
SERVICE INFORMATION LETTER NO. SI62-044

NOTE: Service Information Letters are used only:

1. To distribute information from Diamond Aircraft Industries Inc. to our customers.
2. To distribute applicable information/documents from our suppliers to our customers with additional information.

NOTE: Typically there is no revision service for Service Information Letter (SIL). Each new information or change will be sent along with a new SIL.

1. TECHNICAL DETAILS

1.1 Aircraft Affected

Aircraft: DA 62.

S/N: All.

1.2 Subject

Diamond Aircraft Industries have had occurrences reported of water contamination of the fuel in the DA 62. The source of contamination could be water entering via the fuel filler cap, condensation inside the fuel tank, or the presence of water from the fuel supplied.

ATA-Code: 28-10

1.3 Reason

The reason for this Service Information Letter is to increase awareness of owners and operators of the following mitigation means available to reduce the risk of fuel contamination.

1.4 Information

To reduce the risk of fuel contamination:

- Make sure to use anti-microbial additives in the fuel, as per Section 2.14 of the Airplane Flight Manual (AFM). Document # 11.01.05-E, latest revision.
- Before each flight, make sure to check for water in the fuel from the left wing tank drain, the right wing tank drain, and the gascolators (at the left and right engine nacelles). Refer to Section 4A.6.1, II. Walk-around check, visual inspection, of the AFM, Document # 11.01.05-E, latest revision.
- Make sure to keep the fuel tanks full when the airplane is parked to reduce the effects of condensation in the fuel tanks.
- Make sure there is no damage to the O-rings or the fuel filler cap and that it seals the fuel tank securely when installed after refueling the airplane, as per Section 12-10 Para 3 of the Airplane Maintenance Manual Document # 7.02.25, latest revision.

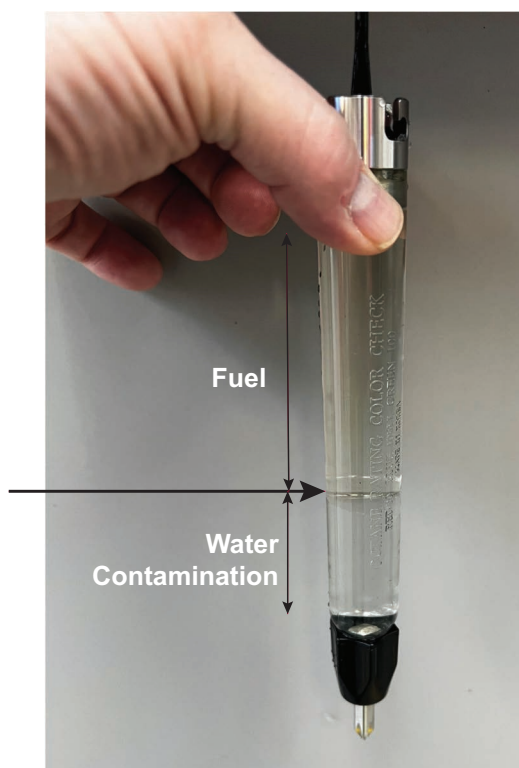
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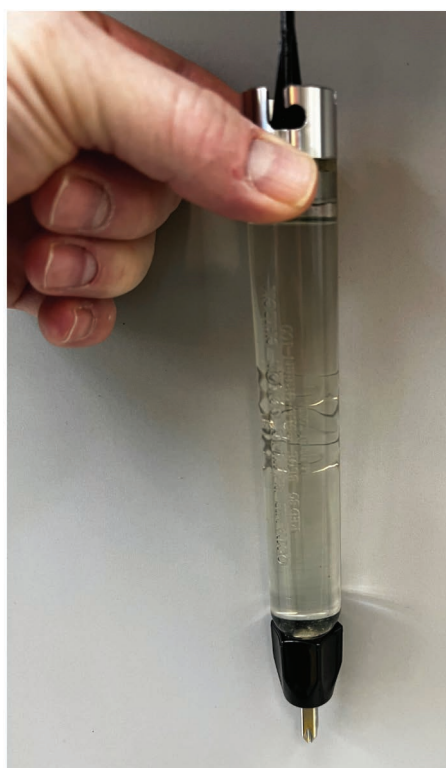


- Replace the fuel filler cap seals (O-rings) for the left and right wings every year. Refer to AMM-TR-25-03 or latest revision of the Airplane Maintenance Manual (AMM) with AMM-TR-25-03 incorporated.
- Examine the fuel filler flange and spacer ring for damage and correct installation. Refer to AMM Section 28-10-00, Maintenance Practices, 3.A & C.
- Make sure that the fuel filler cap locking lever has enough friction force that it locks the fuel filler cap when closing it by hand, ensuring a tight seal. If necessary, tighten or loosen the locking nut at the bottom to adjust it. Make sure to keep a minimum of 1 thread protrusion for safety.

NOTE: The locking lever should be tight enough to stay secure and not loose, but not so tight that it is difficult to close fully.



Fuel Sample (contaminated)



Fuel Sample (not contaminated)

2. OTHER DETAILS

To obtain satisfactory results, procedures specified in this service information letter must be accomplished in accordance with accepted methods and current government regulations. Diamond Aircraft Industries Inc. cannot be responsible for the quality of work performed in accomplishing the requirements of this service information letter. Diamond Aircraft reserves the right to void continued warranty coverage in the area affected by this service information letter if it is not incorporated. If you no longer own the aircraft to which this service information letter applies, please forward it to the current owner and send the name of the current owner to Diamond Aircraft Industries Inc. at the address below.

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Diamond Aircraft Industries Inc.
1560 Crumlin Sideroad, London, Ontario, Canada
N5V 1S2

Customer Support
Phone: (519) 457-4041

Diamond Partner Portal:
<https://partners.diamondaircraft.com>

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