

## SERVICE INFORMATION NO. SI 40-072

**NOTE:** SI's are used only:  
1) To distribute information from DAI to our customers.  
2) To distribute applicable information / documents from our suppliers to our customers with additional information.  
Typically there is no revision service for SI's. Each new information or change of that will be send along with a new SI.

### I. TECHNICAL DETAILS

#### 1.1 Airplanes affected:

DA 40 equipped with Lycoming IO engine and RSA-5 or RSA-10 servos installed since August 1<sup>st</sup>, 2006

#### 1.2 Subject:

Precision Airmotive LLC Safety Alert  
ATA-Code: 73

#### 1.3 Reason:

Precision Airmotive LLC has issued a safety alert which mandates the inspection of RSA-5 or RSA-10 servos to determine if the brass regulator plug is loose.

#### 1.4 Information:

For detailed information see Precision Airmotive LLC Safety Alert, dated March 3<sup>rd</sup>, 2008, which is applicable without any further additions or restrictions.

### II. OTHERS

The Precision Airmotive LLC Safety Alert is attached to this SI.

In case of doubt contact Precision Airmotive LLC or Diamond Aircraft Industries GmbH.

## SAFETY ALERT

### HEX PLUG 383493 COMING LOOSE FROM REGULATOR COVER

#### PRECISION AIRMOTIVE FUEL CONTROL

Servo Models: All RSA-5 and RSA-10 Models

Engine Models: Lycoming IO and TIO Series, TCM TSIO-360-RB

Dates of Interest: Any Servo Installed Since August 1, 2006

Date Issued: 3/3/08

Precision Airmotive has recently learned of two incidents relating to its RSA-10ED1 fuel injection servos installed on Lycoming IO-540-K engines in Piper Saratoga/6X aircraft. In both cases the brass hex plug p/n 383493 on the cover of the regulator 2525035 (see figure) was found hanging from the safety wire, out of the hole, with damaged threads. In one instance the condition was found on the ground while troubleshooting a lean running condition. In the second instance the occurrence is believed to have happened in the air while flying at cruise power. The aircraft in the latter instance experienced a significant loss of power and misfiring while in flight. An off airport landing was made, resulting in considerable damage to the aircraft. The servos in these incidents had between 200 and 300 hours TSN.

The cause of the occurrences has not yet been confirmed. However, Precision Airmotive made a change to the gasket that is used under this plug in August of 2006, and is concerned by the similarity of these two incidents.

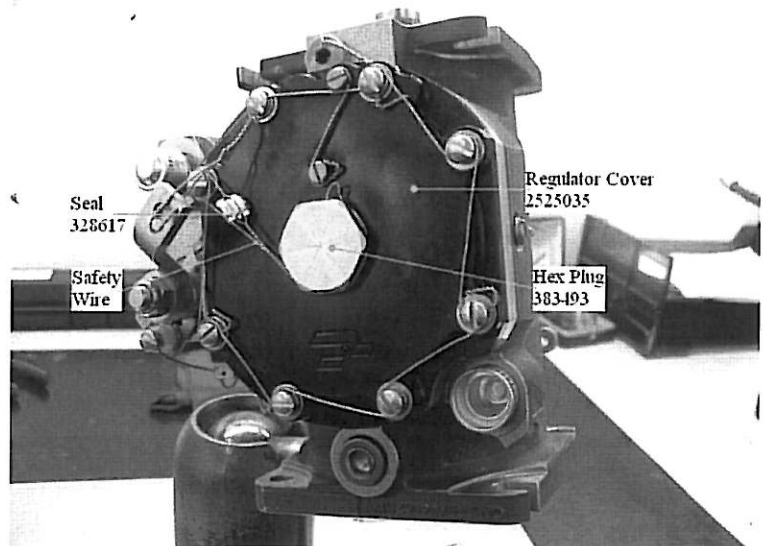
Accordingly, Precision Airmotive believes immediate action is warranted notwithstanding the incomplete information that is currently available.

**IMMEDIATE ACTION REQUIRED:** Please immediately inspect all aircraft with RSA-5 or RSA-10 servos which have had a new, rebuilt, overhauled, or repaired engine and/or servo installed since August 1, 2006 to determine if the brass regulator plug is loose.

**DO NOT FLY YOUR AIRCRAFT UNTIL THIS INSPECTION HAS OCCURRED.** Determining if the plug is loose requires more than just a visual inspection. The inspection should be accomplished by attempting to turn the plug by hand, while taking care not to damage the safety wire or seal. If the plug can be moved using your fingers, please contact Precision Airmotive Product Support for directions on how to proceed regarding evaluation and repair. Phone: (360)651-8282

Web Site: [www.precisionairmotive.com](http://www.precisionairmotive.com)

**IF THE PLUG IS LOOSE, DO NOT FLY YOUR AIRCRAFT UNTIL THE ISSUE IS RESOLVED.**



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