



FAA
Aircraft Certification Service

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: CE-08-41

Date: August 13, 2008

SUBJ: Flight Controls – Flap and Aileron Bellcrank

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin informs you of an airworthiness concern for Diamond Aircraft Industries GmbH Model DA 40 D airplanes, all serial numbers. The European Aviation Safety Agency (EASA) has issued Airworthiness Directive (AD) number 2008-0114, dated June 12, 2008, for those airplanes registered for operation in Europe. That AD is based on Diamond Aircraft Mandatory Service Bulletin D4-059.

Background

The original design bellcranks for the aileron and flap control system in the wing needed to be installed with slightly bent rod ends during production of the aircraft to avoid friction and possible chafing. In addition to being a non-preferable production practice, this creates the risk of replacement parts being installed during subsequent in-service maintenance without being bent or not being bent correctly. This condition, if not detected and corrected, could lead to chafing damage of the aileron or flap control system and consequent loss of control of the aircraft. Diamond Aircraft Industries has now developed new bellcranks that allow for additional angular movement of the push rod, thereby eliminating the chafing risk without using bent rod ends.

Recommendations

These airplanes are not type certificated in the United States and, therefore, the condition is not addressed by FAA AD action. However, these airplanes could be operating in the United States with an experimental airworthiness certificate or other means. We recommend all owners and operators comply with actions outlined in Diamond Aircraft Industries Mandatory Service Bulletin D4-059.

For Further Information Contact

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