

SERVICE INFORMATION NO. SI D4-081

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:

All DA 40 D aircraft equipped with Thielert TAE 125-01 engine, up to and including Engine S/N 02-01-1018

1.2 Subject:

EASA AD No. 2007-0232
ATA-Code: 79-00

1.3 Reason:

EASA has issued an Airworthiness Directive concerning the Catch tank (Sump) Filter Adaptor-Installation.


1.4 Information:

For detailed technical information see EASA Airworthiness Directive which is applicable without any further additions or restrictions.

II. OTHERS

The EASA Airworthiness Directive No. 2007-0232 is attached to this SI.

In case of doubt contact Thielert Aircraft Engines or Diamond Aircraft Industries GmbH.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007-0232</p> <p>Date: 23 August 2007</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		
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