



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-161

Issued: 16 November 2016

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

SOLO KLEINMOTOREN GmbH

Type/Model designation(s):

Solo 2625 02 mod. 02i engines

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.E.218

Foreign AD: Not applicable

Supersedure: None

ATA 73 – Engine Fuel & Control – Fuel Injection System Control Unit – Modification / Software Update

Manufacturer(s):

Solo Kleinmotoren GmbH

Applicability:

Solo Model 2625 02 engines, modified in accordance with the instructions of Solo Kleinmotoren GmbH Service Bulletin/Technische Mitteilung (SB/TM) 4600-3 "Fuel Injection System" (also known as Solo 2625 02i engines), all serial numbers (s/n) up to 369/207 inclusive, except s/n 354/194, 356/196, 357/197, 358/198, 361/201, 362/202, 363/203, 364/204 and 368/206.

These engines are known to be installed on, but not limited to, DG-Flugzeugbau powered sailplanes and Schempp-Hirth powered sailplanes.

Reason:

Several occurrences have been reported of connecting rod bearing failure.

This condition, if not corrected, could lead to an uncommanded in-flight engine shut-down, possibly resulting in damage to the powered sailplane.



To address this unsafe condition, Solo Kleinmotoren developed a software update for the engine control unit (ECU) that would lower the load on the rod bearings, and issued SB/TM 4600-6, providing instructions to upload those new settings in the ECU.

For the reason described above, this AD requires a modification, updating the ECU software.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 60 days after the effective date of this AD, modify the engine in accordance with the instructions of Solo Kleinmotoren GmbH SB/TM 4600-6.
- (2) After modification of an engine as required by paragraph (1) of this AD, do not install a replacement ECU on that engine, and do not upload any software update to the ECU of that engine, unless the ECU software version is as specified in Solo Kleinmotoren GmbH SB/TM 4600-6, or later approved software version.

Ref. Publications:

Solo Kleinmotoren SB/TM 4600-6, dated 16 November 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 14 December 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: Solo Kleinmotoren GmbH,
Postfach 600152, 71050 Sindelfingen, Germany,
Telephone: +49 7031301-0, Fax: +49 7031301-136,
E-mail: aircraft@solo-germany.com.

