


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 12-065</p> <p>Date: 25 June 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
Design Approval Holder's Name:		Type/Model designation(s):
Diamond Aircraft Industries GmbH		HK 36 and DV 20 aeroplanes
TCDS Number:	EASA A.065 and EASA A.439	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 27	Flight Controls – Elevator Control / Bell Crank Assembly – Replacement	
Manufacturer(s):	Hoffmann Aircraft GesmbH, HOAC Austria GesmbH, Diamond Aircraft Industries GmbH	
Applicability:	<p>HK 36 and HK 36 R aeroplanes, serial numbers 36.300 through 36.414, HK 36 TS aeroplanes, serial numbers 36.415 and 36.416, HK 36 TTS aeroplane, serial number 36.393, DV 20 aeroplanes, serial numbers 20003, 20005 through 20129.</p>	
Reason:	<p>A HK 36 R aeroplane recently experienced an in-flight elevator control failure after take-off which resulted in an uncontrolled landing. The results of the subsequent investigation revealed that the elevator control rod had disconnected from the elevator bell crank in the tail section of the fuselage, as a result of installation of an unapproved short bolt.</p> <p>The subsequent design review of the affected elevator bell crank joint with elevator control rod identified that its current configuration has a failure potential when components such as self-securing nuts and bearings are aging and original clearance of the control system cannot maintained in service. The same design elevator bell crank and elevator control rod are installed in DV 20 aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to further cases of elevator control failure, likely resulting in reduced control of aeroplane and consequent damage to the aeroplane and injury to the occupants.</p> <p>To address this concern, Diamond Aircraft Industries (DAI) published Mandatory Service Bulletin (MSB) 36-105 and MSB 20-061/1 to improve the</p>	

	<p>affected elevator control joint by embodiment of new design which prevents elevator bell crank and push rod disconnection.</p> <p>For reasons described above, this AD requires replacement of aeroplanes elevator bell cranks with improved parts and prohibits installation of any previous design elevator bell crank.</p>						
Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 200 flight hours or 12 months, whichever occurs first, after the effective date of this AD replace each elevator bell crank assembly with a serviceable part, having a Part Number (P/N) as listed in Table 1 of this AD, in accordance with the instructions of DAI MSB 36-108, or MSB 20-061, as applicable to aeroplane type.</p> <p style="text-align: center;">Table 1 – Improved Elevator Bell Cranks</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Aeroplane</th> <th style="text-align: center;">P/N</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">HK 36, HK 36 R, HK 36 TS, and HK 36 TTS</td> <td style="text-align: center;">820-2730-12-00</td> </tr> <tr> <td style="text-align: center;">DV 20</td> <td style="text-align: center;">DV2-2730-12-00</td> </tr> </tbody> </table> <p>(2) From the effective date of this AD, do not install an elevator bell crank assembly on an aeroplane, unless the P/N is listed in Table 1 of this AD, as applicable to aeroplane type.</p>	Aeroplane	P/N	HK 36, HK 36 R, HK 36 TS, and HK 36 TTS	820-2730-12-00	DV 20	DV2-2730-12-00
Aeroplane	P/N						
HK 36, HK 36 R, HK 36 TS, and HK 36 TTS	820-2730-12-00						
DV 20	DV2-2730-12-00						
Ref. Publications:	<p>DAI MSB 36-108 dated 28 February 2012</p> <p>DAI MSB 20-061/1 dated 28 February 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 23 July 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Diamond Aircraft Industries GmbH, Austria. Telephone +43 2622 26700, Facsimile +43 2622 26780. E-mail: airworthiness@diamond-air.at. 						