
MANDATORY SERVICE BULLETIN NO. MSB 62-055 REV. 0

I TECHNICAL DETAILS

I.1 Category

Mandatory.

I.2 Airplanes Affected

Type: DA 62

S/N: 62.C054 and prior airplanes.

I.3 Date of Effectivity

15 March 2024

I.4 Time of Compliance

At the next 100 hour inspection.

I.5 Subject

Drilling of blocked drain holes.

I.6 Reason

It has come to Diamond's attention that some DA 62 aircraft may have drain holes in the center section lower shell blocked, thereby preventing draining of some enclosed spaces within the fuselage. This service bulletin describes the procedure for opening these blocked drain holes in the spar bridge.

See Reference Figure 1 in the Work Instruction MSB 62-055 Revision 0. Items 1.36 and 1.37.

I.7 Concurrent Documents

None.

I.8 Approval

The technical content of this document is approved as part of the type design.

I.9 Accomplishment/Instructions

Comply with WI-MSB 62-055, latest effective issue.

I.10 Mass (Weight) and CG

The change in mass and CG is negligible.

II PLANNING INFORMATION

II.1 Material and Availability

See WI-MSB 62-55, latest effective issue.

II.2 Special Tools

DAI-C supplied location/marketing templates, obtained from your Customer Service Center.

II.3 Labour Effort

Approximately 2.0 hours will be required to accomplish this service bulletin.

II.4 Credit

2.0 hours labour.

This estimate is for direct labour performed by a technician, and it does not include setup, planning, familiarization, cure time, part fabrication, or tool acquisition.

II.5 Reference Documents

DA 62 Series Airplane Maintenance Manual, Doc. No. 7.02.25, 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, in particular 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 logbook.
4. In case of doubt, contact Diamond Aircraft Industries Inc.



**EXECUTION REPORT TO
SERVICE BULLETIN
MSB 62-055 REV. 0**

AIRPLANE INFORMATION

Airplane Serial Number _____

Airplane Registration _____

Airplane Operator _____

Hours of Operation of Airplane _____

No. of Landings _____

Hours of Operation of Engine _____

Typical Operation of Airplane _____
(private, club, training, other)

Date, Name, Signature

Please e-mail the completed form to Techpubs@diamondaircraft.com.

WORK INSTRUCTION WI-MSB 62-055 REV. 0

I GENERAL INFORMATION

I.1 Subject

Unblocking of drain holes underneath the center wing.

I.2 Reference Documents

DA 62 Series Airplane Maintenance Manual, Doc. No. 7.02.25, latest effective issue.

I.3 Remarks

1. All work must be done by a certified aircraft service station or a certified aircraft maintenance mechanic.
2. All work, in particular which is not especially described in this work instruction, must be done in accordance with the referenced maintenance manual.
3. In case of doubt, contact Diamond Aircraft Industries Inc.

II DRAWINGS, SPECIAL TOOLS & MATERIALS

II.1 Drawings

None

II.2 Special Tools

DAI-C supplied location/marketing templates, P/N MSB-62-055-KIT. Refer to Figure 3.

The location/marketing templates can be obtained from your Customer Service Center.

- There will be a refundable charge of \$1,600.00 to obtain the kit.

II.3 Material

None.

