

# MANDATORY SERVICE BULLETIN

## NO. MSB-42-017

### I TECHNICAL DETAILS

#### I.1 Category

Mandatory

#### I.2 Airplanes affected

Type: DA 42

Serial Numbers: all DA 42 aircraft with S/N 42.004 through 42.090, and 42.107, 42.109, 42.110, 42.111, 42.112, 42.113, 42.177.

#### I.3 Time of Compliance

In case of excessive oil consumption prior to next flight, else during the next scheduled maintenance, but not later than 31-Mar-2006.

#### I.4 Subject

Oil Lines

ATA-Code: 79-00

#### I.5 Reason

It has been detected that some installed oil lines connecting the oil sump and the oil separator show irregular deformations which may lead to a too high pressure in the crank case. This could result in oil loss through the crank shaft seal, damage to the seal and excessive oil consumption.

#### I.6 Concurrent Documents

None

#### I.7 Approval

The technical information or instructions contained in this document relate to the basic type design which has been approved by EASA.

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

## **I.8 Accomplishment/Instructions**

The following steps must be carried out for both engines:

- 1) Remove upper cowlings.
- 2) Grope fire sleeve covering the oil lines connecting the sump and the oil separator for uneven appearance of the oil line.
- 3) In case of uneven appearance or in case of doubt, remove fire sleeve clamp on both ends, push back fire sleeve and visually inspect the entire oil line.
- 4) In case of twisted oil line replace oil line according to AMM. Ensure tight fit of oil lines  
Else, if removed, restore fire sleeve and fix sleeve on both sides with safety wire.
- 5) Check for foreign objects.
- 6) Reinstall upper cowling.
- 7) Make all necessary entries in the airplane logs.
- 8) Inform DAI about taken action via e-mail or fax (using enclosed report sheet)

## **I.9 Mass (Weight) and CG**

No Change to mass and balance.

## **II PLANNING INFORMATION**

### **II.1 Material & Availability**

For replacement: oil line A22943-01 or oil line AE 3660061J0151

### **II.2 Special Tools**

None

**II.3 Labor effort**

Inspection  $\frac{3}{4}$  hour.

Exchange 1 hour.

**II.4 Credit**

Inspection:  $\frac{3}{4}$  hour.

Exchange: 1 hour + material as specified in II.1

Credit can only be granted on return of attached form.

**II.5 Reference Documents**

DA 42 Airplane Maintenance Manual Doc. No. 7.01.01-E

**III REMARKS**

- 1) All measures must be carried out by a certified aircraft station or a certified aircraft mechanic.
- 2) Warranty applications must be sent via the local Diamond Aircraft general distributor or Diamond Aircraft service center.
- 3) In case of doubt, contact Diamond Aircraft.

**INSPECTION REPORT**  
to MSB 42-017**AIRPLANE DATA**

Airplane Serial Number: \_\_\_\_\_

Airplane Registration: \_\_\_\_\_

Airplane Operator: \_\_\_\_\_

Hours of operation of airplane: \_\_\_\_\_

No. of landings: \_\_\_\_\_

Hours of operation-engine LH: \_\_\_\_\_

RH: \_\_\_\_\_

Typical operation of airplane: private, club, training, other \_\_\_\_\_

**MAINTENANCE DATA:**

Inspection carried out on: \_\_\_\_\_

Inspection carried out by: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

During scheduled inspection: yes / no

**Condition of oil lines:**

Oil Lines exchanged: left engine: yes / no right engine: yes / no

\_\_\_\_\_  
Date, Name, SignPlease fax the completed form to Fax No. \*\*43-2622-26700-369 or e-mail to  
airworthiness@diamond-air.at