


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0052-E	
	Date: 27 March 2015	
<p>Note: This Emergency 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 EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name:	SOLO Kleinmotoren GmbH	Type/Model designation(s): Solo 2350 C engines
TCDS Number:	EASA.E.219	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2013-0217R1 dated 05 May 2014.	
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 engine shaft failure and consequent propeller detachment was reported on a Solo 2350 C engine.</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 unsafe condition, EASA issued Emergency AD 2013-0217-E to prohibit operation of the engine.</p> <p>After that AD was issued, Solo Kleinmotoren GmbH developed instructions to install a modified excenter axle-pulley assembly, allowing to resume operation of the engine. This optional modification was introduced through EASA AD 2013-0217R1.</p> <p>Since that AD was issued, another occurrence of engine shaft failure and propeller detachment was reported on a Solo 2350 C engine which had been modified in accordance with Solo Kleinmotoren Service Bulletin (SB) 4603-14.</p> <p>For the reasons described above, this AD supersedes EASA AD 2013-0217R1 and, pending the availability of EASA approved modification instructions,</p>	

	<p>prohibits operation of all Solo 2350 C engines, including those engines which have been modified in accordance with Solo Kleinmotoren SB 4603-14. This AD also requires a one-time inspection of the propeller shaft to detect cracks and the reporting of findings.</p> <p>This AD is considered to be a temporary measure and further AD action will follow.</p>
Effective Date:	31 March 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) From the effective date of this AD, do not operate the engine, unless the engine is modified in accordance with EASA approved instructions which remove the operational restriction imposed by this AD. (2) Modification of an engine in accordance with the instructions of Solo Kleinmotoren SB 4603-14 is not acceptable to comply with paragraph (1) of this AD. (3) Within 30 days after the effective date of this AD, accomplish a one-time inspection (magnetic particle or dye penetrant, refer to Solo Inspection Instruction 4603-1 as an acceptable procedure) of the propeller shafts and report the results, also if there are no findings, to Solo Kleinmotoren GmbH (see address below). No findings during the inspection do not remove the operational restriction imposed by paragraph (1) of this AD.
Ref. Publications:	Solo Inspection Instruction 4603-1, dated 26 March 2015.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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: +49 7031 301-0, Fax: 49 7031 301-136, E-mail: aircraft@solo-germany.com.