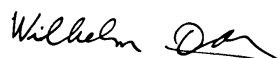


- Subject : Adapter ring with elastomeric damper element between propeller and upper drive belt pulley
- Effectivity : DG-1000 variant DG-1000T
- Accomplishment : Prior to next engine use
- Reason : In some cases the eccentric axle of the reduction gear of the engine SOLO 2350C failed. Even the reinforced axle (SOLO part No. 20 11 316) failed in 2 cases see EASA Emergency AD No. 2015-0052-E and SOLO inspection instruction No. 4603-1.
To reduce the loads on the axle an elastomeric damper element between propeller and upper pulley has been developed. This element enables the engine with reduction gear to perform movements against the gyroscopically "fixed" propeller disc.
- Instructions :
1. Remove the propeller. The adapter ring 10M39 won't be used anymore.
2. Remove the eccentric axle including the upper drive belt pulley according to MM section 4.10.1 d).
3. Ship the unit axle with drive belt pulley to the Solo company.
Solo will return the drive belt pulley assembled with new rear bearing and new axle Solo 20 31 211 V2 and with adapter ring with elastomeric damper element 10M67. In addition you will receive 6 bolts 10M74 for mounting the propeller.
4. Reinstall the unit according to MM section 4.10.1 d).
5. Reinstall the propeller according to MM section 4.10.2.
6. Torque the upper engine rubber mounts so that they are compressed to a value of 25 mm (1.06 in.) see MM section 4.10.6.4 item 6.
7. Exchange the following manual pages against new pages issued August 2015 marked with TN1000/26. Respect the changes marked in the right hand margin.
Flight manual: 0.2, 0.4, 4.14
Maintenance manual: 0.2, 0.3 - 0.6, 0.9a, 0.11, 1.18, 3.5, 3.8, 4.20, 4.20a, 4.26, 4.28, 8.1 – 8.3 diagram 13, diagram 15, diagram 15a
Note: MM page 8.2 and diagrams 15 and 15a belong to TN1000/28 and are marked with TN1000/28.
- Material : Drawing 10M072
1 unit adapter ring with elastomeric damper element 10M67 already installed to the drive belt pulley with eccentric axis with:
6 x 8,4mm Schnorr securing washer Type S
6 lock nuts M8 Thermag DIN980 cu
6 bolts M8x70 DIN931-8.8 zn with hole for lock wire 10M74
Lock wire dia. 0.8 mm
Manual Pages see above
- Weight and balance : influence negligible
- Remarks : Instructions No. 1 -3 and 7 may be executed by the pilot/owner himself and are to be inspected and entered in the aircraft logs by a licensed inspector together with instructions 4 up to 6.

Instructions No. 4 up to 6
1. EASA countries: The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801.
2. Non EASA countries: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

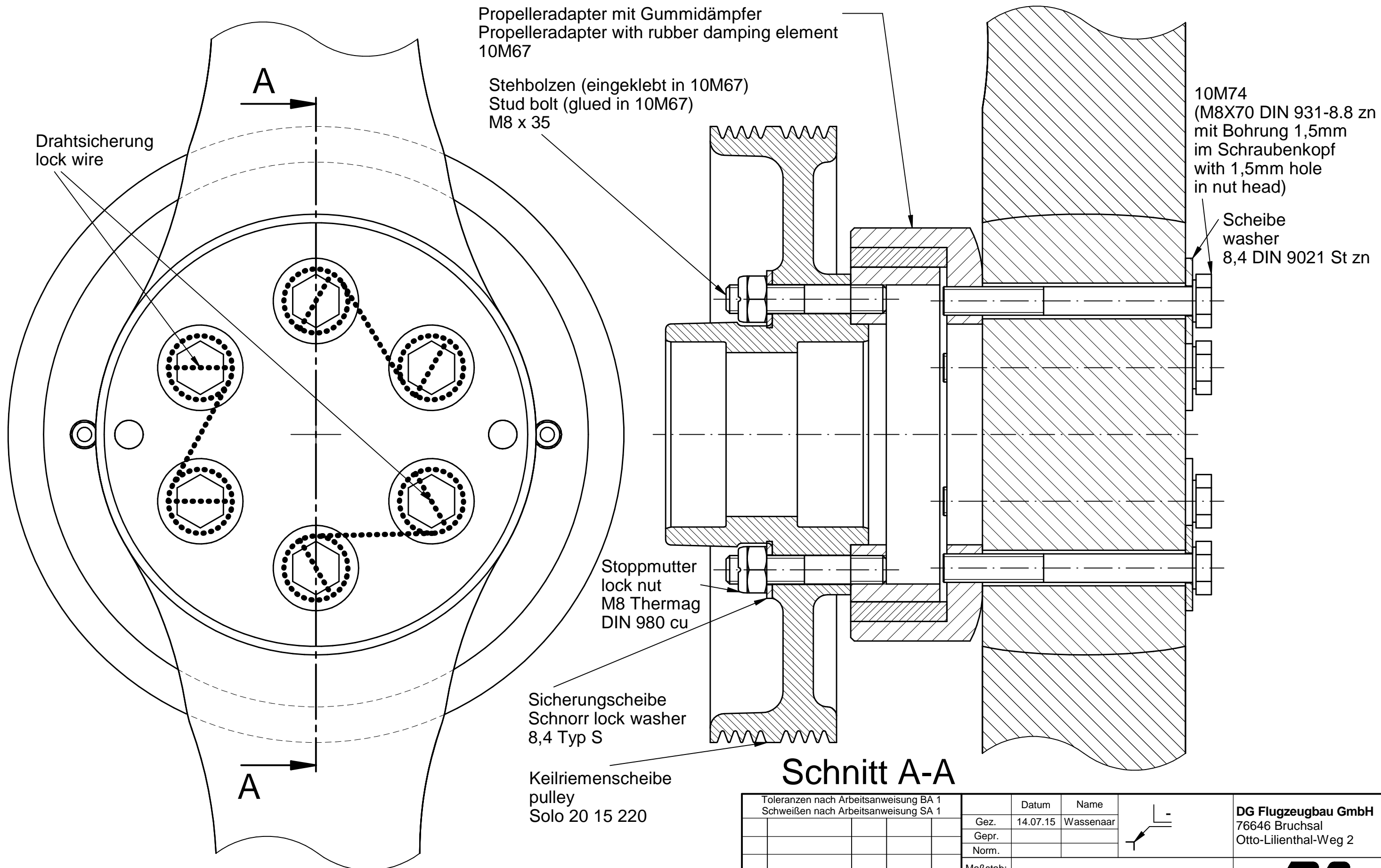
Bruchsal, date: 23.09.2015

Author: Wilhelm Dirks



Modifications approved by EASA Date 9 November 2015
under Approval No. 10055434

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DG Flugzeugbau GmbH.



Toleranzen nach Arbeitsanweisung BA 1 Schweißen nach Arbeitsanweisung SA 1					Datum	Name		DG Flugzeugbau GmbH 76646 Bruchsal Otto-Lilienthal-Weg 2
Gez.	14.07.15	Wassenaar						
Gepr.								
Norm.								
Maßstab:	1:1	Propellermontage nach TM 1000-26		 DG Flugzeugbau GmbH 10M072				
Maße ohne Toleranz- ang. nach: ISO2768-m	Propeller assembly TN 1000-26		Seite 1					
Ausg.	Änderung	ab Wnr	Datum	Name	von 1			