

# MANDATORY SERVICE BULLETIN

## MSB 42-146

## MSB 42NG-087

### **I TECHNICAL DETAILS**

#### **I.1 Category**

Mandatory.

#### **I.2 Airplanes affected**

Type: DA 42, DA 42 M, DA 42 NG, DA 42 M-NG

Serial numbers:

42.004 through 42.391, 42.394 through 42.396, 42.399 through 42.402, 42.405 through 42.416, 42.427, 42.AC001 through 42.AC135, 42.AC137 through 42.AC145, 42.AC148, 42.AC150, 42.AC151, 42.AC152, 42.M001 through 42.M026, 42.N001 through 42.N067,	42.N100 through 42.N250, 42.N300 through 42.N381, 42.N391, 42.MN001 through 42.MN034, 42.MN037 through 42.MN042, 42.MN050 through 42.MN055, 42.MN057, 42.MN058, 42.MN100 through 42.MN103, 42.NC001 through 42.NC004, 42.NC006 through 42.NC008, 42.NW001 through 42.NW064
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#### **I.3 Date of effectivity**

14-Nov-2022

#### **I.4 Time of Compliance**

Within the next 200 flight hours from the date of effectivity, but not later than 30-Nov-2023.

#### **I.5 Subject**

Mandatory replacement of rudder T-yoke bolt with improved design

ATA-Code: 53-20

#### **I.6 Reason**

This Service Bulletin mandates installation of the improved T-yoke bolt D60-5320-00-32 and an additional Fokker Needle, that limits the travel of the self-locking nut and prevents reduced rudder control, in case the nut gets loose.

#### **I.7 Concurrent Documents**

None.

### **I.8 Approval**

The technical information or instructions contained in this document relate to the Design Change Advisory No. MÄM 42-1124, which has been approved under the authority of EASA Design Organization Approval ref. EASA.21J.052.

The technical content of this document has been approved under the authority of DOA ref. EASA.21J.052.

### **I.9 Accomplishments / Instructions**

1. If RSB 42-139 / RSB 42NG-081 has not yet been installed, install improved T-yoke bolt in accordance with RSB 42-139 / RSB 42NG-081, latest effective issue.
2. Record MÄM 42-1124 and MSB 42-146 / MSB 42NG-087 as installed.

### **I.10 Mass (Weight) and CG**

Mass and Center of Gravity are not affected.

## **II PLANNING INFORMATION**

### **II.1 Material and Availability**

See WI-RSB 42-139 / WI-RSB 42NG-081, latest effective issue.

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

None.

### **II.3 Labour Effort**

Approx. 3 hours when done along with 200h or annual inspection, approx. 6 hours otherwise.

### **II.4 Credit**

Labour effort and parts for all aircraft within warranty period, when performed during 200 hours or annual inspection.

### **II.5 Reference Documents**

DA 42 Series Airplane Maintenance Manual, Doc. No. 7.02.01, latest effective issue.

DA 42 NG Airplane Maintenance Manual, Doc. No. 7.02.15, latest effective issue.

### **III REMARKS**

1. All work must be done by a certified aircraft service station or a certified aircraft maintenance mechanic.
2. All work, particular that which is not especially described in this Service Bulletin, must be done in accordance with the referenced Maintenance Manual.
3. Completion of all work must be recorded in the log book.
4. If material and/or labor hours are subject to be credited through Diamond Aircraft Industries, the Service Bulletin must be done by an authorized Diamond Service Center within the time of compliance and the Warranty Application incl. Work Report must be sent not later than 30 days after completion of work.
5. In case of doubt contact Diamond Aircraft Industries GmbH.

## EXECUTION REPORT TO SERVICE BULLETIN MSB 42-146 MSB 42NG-087

### AIRPLANE INFORMATION

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 \_\_\_\_\_

\_\_\_\_\_  
Date, Name, SignPlease e-mail the completed form to [executionreports@diamondaircraft.com](mailto:executionreports@diamondaircraft.com)