EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0109 **Date: 22 May 2013** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
THIELERT AIRCRAFT ENGINES GmbH	TAE 125-01 engines

TCDS Number:	EASA.E.055
Foreign AD:	Not applicable
Supersedure:	None

ATA 72	**Engine – Crankcase Assembly Opening – Sealing**
Manufacturer(s):	Thielert Aircraft Engines (TAE)
Applicability:	TAE 125-01 (commercial designation Centurion 1.7) engines, all serial numbers. These engines are known to be installed on, but not limited to, the following aeroplane types, mostly through application of a Supplemental Type certificate (STC): - Cessna 172 and (Reims-built) F172 series (STC EASA.A.S.01527), - Piper PA-28 series (STC EASA.A.S.01632), - CEAPR (APEX, Robin) DR 400 series (STC EASA.A.S.01380), and - Diamond DA 40 and DA 42 series.
Reason:	A power loss event was reported on an aeroplane equipped with a TAE 125-01 engine. The investigation results showed that the probable cause was contamination of the engine clutch by coolant spillage during the last maintenance operation. The contamination penetrated the clutch housing through an opening located under the coolant tank that was only closed by a not fluid-tight plastic cover. This condition, if not corrected, could lead to further engine power loss events, possibly resulting in loss of control of the aeroplane. To address this potential unsafe condition, TAE have issued Technische Mitteilung (TM) / Service Bulletin (SB) No. TAE 125-0022. For the reasons described above, this AD requires sealing of the crankcase assembly opening.
Effective Date:	05 June 2013

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Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 110 flight hours, or during the next scheduled engine maintenance, whichever occurs first after the effective date of this AD, seal the crankcase assembly opening in accordance with the instructions of TAE TM/SB No. TAE 125-0022.
Ref. Publications:	TAE TM/SB No. TAE 125-0022, Initial Issue, dated 08 August 2012. 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 approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 18 April 2013 as PAD 13-056 for consultation until 16 May 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Thielert Aircraft Engines GmbH Platanenstraße 14 D-09350 Lichtenstein, Germany Telephone +49-37204-696-0; Fax +49-37204-696-55; E-mail info@centurion-engines.com.

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