



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0232

Datum účinnosti: 6. září 2007

Thielert Aircraft Engines

motor TAE 125-01

Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2007-0232</p> <p>Date: 23 August 2007</p>
<p>Type Approval Holder's Name:</p> <p>Thielert Aircraft Engines</p>	<p>Type/Model designation(s):</p> <p>TAE125-01 engines</p>
TCDS Numbers: EASA E.055	
Foreign AD: Not applicable	
Supersedure: None	
ATA 79	Engine Oil System - Catchtank (Sump) Filter Adaptor - Installation
Manufacturer:	Thielert Aircraft Engines
Applicability:	<p>TAE125-01 engines, all serial numbers (s/n), up to and including s/n 02-01-1018.</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 series aircraft.</p>
Reason:	<p>An in-flight engine shutdown incident was reported on an aircraft equipped with a TAE125-01 engine. This was found to be mainly the result of a blockage of the scavenge oil gear pump due to a broken axial bearing of the turbocharger. The broken parts were sucked into the oil pump and caused a seizure. With the pump inoperative, the oil separator overfilled, causing the engine oil to escape via the breather vent line. This caused a loss of oil that resulted in the engine overheating and subsequent shutdown. Thielert, the engine TC holder, has developed a filter adaptor for the Oil Catchtank (Sump) that is designed to prevent foreign objects from entering into the scavenge pump, minimising the chance of such an incident recurring.</p> <p>For the reasons stated above, this Airworthiness Directive (AD) requires the modification of all affected TAE125-01 engines by installing filter adaptor between the Oil Catchtank and the hose leading to the dual stage oil pump.</p>
Effective Date:	06 September 2007

Compliance	<p>Required as indicated, unless accomplished previously:</p> <p>Within the next 50 flight hours after the effective date of this directive, but not later than 31 October 2007, whichever occurs first, modify the engine oil system in accordance with the instructions of Thielert Aircraft Engines TM/SB TAE 125-0016, initial issue dated 19 September 2006 or Revision 1 dated 15 June 2007.</p>
Ref. Publications:	Thielert Service Bulletin TM TAE 125-0016, Initial Issue or Revision 1 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 Methods of Compliance (AMOCs) for this AD. 2. This AD was posted on 08 August 2007 as PAD 07-137 for consultation until 22 August 2007. No comments were received during the consultation period. 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