

SERVICE INFORMATION NO. SI-40-119

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 sent along with a new SI.

I. TECHNICAL DETAILS

1.1 Airplanes affected:

DA 40 equipped with Ontic Propeller Governors on Lycoming engines

1.2 Subject:

Ontic Service Bulletin DES-353 Revision A
ATA-Code: 61-20

1.3 Reason:

Ontic Engineering & Manufacturing Inc. revised the SB-DES-353. There have been reported governor in-flight failures as a result of pilot valve – race assembly separation which in turn caused ball bearing disintegration and migration of the balls into the engine oil system. The purpose of the mandatory service bulletin is to inspect all governors from the same production lot as the failed governor and to assure integrity of the product.

1.4 Information:

For detailed technical information see ONTIC SB-DES-353 Revision A.

II. OTHERS

The Ontic SB-DES-353 Revision A is attached to this Service Information.

In case of doubt contact Ontic Engineering & Manufacturing Inc. or Diamond Aircraft Industries.



ONTIC ENGINEERING AND
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**Mandatory
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Service Bulletin

Rev.: A per ECN D7814 Date: 12-16-09

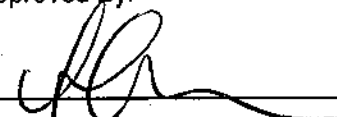
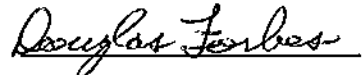

Issue Date: 12-18-08

SERVICE BULLETIN

ORIGINAL DOCUMENT

Approved By:  Production Engineering	Approved By:  Quality Assurance	Issued By:  Document Control
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REVISED DOCUMENT

Approved By:  Production Engineering	Approved By:  Quality Assurance	Issued By:  Document Control
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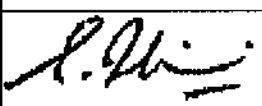
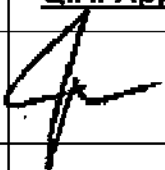

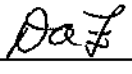


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Change Record Sheet

<u>Date</u>	<u>Description of Change</u>	<u>Rev.</u>	<u>Eng. Approved.</u>	<u>Q.A. Approved</u>
12-18-08	Initial Issue	N/C		
12-16-09	Revised per ECN D7814	A		



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1. TO:

End users, owners and operators of any aircraft powered by Lycoming O-320; IO-320; O-360; IO-360; IO-540; Continental IO-550; engines equipped with one of the following C210776, T210761, D210760, J210761 and B210776 Propeller Governors manufactured by Ontic Engineering, serial numbers and production dates as outlined below.

2. GOVERNORS AFFECTED

Propeller Governors manufactured by Ontic Engineering, serial numbers:

Governor Part Number	Governor Serial Number	Assembly Date	Ship Date
C210776	SN00196	4-Aug	8/23/2004
C210776	SN00197	4-Aug	8/23/2004
C210776	SN00198	4-Aug	8/23/2004
C210776	SN00200	4-Aug	8/23/2004
C210776	SN00201	4-Aug	8/23/2004
C210776	SN00202	4-Aug	8/23/2004
C210776	SN00203	4-Aug	8/23/2004
C210776	SN00204	4-Aug	8/23/2004
C210776	SN00205	4-Aug	8/23/2004
C210776	SN00206	4-Aug	8/25/2004
C210776	SN00207	4-Aug	8/25/2004
C210776	SN00211	4-Aug	8/25/2004
C210776	SN00212	4-Aug	8/25/2004
C210776	SN00213	4-Aug	8/25/2004
C210776	SN00214	4-Aug	8/25/2004
C210776	SN00215	4-Aug	8/25/2004
C210776	SN00216	4-Sep	9/30/2004
C210776	SN00217	4-Sep	9/30/2004
C210776	SN00218	4-Sep	9/30/2004
C210776	SN00219	4-Sep	9/30/2004
C210776	SN00220	4-Sep	9/30/2004
C210776	SN00221	4-Sep	9/30/2004
C210776	SN00222	4-Sep	9/30/2004
C210776	SN00225	4-Oct	10/15/2004
C210776	SN00226	4-Oct	10/15/2004
C210776	SN00228	4-Oct	10/15/2004
C210776	SN00230	4-Oct	10/15/2004
C210776	SN00231	4-Oct	10/15/2004
C210776	SN00232	4-Oct	10/15/2004
C210776	SN00233	4-Oct	10/15/2004
C210776	SN00235	4-Oct	10/15/2004



