

# RECOMMENDED SERVICE BULLETIN

## RSB 42-102

### **I TECHNICAL DETAILS**

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

Recommended.

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

Type: DA 42, DA 42 M

Serial numbers: 42.004 through 42.320,  
42.AC001 through 42.AC090,

Note Airplanes converted to DA 42 NG or DA 42 M-NG  
are not affected by this Service Bulletin.

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

27-Oct-2017

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

At owners discretion.

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

Inspection for insufficient clearance between the canopy arms and the resistors of the ice lights in the instrument panel.

ATA-Code: 31-00

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

During maintenance it was found that on two airplanes the canopy arms has collided with the resistors of the ice lights in the instrument panel. This Service Bulletin describes the inspection for insufficient clearance and if required the corrective action.

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

None.

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

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

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

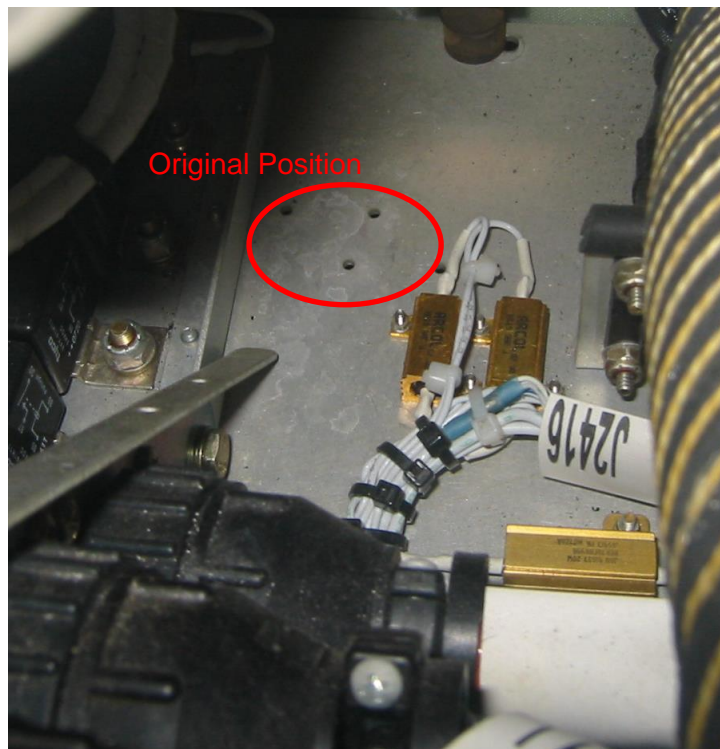
Disconnect the airplane main battery i.a.w. AMM Section 24-31.

Remove the instrument panel cover i.a.w. AMM Section 25-10.

Note: Some early airplanes do not have the resistors for the ice light.

Inspect the resistors of the ice lights (position shown on the photograph) for sign of collision or contact with the canopy arm (such as chafing or dents).

Determine the minimal clearance between the resistors and the canopy arm with the canopy in the closed position.



If there are signs of contact or collision, inspect the canopy arm for chafing and deformation.

If there are signs of contact or collision or if the minimal clearance is less than 2 mm, install the two resistors 30 mm aft and 25 mm to the right from the original position.

Make sure all wiring is attached firmly.

Record the completion of all work in the aircraft log.

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

No change.

## **II PLANNING INFORMATION**

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

None.

**II.2 Special Tools**

None.

**II.3 Labour Effort**

Approx. 0.5 hours.

**II.4 Credit**

None.

**II.5 Reference Documents**

DA 42 Airplane Maintenance Manual, Doc. No. 7.02.01, 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. In case of doubt contact Diamond Aircraft Industries GmbH.

## EXECUTION REPORT TO SERVICE BULLETIN RSB 42-102

### AIRPLANE INFORMATION

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

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

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

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

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

Hours of operation-engine \_\_\_\_\_

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

Position of the resistors changes.

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

Please fax the completed form to Fax No. +43-2622-26780 or e-mail to  
executionreports@diamond-air.at