SERVICE INFORMATION NO. SI 42-060

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 42 aircraft equipped with Thielert TAE 125-01 engine.

1.2 Subject:

EASA AD No. 2008-0016
ATA-Code: 79-00

1.3 Reason:

EASA has issued an Airworthiness Directive concerning the inspection of the piston cooling nozzles in Thielert TAE 125-01 engines.

1.4 Information:

For detailed technical information see EASA Airworthiness Directive No. 2008-0016 which is applicable without any further additions or restrictions.

II. OTHERS

The EASA AD No. 2008-0016 is attached to this SI.

In case of doubt contact Thielert Aircraft Engines.

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0016 **[Corrected: 22 January 2008]** **Date: 22 January 2008**

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 – Piston Cooling Nozzles – Inspection**
Manufacturer:	Thielert Aircraft Engines
Applicability:	TAE125-01 engines, all serial numbers. 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.
Reason:	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 pistons. Consequently, the German Federal Bureau for the investigation of transportation accidents (BFU) issued Safety Recommendation no. 10/2007. For the reasons stated above, this Airworthiness Directive (AD) requires the inspection of all affected TAE125-01. This AD has been republished to correct the statement in the Remarks section that no comments were received.
Effective Date:	05 February 2008
Compliance	Required as indicated, unless accomplished previously: (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;

	(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; (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.
Ref. Publications:	Thielert Service Bulletin TM TAE125-0017 dated 14 December 2007. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. 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 PAD, 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