EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No: 2007-0001R1-E **Date: 10 January 2007**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name :	**Type/Model designation(s) :**
SOLO Kleinmotoren GmbH	2 625

TCDS Number : LBA Germany 4600

Foreign AD : Not applicable

Revision/Supersedure: This revision supersedes and cancels the original EASA Emergency AD 2007-0001-E dated 02 January 2007.

ATA 61	**Propellers – Slip-Clutch – Inspection/Modification**
Manufacturer(s):	SOLO Kleinmotoren GmbH
Applicability:	All 2 625 01 and 2 625 02 engine models equipped with optional slip-clutch sets, SOLO part number (P/N) 29 00 202. These engines are known to be installed on, but not limited to, powered sailplanes of the following types: VENTUS 2CXM Schempp-Hirth Ventus-2cM, Nimbus-4DM, Nimbus-4M and Binder Flugmotorenbau ASH 25 EB 28
Reason:	Instead of the hub normally used which carries the starter ring gear and the hub for the tooth belt a slip-clutch can be mounted. The unit contains the hub for the tooth belt and the starter ring gear. Occurrences during service have shown that under bad conditions excessive wear on several parts of the clutch can occur. In order to avoid further damages the affected parts of the slip clutch on the engines SOLO 2 625 01 and SOLO 2 625 02 have to be inspected and replaced, if necessary. In order to check the condition of the clutch on all engines SOLO 2 625 in future, additional procedures are installed and additional inspection terms are introduced. The cover plate in front of the slip clutch has to be replaced by a stronger plate with the No. 2042888. The original Emergency AD has now been revised to indicate that the initial inspection of the installed slip-clutch is required when 12.5 hours in operation have been accumulated.
Effective Date:	12 January 2007

Compliance:	Unless accomplished previously, this airworthiness directive requires the following actions for all engines with the affected slip-clutch installed, from the moment the slip-clutch accumulates 12.5 hours in operation: Before the next flight: 1. Remove the cover plate of the slip-clutch. 2. Measure the wear of the friction pads (see picture 1 of the referenced Service Bulletin (SB)). Dimension in new condition is 8.5 mm, the wear limit is 6.5 mm. 3. Check the wear of the clutch shoes on the contact surface to the hub (picture 2, dimension "a" of the referenced SB). The wear limit is 1 mm. 4. Assemble the clutch with a new cover plate P/N 2042888. 5. Any parts found to be outside the limit must be replaced. Every 12.5 Engine Operating Hours: The check described above has to be conducted without changing the cover plate. Every 25 Engine Operating Hours: Additionally to the check described above the tiltplay of the clutch drum on the hub has to be measured. With the tooth belt released the play has to be measured in axial direction on the starter gear. Wear limit is 0.6 mm. If the play exceeds the limit, before next flight, the slip clutch has to be sent to the manufacturer for overhaul. (see picture 1 of the referenced SB, dimension "T"). Every 50 Engine Operating Hours: Remove the slip-clutch from the engine and send it to the manufacturer for overhaul. All necessary actions must be performed on the basis of the referenced manufacturer Service Bulletin.
Ref. Publications:	SOLO Service Bulletin 4600-2-2 Issue 2 dated January 03, 2007
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 2. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this AD, please contact SOLO Kleinmotoren GmbH, Customer Support, Mr. Wolfgang Emmerich, 71050 Sindelfingen, Germany, Tel +49-(0) 7031-301-210, Fax +49-(0) 7031-301-136 or email wolfgang.emmerich@solo-germany.com