrank or bent rod ends P/N DAI-9027-00-01 on any aircraft as replacement parts.</p>
Ref. Publications:	<p>Diamond Aircraft Industries GmbH MSB-42-043 dated 14 February 2008 or MSB-42-043/1 dated 03 April 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 04 April 2008 as PAD 08-048 for consultation until 02 May 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: Diamond Aircraft Industries GmbH, Austria. Telephone +43 2622 26700; Facsimile +43 2622 26780; E-mail office@diamond-air.at