


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 08-072</p> <p>Date: 25 June 2008</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.</p> <p>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>	
Type Approval Holder's Name :	Type/Model designation(s) :
Diamond Aircraft Industries GmbH	DA 42 aircraft
TCDS Number : EASA A.005	
Foreign AD : Not applicable	
Supersedure: None	
ATA 71	Power Plant – Rear Engine Support Bracket Mounting Bolts – Inspection / Replacement
Manufacturer(s):	Diamond Aircraft Industries GmbH (DAI)
Applicability:	DA 42 aircraft, all serial numbers, if Thielert TAE125-01 engines are installed. The engines identified by serial number in DAI Mandatory Service Bulletin MSB-42-058 have been installed on the aircraft with wedge locking washers and bonded-in bolts and are therefore not affected by this AD.
Reason:	<p>In-service experience indicates that the powder coating of the rear right hand (RH) engine support bracket degrades over time, leading to a reduced torque of the engine mountings bolts. In some cases, bolts had fully unscrewed and fell into the engine cowling. One case was reported where the pilot had to shut down an engine in flight because of a failed V-belt, the cause of failure assumed to be one of these bolts. This condition, if not corrected, may lead to further cases of loose bolts and subsequent damage to the engine or accessories in the engine compartment, possibly resulting in in-flight engine shut-down and reduced control of the aircraft.</p> <p>To address and correct this situation, DAI has published MSB-42-058, providing instructions to accomplish repetitive inspections and correction of the fastening torque of the affected engine mounting bolts and replacement of the bolts with wire-secured bolts Part Number (P/N) D60-9071-26-01, after which the repetitive torque checks are no longer required.</p> <p>For the reasons described above, this EASA AD requires the accomplishment of repetitive torque checks of the affected engine mounting bolts and replacement of the bolts with wire-secured bolts.</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> <ol style="list-style-type: none"> (1) Within 100 flight hours (FH) after the effective date of this AD and thereafter at intervals not to exceed 100 FH, perform the inspection and correction of the fastening torque of the RH rear engine support bracket mounting bolts in accordance with DAI MSB-42-058 and the associated Work Instruction WI-MSB-42-058 (Action 1). (2) Not later than 30 April 2009, replace all RH rear engine support bracket mounting bolts with wire-secured bolts P/N D60-9071-26-01 in accordance with DAI MSB-42-058 and the associated Work Instruction WI-MSB-42-058 (Action 2). (3) After installation of wire-secured bolts P/N D60-9071-26-01 as required by paragraph (2) of this AD, the repetitive torque checks of paragraph (1) of this AD are no longer required. (4) After 30 April 2009, no person shall install spare RH rear engine support bracket mounting bolts as replacement parts on any aircraft to which this AD applies, except wire-secured bolts identified by P/N D60-9071-26-01.
Ref. Publications:	<p>Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB-42-058 dated 21 May 2008 and the associated Work Instruction WI-MSB-42-058 dated 12 March 2008.</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 2008. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 3. For any questions 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 office@diamond-air.at