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GOVERNORS AFFECTED (cont'd)

Governor Part Number	Governor Serial Number	Assembly Date	Ship Date
C210776	SN00236	4-Oct	10/15/2004
C210776	SN00239	4-Oct	10/15/2004
C210776	SN00240	4-Oct	10/15/2004
C210776	SN00241	4-Oct	10/15/2004
C210776	SN00243	4-Oct	10/15/2004
T210761	SN00023	4-Aug	9/2/2004
T210761	SN00026	4-Aug	9/2/2004
T210761	SN00027	4-Aug	9/2/2004
D210760	SN00579	4-Aug	9/2/2004
D210760	SN00580	4-Aug	9/2/2004
D210760	SN00581	4-Aug	9/2/2004
J210761	SN00072	4-Sep	9/20/2004
J210761	SN00073	4-Sep	9/20/2004
J210761	SN00074	4-Sep	9/20/2004
J210761	SN00075	4-Sep	9/20/2004
J210761	SN00076	4-Sep	9/20/2004
T210761	SN00028	4-Sep	9/30/2004
T210761	SN00029	4-Sep	9/30/2004
T210761	SN00030	4-Sep	9/30/2004
T210761	SN00031	4-Sep	9/30/2004
T210761	SN00032	4-Sep	9/30/2004
D210760	SN000583	4-Sep	9/28/2004
D210760	SN000584	4-Sep	9/28/2004
D210760	SN000586	4-Sep	9/28/2004
D210760	SN000587	4-Sep	9/28/2004

These assemblies sold as details, not in a governor.

Part Number	Sales Order	Date
210332	S14291/11	7/8/2004
210332	S14298/1	7/8/2004
210332	S14041/2	7/21/2004



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3. COMPLIANCE

Mandatory, to be performed immediately

4. REASON FOR ISSUANCE

There have been reported governor in-flight failures as a result of pilot valve – race assembly separation which in turn caused ball bearing disintegration and migration of the balls into the engine oil system. The purpose of the mandatory service bulletin is to inspect all governors from the same production lot as the failed governor and to assure integrity of the product.

5. BACKGROUND INFORMATION

P/N 210332 Pilot Valve Plunger is a critical component of the governor. It consists of three detail parts: valve plunger and bearing race, permanently assembled together by means of a set screw, torqued and secured by epoxy, applied to the set screw thread. There are specific torque requirements for installation of the set screw prior to the epoxy application and for verification after the epoxy has been cured. The pilot valve plunger assembly may have been improperly assembled in an identified production lot. By inspecting 100% of the governors in that lot, integrity of the pilot valve plunger will be assured.

6. ACCOMPLISHMENT INSTRUCTIONS

6.1 Remove the governor from the engine

It is imperative that only those governors, with serial numbers listed in Section 2 above, are returned to Ontic Engineering for inspection. All other Installations are exempt from this bulletin or have been already inspected.

6.2 Contact Ontic Engineering for Return of Merchandise Authorization (RMA)

The RMA number will help to expedite the processing of your unit. Units returned to Ontic Engineering for authorized inspection/repair will receive immediate attention and a priority turn-around. Depending on availability, a replacement unit may be shipped by Ontic, prior to receiving the returned unit, if requested. Such a request should be made when requesting RMA. Inspected/repared units will retain their original warranty agreement under a repair/return to service 8130 tag through the TC holder for governors for which Ontic does not hold PMA.

6.3 Ship the governor to Ontic Engineering

**Ontic Engineering & Manufacturing, Inc.
20400 Plummer Street
Chatsworth, CA 91311**



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6.4 Inspection and repair

Upon receiving the returned unit, Ontic Engineering will promptly inspect the 210332 Pilot Valve Plunger and repair it, if needed. If there will be any other repair needed unrelated to this inspection, not covered under warranty and/or this bulletin, the customer will be notified prior to returning the unit and advised about the cost of this additional repair. As evidence of service performed in compliance with this bulletin, Ontic Engineering and Manufacturing, Inc. will permanently mark the serviced governor with "SB-DES-353 Rev. A, Date" on the same side of the governor as the existing nameplate.

6.5 Install the returned governor on the engine per aircraft manufacturer instructions.

7. LABOR

All inspection and repair (if needed) of the 210332 Pilot Valve Plunger will be done by Ontic Engineering free of charge. In addition, the aircraft owner and/or operator will be compensated for labor time associated with removal and re-installation of the governor on the engine in accordance with the applicable aircraft maintenance manual "up to 4.0 total labor hours at usual customary and reasonable rates."