



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

KEVIN BRUCE (DIAMOND AIRCRAFT)

D41-3223-00-00-1 is not affected by the current AD and SB. We are currently working with Transport Canada on the D41-3223-00-00-1 part number as we have had recent reports of cracking and failures of this part number. We do have out a new design as well – D41-3223-00-00-2, which further improves the fatigue life of the part.

We have 9 report cases of cracking on this part number with all aircraft having around 5000 hours total time.

40.689 – June 2014

40.853 – Dec 2015

40.FC008 – Jun3 2018

40.853 – Aug 2018

40.998, 40.1013, 40.1020, 40.1027 – these are all from one operator in New Zealand – July 2019

40.449 – Aug 2020

We have not had these analyzed from a fracture perspective but we have done static and fatigue analysis on them. Our current fatigue analysis is showing that the cracks would be expected at the total flight time being seen. We now that they are cracking due to fatigue however what we do not have concrete information on is whether or not these NLG have seen one or more really hard landings. These are used in flight schools and therefore most likely do see hard landings. In approving the type design the load requirement does not account for this type of environment. We only qualify to about 4.5 g's. The fatigue analysis we carried out know used a much higher loading thereby showing a very reduced safe life.

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