


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0110</b></p> <p><b>Date: 16 June 2011</b></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><b>Type Approval Holder's Name :</b></p> <p>Diamond Aircraft Industries GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>H 36 powered sailplanes</p>
TCDS Number :	EASA.A.065
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 27</b>	<b>Flight Controls – Air Brake Control System Torsion Tube – Test / Inspection / Protection / Replacement</b>
Manufacturer(s):	Hoffmann Aircraft (Wien), Hoffmann Flugzeugbau (Friesach)
Applicability:	H 36 “Dimona” aeroplanes, all serial numbers.
Reason:	<p>A report has been received of a failed air brake control system torsion tube on a Diamond (formerly Hoffmann) H 36 powered sailplane. The results of the subsequent investigation show that the failure was due to corrosion damage.</p> <p>This condition, if not detected and corrected, may lead to failure of the air brake control system in flight, resulting in reduced control of the aeroplane.</p> <p>To address this unsafe condition, Diamond published Mandatory Service Bulletin (MSB) 36-105, containing instructions to test and inspect the air brake control system torsion tube for corrosion damage and, depending on findings, the application of anticorrosive agent to the inside of the torsion tube, or replacement of the torsion tube with a serviceable part.</p> <p>For the reasons described above, this new AD requires repetitive tests and inspections of the air brake control system torsion tube and applicable corrective actions, depending on findings.</p>
Effective Date:	30 June 2011

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 6 months after the effective date of this AD and thereafter at intervals not to exceed 60 months, remove, test and inspect the air brake control system torsion tube for corrosion damage in accordance with the instructions of DAI MSB 36-105 Revision 1 and the associated Work Instruction WI-MSB 36-105.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, corrosion damage is detected (failing the test and inspection as specified in DAI Work Instruction WI-MSB 36-105), before next flight, replace the affected torsion tube with a serviceable part and, prior to installation, apply anticorrosive agent (ACF 50, Dinitrol AV8, or ARDROX AV30, or equivalent) to the inside of the torsion tube, in accordance with the instructions of DAI Work Instruction WI-MSB 36-105.</li> <li>(3) Replacement of the torsion tube as required by paragraph (2) of this AD does not constitute terminating action for the repetitive test and inspection requirements of paragraph (1) of this AD.</li> <li>(4) If, during any inspection as required by paragraph (1) of this AD, no corrosion damage is detected (passing the test and inspection as specified in DAI Work Instruction WI-MSB 36-105), prior to reinstallation of the torsion tube, apply anticorrosive agent (ACF 50, Dinitrol AV8, or ARDROX AV30, or equivalent) to the inside of the torsion tube in accordance with the instructions of DAI Work Instruction WI-MSB 36-105.</li> <li>(5) Tests, inspections and corrective actions accomplished prior to the effective date of this AD, in accordance with DAI MSB 36-105 at original issue, are acceptable to comply with the initial requirements of paragraphs (1), (2) and (4) of this AD. After the effective date of this AD, repetitive tests, inspections and corrective actions must be accomplished in accordance with DAI MSB 36-105 Revision 1 dated 02 May 2011.</li> <li>(6) From the effective date of this AD, do not install an air brake control system torsion tube on an aeroplane, unless anticorrosive agent has been applied to the inside of the tube in accordance with the instructions of DAI Work Instruction WI-MSB 36-105.</li> </ol>
<p>Ref. Publications:</p>	<p>Diamond Aircraft Industries GmbH <a href="#">MSB 36-105/1</a> (Revision 1) dated 02 May 2011 and the associated Work Instruction WI-MSB 36-105 (original issue) dated 21 April 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>1. This AD was posted on 11 May 2011 as PAD 11-052 for consultation until 08 June 2011. No comments were received during the consultation period.</li> <li>2. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question 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 <a href="mailto:office@diamond-air.at">office@diamond-air.at</a></li> </ol>