


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0016 R1</p> <p>Date: 22 February 2008</p>	
Type Approval Holder's Name:	Type/Model designation(s):	
Thielert Aircraft Engines	TAE125-01 engines	
TCDS Numbers: EASA E.055		
Foreign AD: Not applicable		
Revision: This Airworthiness Directive (AD) revises and replaces AD 2008-0016, including the 'Correction' thereof, both dated 22 January 2008.		
ATA 79	Engine Oil System – Piston Cooling Nozzles – Inspection	
Manufacturer:	Thielert Aircraft Engines	
Applicability:	<p>TAE125-01 engines, all serial numbers, except engines that have been modified in accordance with TAE Design Modification No. 2007-001.</p> <p>These engines are known to be installed on, but not limited to, Cessna 172 and (Reims-built) F172 series (EASA STC Nr. EASA.A.S.01527); Piper PA-28 series (EASA STC Nr. EASA.A.S.01632), APEX (Robin) DR 400 series (EASA STC Nr. EASA.A.S.01380); and Diamond DA40 and DA42 aircraft.</p>	
Reason:	<p>In-flight engine shutdown incidents were reported on aircraft equipped with TAE125-01 engines. This was found to be mainly the result of operation over a long time period with broken piston cooling oil nozzles which caused thermal overload of the piston.</p> <p>Consequently, the German Federal Bureau for the investigation of transportation accidents (BFU) issued Safety Recommendation no. 10/2007.</p> <p>For the reasons stated above, this Airworthiness Directive (AD) requires the inspection of all affected TAE125-01.</p> <p>This AD has been revised to exclude engines that have been modified in accordance with TAE Design Modification No. 2007-001. Thielert Aircraft Engines (TAE) Service Bulletin (SB) TM TAE125-0017 has been updated to Revision 2, dated 22 February 2008, and now includes an approved alternative inspection method.</p>	
Effective Date:	05 February 2008	
Compliance	Required as indicated, unless accomplished previously:	

	<p>(1) Within the next 110 Flight Hours (FH) or 6 months or during the next scheduled maintenance, whichever occurs first after the effective date of this directive, inspect the piston cooling nozzle in accordance with the instructions of Thielert Aircraft Engines TM TAE125-0017;</p> <p>(2) Thereafter, at intervals not to exceed 100 FH (+/- 10 FH), inspect the piston cooling nozzle in accordance with the instructions of Thielert Aircraft Engines TM TAE125-0017;</p> <p>(3) When a broken piston cooling nozzle is found during any inspection as required by paragraph (1) or (2) of this AD, contact TAE, do not operate the engine anymore and send it back to TAE.</p>
Ref. Publications:	<p>Thielert Service Bulletin TM TAE125-0017 dated 14 December 2007.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 21 December 2007 as PAD 07-230 for consultation until 18 January 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the content of this AD, please contact: Thielert Aircraft Engines Platanenstraße 14 D-09350 Lichtenstein, Germany Telephone +49-37204-696-0; Fax +49-37204-696-55; E-mail info@centurion-engines.com