

# OPTIONAL SERVICE BULLETIN

## OSB 42-068/2

supersedes OSB 42-068/1

### **I TECHNICAL DETAILS**

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

Optional.

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

Type: DA 42  
Serial numbers: 42.004 and subsequent  
42.AC001 and subsequent

#### **I.3 Date of effectivity**

08-Oct-2009

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

At owner's discretion

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

Conversion of DA 42 aircraft to variant DA 42 NG.

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

Diamond Aircraft Industries has developed the DA 42 NG (a new variant of the DA 42 using the Austro Engine AE 300 (E4) engine) featuring improved performance and increased payload. To give the owners of a DA 42 the possibility to take advantage of the improved DA 42 NG, this Service Bulletin provides information to convert the DA 42 to a DA 42 NG. Optionally the installation of the GFC 700 autopilot can be included when performing the conversion.

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

None.

#### **I.8 Approval**

The technical information or instructions contained in this document relate to the Design Change Advisories No. VÄM 42-004, MÄM 42-313, MÄM 42-316 through MÄM 42-318, MÄM 42-322, MÄM 42-325, MÄM 42-356, MÄM 42-366, MÄM 42-600, OÄM 42-171/c and OÄM 42-176, which have been approved by EASA or under the authority of DOA No. 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**

Comply with Work Instruction WI-OSB 42-068, latest effective issue.

Note Due to the number of tools and required facilities conversions can at first only be carried out at the Diamond Aircraft Industries facilities in Wiener Neustadt, Austria, and London, Ontario, Canada. This is considered as a complex maintenance task acc. to regulation (EC) 2042/2003 Annex VII 2(d).

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

New weighing in accordance with the AMM is required.

## **II PLANNING INFORMATION**

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

See WI-OSB 42-068 or WI-OSB 42-068-VI, latest effective issue.

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

See WI-OSB 42-068 or WI-OSB 42-068-VI, latest effective issue.

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

Approx. 250 hours.

Additional 150 hours for optional installation of GFC700 autopilot.

### **II.4 Credit**

None.

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

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

## **III REMARKS**

1. Due to the number of tools and required facilities conversions will at first only be done at the Diamond Aircraft Industries facilities in Wiener Neustadt, Austria and London, Ontario, Canada. This is considered a complex maintenance task acc. to regulation (EC) 2042/2003 Annex VII 2(d).
2. All work, particularly which is not especially described in this service bulletin, must be done in accordance with the referenced maintenance manual.
3. This Service Bulletin only covers the modification of already installed DAI approved optional equipment. Retrofit installation of optional equipment requires an additional Service Bulletin, approved design data or STC.
4. Completion of all work must be recorded in the log book.
5. In case of doubt, contact Diamond Aircraft Industries GmbH.



### APPLICATION FOR A NEW TYPE PLATE

#### 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 \_\_\_\_\_

\_\_\_\_\_  
Date, Name, Sign

Please send the completed form together with the old type plate by registered mail to

For serial numbers 42.004 and subs.: (aircraft manufactured in Austria)	For serial numbers 42.AC001 and subs.: (aircraft manufactured in Canada)
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