


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0217R1</p> <p>Date: 05 May 2014</p> <p>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.</p>	
<p>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].</p>		
<p>Design Approval Holder's Name: SOLO KLEINMOTOREN GmbH</p>		<p>Type/Model designation(s): Solo 2350 C engines</p>
TCDS Number:	EASA.E.219	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2013-0217-E dated 16 September 2013.	
ATA 72 Engine – Operation Restriction		
Manufacturer(s):	Solo Kleinmotoren GmbH	
Applicability:	<p>Solo Model 2350 C engines, all manufacturer serial numbers, equipped with a non-foldable propeller.</p> <p>These engines are known to be installed on, but not limited to, DG-Flugzeugbau Model DG-1000T powered sailplanes.</p>	
Reason:	<p>An occurrence of Solo 2350 C engine shaft failure and consequent propeller detachment was reported. The preliminary investigation revealed that the failed shaft was earlier modified in accordance with an approved method.</p> <p>This condition, if not corrected, could lead to additional cases of release of the propeller from the engine, possibly resulting in damage to the sailplane, or injury to persons on the ground.</p> <p>To address this potential unsafe condition, EASA issued Emergency AD 2013-0217-E to prohibit operation of the engine.</p> <p>Since that AD was issued, Solo Kleinmotoren GmbH developed a modification consisting of installing an improved eccentric axle – pulley assembly, allowing to resume operation of the engine.</p> <p>For the reason described above, this AD is revised to incorporate the optional modification, cancelling the operational restriction.</p>	
Effective Date:	Revision 1: 05 May 2014	

	Original issue: 18 September 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) From 18 September 2013 [the effective date of this AD at original issue], do not operate the engine, unless the engine is modified in accordance with the instructions approved by EASA, which removes the operational restriction imposed by this AD.</p> <p>(2) Modification of an engine in accordance with the instructions of Solo Kleinmotoren Service Bulletin (SB) 4603-14 removes the operational restriction imposed by the paragraph (1) of this AD.</p>
Ref. Publications:	<p>Solo Kleinmotoren SB 4603-14, dated 28 April 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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: Solo Kleinmotoren GmbH, Postfach 600152, 71050 Sindelfingen, Germany, Telephone: +497031301-0, Fax: 497031301-136, E-mail: aircraft@solo-germany.com.