

RECOMMENDED SERVICE BULLETIN

NO. RSB40-047/3

NO. RSBD4-052/3

NO. RSBF4-008/2

SUPERSEDES RSB40-047/2, RSBD4-052/2, RSBF4-008/1

I TECHNICAL DETAILS

I.1 Category

Recommended

I.2 Airplanes Affected

Type: DA 40 D

Serial Numbers: D4.001 through D4.258 with G 1000 installed

Note: DA 40 and DA 40 F aircraft stated in previous revisions of that service bulletin are considered to be not affected by this service bulletin.

I.3 Date of Effectivity

13-Sep-2006

I.4 Time of Compliance

At holders discretion

I.5 Subject

To improve service reliability, if the "HDG FAIL" indication is occasionally displayed on the PFD Diamond Aircraft Industries recommends the replacement of the right hand aileron and the relocation of the GMU 44 magnetometer.

I.6 Reason

In the past some heading failure annunciations were triggered by interference of the aileron integrated mass balance with the magnetometer. If the "HDG FAIL" indication is occasionally displayed on the PFD, it is therefore recommended to install a new right hand aileron, which contains a brass counterweight instead of the previously used steel counterweight.

In addition it is recommended to relocate the GMU 44 magnetometer.

I.7 Concurrent Documents

None.

I.8 Approval

The technical information or instructions contained in this document relate to the Design Change Advisories No. MÄM 40-270 and OÄM 40-224/f, which has been approved under the authority of EASA Design Organization Approval No. EASA.21J.052.

The technical content of this document has been approved under the authority of EASA DOA No. EASA.21J.052.

I.9 Accomplishment/Instructions

Comply with WI-RSB-D4-052, latest effective revision.

I.10 Mass (Weight) and CG

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II PLANNING INFORMATION

II.1 Material & Availability

See WI-RSB-D4-052, latest effective revision.

II.2 Special Tools

See WI-RSB-D4-052, latest effective revision.

II.3 Labor effort

Approximately 3 hrs.

II.4 Credit

If RSB D4-053, RSB D4-053/1 or RSB D4-052/2 has been complied with and the warranty application for that has been filed:

- 2 working hours for GMU 44 relocation and calibration of the G1000
- cost of material for GMU 44 relocation as listed in RSB-D4-052, latest effective revision.

Otherwise:

- 4 working hours for replacement of RH aileron and GMU 44 relocation and calibration of the G1000
- cost of material as listed in RSB-D4-052, latest effective revision.

II.5 Reference Documents

Airplane Maintenance Manual Doc # 6.02.01

III REMARKS

1. All measures may only be carried out by Diamond Aircraft Industries or certified Diamond Aircraft Service Centers.
2. Accomplishment of the measures must be confirmed in the log book.
3. In case of any doubt, contact Diamond Aircraft Industries.