AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/THIELERT/7 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Thielert Piston Engines

AD/THIELERT/7 High Pressure Fuel Line Bracket 5/2008
Amdt 1 TX

Applicability: Thielert Aircraft Engines TAE125-02-99 (CENTURION 2.0) engines, Serial Number (S/N) from 02-02-1500, up to and including S/N 02-02-2279.

Note 1: These engines are known to be installed on, but not limited to, Cessna 172 and (Reims-built) F172 series, Piper PA-28 series, APEX (Robin) DR 400 series, and Diamond DA40 and DA42 series aircraft.

Requirement: Unless previously accomplished, install a supporting high pressure fuel line bracket in accordance with Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 2 dated 6 March 2008 or later NAA approved revision.

Note 2: EASA AD 2008-0056-E dated 07 March 2008 refers.

Compliance: Before Further flight, after the effective date of this AD.

This Amendment becomes effective on 13 March 2008.

Background: In-flight engine shutdown incidents were reported on aircraft equipped with a TAE125-02-99 engine. This was found to be mainly the result of a cracked high pressure fuel line between the high-pressure pump and the fuel rail. These cracks were caused by vibration. This AD requires the installation of a supporting bracket on all affected TAE125-02-99 engines.

The current Amendment reduces compliance time to ‘before further flight’.

The original issue of this AD became effective on 3 March 2008.

David Villiers
Delegate of the Civil Aviation Safety Authority

11 March 2008