III INSTRUCTIONS

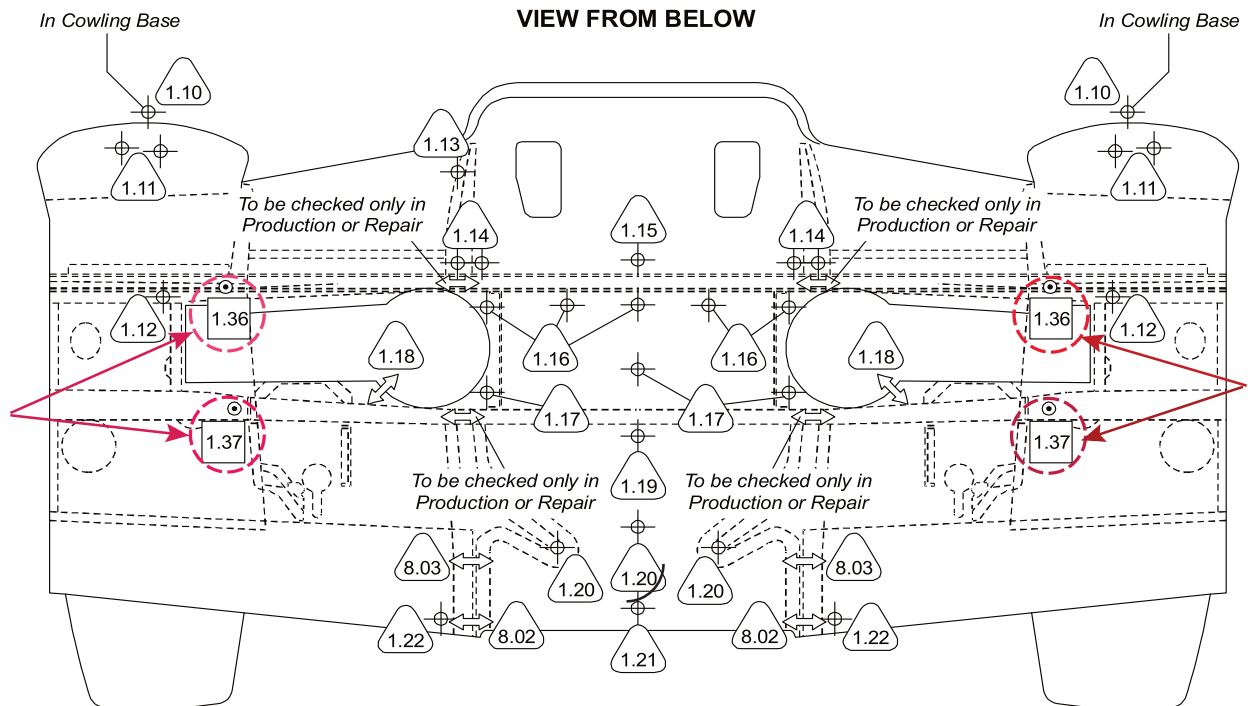
III.1 Preparation

Refer to Item 1.36 and 1.37 in Figure 1 for the drain hole locations.

Inspect the drain holes for blockage per AMM 05-25-00.

If the drain hole is visible on the outside surface of the spar assembly and is blocked, unblock the drain hole in accordance with the instruction provided in Section III.2.

If the drain hole is not visible on the outside surface of the spar assembly report to DAI-C.

