

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2014-0269</b>	
	<b>Date: 11 December 2014</b>	
<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>		
<b>Design Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>	
SOLO KLEINMOTOREN GmbH	Solo 2625 02 engines	
TCDS Number:	EASA.E.218	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 72</b>	<b>Engine – Engine Redundancy System – Modification</b>	
Manufacturer(s):	Solo Kleinmotoren GmbH	
Applicability:	<p>Solo 2625 02i engines (Solo 2625 02 engines modified in accordance with the instructions of Solo Kleinmotoren GmbH Service Bulletin (SB)/Technische Mitteilung (TM) 4600-3 "Fuel Injection System"), all manufacturer serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Binder Motorenbau, DG-Flugzeugbau and Schempp-Hirth powered sailplanes.</p>	
Reason:	<p>An occurrence was reported involving a failure of the connecting stud for the two fuel injector mounts of the engine redundancy system.</p> <p>This condition, if not corrected, could lead to an uncommanded in-flight engine shut-down and engine fire, possibly resulting in loss of control of the aeroplane.</p> <p>To address this unsafe condition, Solo Kleinmotoren GmbH issued SB/TM 4600-5 to provide instructions for reinforcement and securing of the injector mounts.</p> <p>For the reason described above, this AD requires modification of the engine redundancy system.</p> <p>Solo Kleinmotoren GmbH SB/TM 4600-3 (currently at issue 2, dated 03 December 2012) will be revised to incorporate the modification required by SB/TM 4600-5 for future Solo 2625 02i engines.</p>	
Effective Date:	24 December 2014	

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 60 days after the effective date of this AD, modify the engine redundancy system in accordance with the instructions of Solo Kleinmotoren GmbH SB/TM 4600-5.
Ref. Publications:	Solo Kleinmotoren GmbH SB/TM 4600-5, issue 1 dated 24 November 2014. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: +49 703 1301-0, Fax: +49 703 1301-136, E-mail: <a href="mailto:aircraft@solo-germany.com">aircraft@solo-germany.com</a>.</li> </ol>