Airworthiness Directive

D-2004-060R1

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

This Airworthiness Directive supersedes the Airworthiness Directives D-2004-060 dated January 23, 2004.

Diamond Aircraft

Effective Date: January 30, 2004

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Diamond Aircraft
Type:	H 36 ‘’Dimona’’
Models affected:	H 36 "Dimona" equipped with engine Limbach L2400EB1.C and variable-pitch propeller HO-V62-R/L 160 BT in accordance with Korff Technical Note No. KOCO-01/820 and H 36 "Dimona" equipped with engine Sauer SS2100H1S and variable-pitch propeller HO-V62-R/L 160 BT in accordance with STC No. PS0002
Serial numbers affected:	all
German Type Certificate No.:	820

Subject:
Power plant - push rods of the pitch change assembly, ATA-code 61-10-00 – rupture of the push rods of the mechanical pitch change assembly for reasons not yet clarified – this rupture may lead to an in-flight failure of the propeller change assembly.

Reason:
As a result of several ruptures of the push rods of the a.m. propeller from up to now unsettled causes the push rods are to be inspected each day prior to operation. The actions specified by this Airworthiness Directive are intended to prevent the loss of pitch control during flight.

Action:
In the scope of the accomplishment of this Airworthiness Directive the following actions are provided:
With immediate effect and up to the issuance of a new airworthiness directive the control rods of the propeller HO-V62-R/L 160 BT are to be inspected each day prior to the first flight for crack formation or ruptures.

The following parts are affected:
- Push rod 5 pursuant to figure 4a page 10 of the operations and maintenance manual, 8th edition January 1990 or
- Push rod 5 pursuant to figure 8a page 6 of the operations and maintenance manual, 7th edition December 1985.

For this inspection, the spinner has to be removed. A visual inspection is sufficient.
Especially critical is the threaded joint in the forward area of the yoke.

If cracks or ruptured push rods are found, the propeller is to be sent to the manufacturer for repair.
The inspection is to be entered in the technical log of the powered sailplane concerned.

Compliance:
Refer information under ‘Actions’.

Technical publication of the manufacturer:
None

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

EASA-Approval

This Airworthiness Directive has been issued in accordance with Article 10, paragraph 1, of the EU-Regulation No. 1592/2002 of 15 July 2002.