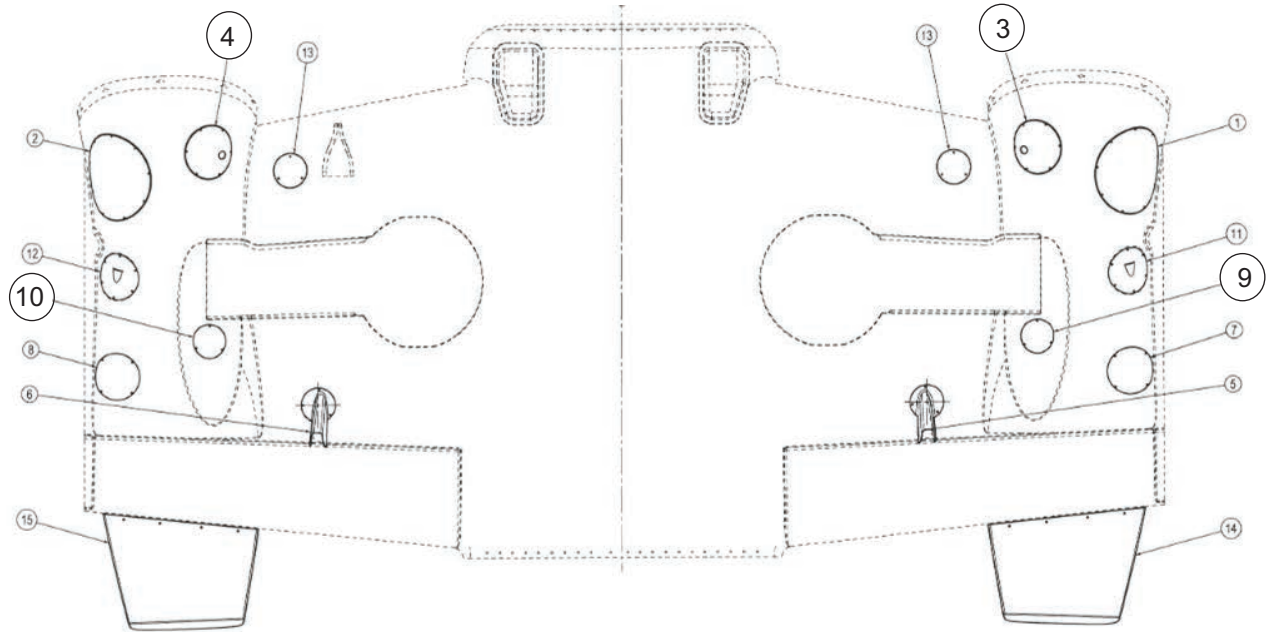


100 Hours Check	Horizontal Drainage Hole
200 Hours Check	Vertical Drainage Hole
2000 Hours Check	Exterior Drainage Hole
	Drainage Hole Inside the Structure

DRAIN HOLES INSPECTION CHECKLIST§		
REF.§	DRAIN HOLE LOCATION§	HOURS§
1§	FUSELAGE§	§
1.36§	In the front box spar, to the engine nacelle fuel compartment, (LH and RH).§	200§
1.37§	In the rear box spar, to the engine nacelle maintenance cap. (LH and RH).§	200§

Figure 1: Drain Hole Locations

VIEW FROM BELOW



Panels (3, 4, 9 & 10) for removal to locate the drain holes

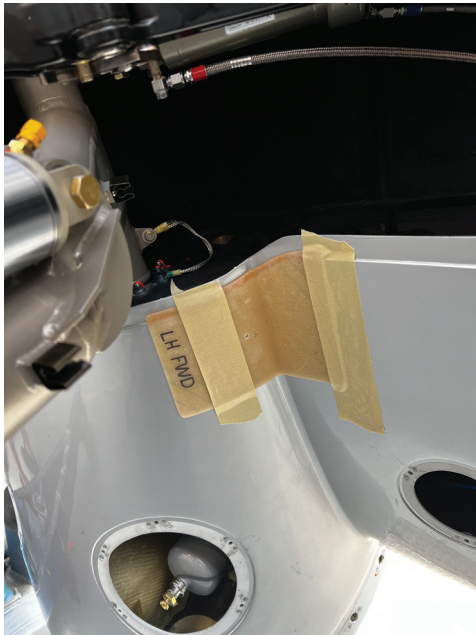


Drain Holes
(Locations 3 & 4)

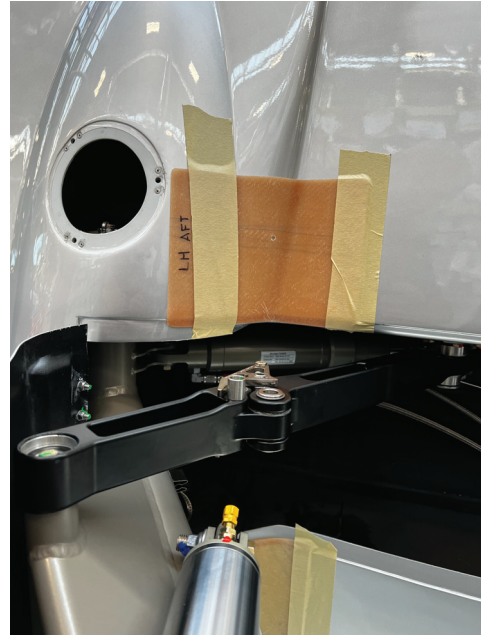


Drain Holes
(Locations 9 & 10)

