

SERVICE INFORMATION NO. SI 20-024

SERVICE INFORMATION NO. SI 22-012

NOTE: SI's are used **only**:
1) To distribute information from DAI to our customers.
2) To distribute applicable information / documents from our suppliers to our customers with additional information.
Typically there is no revision service for SI's. Each new information or change of that will be send along with a new SI.

I. TECHNICAL DETAILS

1.1 Airplanes affected:

DV 20 all Serial Numbers
DV 22 all Serial Numbers

1.2 Subject:

Magnetic Plug
ATA-Code: 72

1.3 Reason:

EASA AD No.: 2006-0316-E


1.4 Information:

EASA AD No.: 2006-0316-E: In limited cases increased wear of camshaft/hydraulic valve tapped can occur.

II. OTHERS

EASA AD No.: 2006-0316-E is attached to this SI.

In case of doubt contact BRP-Rotax GmbH & Co. KG.

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2006-0316-E</p> <p>Date: 16 October 2006</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :	Type/Model designation(s) :	
BRP-Rotax GmbH & Co. KG	Rotax 912 A series; Rotax 912 F series; Rotax 912 S series; and Rotax 914 F series	
TCDS Number : Austria TW8/89, TW9-ACG, TW10-ACG		
Foreign AD : Not applicable		
Supersedure : Not applicable		
ATA 72	Engine – Magnetic Plug – Inspections	
Manufacturer(s):	BRP-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH;	
Applicability:	<p>Rotax 912 A series engines from serial number (s/n) 4,410.681 onwards; Rotax 912 F series engines from s/n 4,412.912 onwards; Rotax 912 S series engines from s/n 4,923.263 onwards; Rotax 914 F series engines from s/n 4,420.595 onwards;</p> <p>and any s/n engine on which the camshaft and/or the hydraulic valve tappets have been replaced (e.g. during engine repair or general overhaul) after January 1, 2006.</p> <p>These engines are known to be installed on, but not limited to, the following aircraft types:</p> <p>3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpha-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Reims Aviation F150 and FA150 series; Scheibe SF 36R and SF 25C;</p>	

	<p>Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.</p> <p>Note: The installation of these engines was either done by the respective aircraft manufacturer or through modification of the aircraft by Supplemental Type Certificate.</p> <p>The following s/n engines have already been inspected before first installation or first engine start up according section 1.5 Compliance (a) of BRP-Rotax ASB-912-051 and ASB-914-034 respectively:</p> <p>Rotax 912 A series from s/n 4,410.709 onwards.</p> <p>Rotax 912 F series from s/n 4,412.920 onwards.</p> <p>Rotax 912 S series from s/n 4,923.381 onwards.</p> <p>Rotax 914 F series from s/n 4,420.633 onwards.</p>
Reason:	<p>In limited cases increased wear of camshaft/hydraulic valve tappet can occur. This may lead to improper engine operation, power loss or in-flight engine failure. BRP-Rotax GmbH & Co. KG has issued Alert Service Bulletin ASB-912-051 and ASB-914-034 respectively which describes a special inspection for the affected engines to address this problem.</p> <p>This Emergency Airworthiness Directive requires the inspection, as described in the referenced ASB's, to be carried out as indicated.</p>
Effective Date:	17 October 2006
Compliance:	<ol style="list-style-type: none"> (1) Before the next engine start up from the effective date of this directive, inspect the magnetic plug in accordance with the instructions of BRP-Rotax ASB-912-051 or ASB-914-034, as applicable; (2) Within 5 hours of operation after the effective date of this directive, but not later than 01 March 2007 and thereafter at every specified oil change, repeat the inspection as required by paragraph (1) of this directive. (3) If, during any of the inspections as required by this directive, a greater quantity of metal parts than 3 mm is detected, the engine must not be taken into operation until the cause has been identified and eliminated; (4) After the effective date of this directive, no person may install one of the affected engines on any aircraft unless the magnetic plug has been inspected in accordance with the requirements of this directive.
Ref. Publications:	BRP-Rotax Alert Service Bulletin, ASB-912-051 and ASB-914-034 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact BRP-Rotax GmbH & Co.KG Ph.: +43 7246 601 0; Fax: +43 7246 601 760