Figure 2: Panels and Drain Holes



Left Hand Forward



Left Hand AFT



Right Hand Forward



Right Hand AFT

Figure 3: Location/Marking Templates

III.2 Procedure

1. Pull the starter circuit breakers.

NOTE: All drain holes should be drilled with a diameter of 4 mm (+1 mm/-0 mm) or 0.16 in (+0.04 in/-0.00 in). The holes should be circular, deburred, not frayed and cleaned

2. Prepare two 4 mm (0.16 in.) drill bits with drill stops, as shown in Figure 4:
 - A. Prepare one drill bit such that 8 mm (0.31 in.) of the tip is exposed.
 - B. Prepare the other drill bit such that 18 mm (0.71 in.) of the tip is exposed



18 mm (0.71 in.) Drill Bit with Drill Stop



8 mm (0.31 in.) Drill Bit with Drill Stop



Figure 4: Drill Bits with Drill Stops

3. Refer to Figure 1
Remove all components or equipment to gain access to the repair area.
Remove the panels for access to the drain hole locations. Refer to Figure 2.
4. In the area where the drain hole is blocked, check to determine if the hole is not drilled all the way through, or blocked. Proceed as follows:
 - A. Put the DAI-C supplied hole location/marketing template in place. Refer to Figure 3. Use a sharpie marker or equivalent and mark the location of the hole. Remove the template.
 - B. Drill a pilot hole through the center wing lower shell only, diameter of 1.5 to 2mm (0.06 to 0.08 in.)
Pay attention not to damage any equipment or structure inside the center wing.
 - C. Verify the concentricity to the drain hole.
 - D. Drag the hole as required for the alignment, maximum 2.25mm (0.09 in.) for 2mm (0.08 in.) pilot hole or 2.5mm (0.10 in.) for 1.5 mm (0.06 in.) pilot hole (measured from the center of the hole).
 - E. Enlarge the hole to the final size of 5 to 6.5mm (0.20 to 0.25 in.) diameter concentric with drain hole.
 - F. Open the plugged drain hole using a 4mm (0.16 in.) in diameter drill bit. Do not use excessive force during the drilling to prevent delamination. Use the 8 mm (0.31 in.) drill with the appropriate drill stop.
 - G. Finish with the 18 mm (0.71 in.) drill and drill stop. Adjust the drill stop in 2 to 3mm (0.08 to 0.20 in.) increments during drilling.
 - H. Seal the edges of all the drain holes with Hysol EA 9396 or L20/H91 resin.
 - I. Cure as recommended by the manufacturer.
5. Install all components or equipment previously removed for the repair.

III.2 Wrap-Up

1. Clean the working area, and check for foreign objects.
2. Check all altered, replaced, repaired parts for proper function.
3. Install the panels that were removed for access.
4. Reset the starter circuit breakers.
5. Make all necessary entries in the logbooks.
6. Submit the execution report to Techpubs@diamondaircraft.com.
7. Return the DAI-C supplied templates back to DAI-C.

To obtain satisfactory results, procedures specified in this service bulletin must be accomplished in accordance with accepted methods and current government regulations. Diamond Aircraft cannot be responsible for the quality of work performed in accomplishing the requirements of this service bulletin. Diamond Aircraft reserves the right to void continued warranty coverage in the area affected by this service bulletin if it is not incorporated.

If you no longer own the aircraft to which this service bulletin applies, please forward it to the current owner, and send the name of the current owner to Diamond Aircraft at the address below.

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