

SERVICE BULLETIN No. 19
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Affected aircraft: All SNo.'s of motorglider Type H 36-Dimona

Subject: Additional metal fitting fuselage-wing connection-
removal of operation restriction.

Occasion: Structural imperfection.

Required actions:

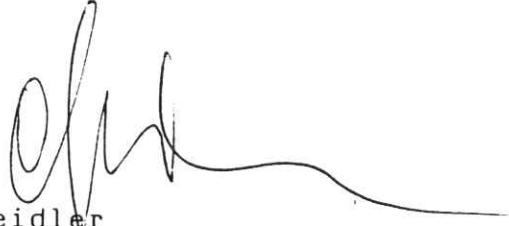
- 1) Mounting of the additional metal fitting (latching hooks) (820.1.58) in accordance to the work instruction No. 6
- 2) Removal of operation restriction:
 Maneuvering speed V_A 95 kts (176 km/h)
 Speed in rough air V_B 113 kts (210 km/h)
 Never exceed speed V_{NE} 149 kts (275 km/h)
 Glider flying permitted
 Instruction flights single-seated allowed
- 3) Marks on airspeed-indicator
 - a) V_{NE} Red radial line
 - b) Caution range ... yellow arc from V_B to V_{NE}
 - c) Normal operating conditions....green arc from 42 kts (78 km/h) to V_B
- 4) The signboard in the pilots field of vision is to rectify in accordance to page (15/2) of the maintenance manual H 36 relating to the new operating limits.
 Signboard - glider flying not permitted - instruction flights only dual - controlled is cancelled.
- 5) Exchange of pages 2-9, 4-5, 8-2 in flight manual resp. pages 42, 57, 58 in maintenance manual.
 Entry of the change in the revision sheets of the manuals.

Urgency: Action 1 within the next 100 operation hours
Action 2 to 5 after execution of action 1:
before next flight

Weight before balance: The empty weight raises by 2,5 kg
through to additional metal fitting.
The empty - CG moves about 2,5 mm to the rear.

Notes: Action 1 of this S.B. must be done by a certified
repair- and maintenance shop and attested in the
logbook.
Actions 2 to 5 can be done by a competent person.
Prefixed additional metal fittings are available
at the manufacturer.

Vienna, 10th of November 1986


O. Seidler

BAZ approved:

21th of November 1986



Approval of translation has been done by best knowledge
and judgement — In any case the original text
in German language is authoritative

Limitations

N - 12345

Registration Call Sign in
Center of Instrument panel

Canopy Jettison and Emergency Exit
 Pull RED handle on center console
 Pull both RED handles on Canopy frame AFT
 Push canopy up and away
 Release safety harness
 Stand up and exit aircraft from
 left or right sides respectively
 When using a manual parachute
 release, wait 2 seconds prior to
 pulling D-ring.

On lower center console

Airspeed Limits	km/h	kts	mph
Never Exceed V_{NE}	275	149	170
Rough Air V_B	210	113	130
Maneuvering V_A	176	95	109
max Gross Weight	770 kg	1698 lbs	
min Payload (in pilot seat)	70 kg	154 lbs	
max Payload (in any seat)	110 kg	245 lbs	
Baggage Maximum	12 kg	26,5 lbs	
max Payload see Flight manual page 43			

Below Canopy Frame
Left side

Altitude in ft.	0-6500	10.000	13.000	16.500	20.000
V_{ne} (KIAS)	149	140	133	126	119

Below Canopy
Frame
Left sideCabin
Air
PushChoke
PullCabin
Heat
PullLabels on operating
Handles Upper center
Console

Nose up — Trim — Nose down

Next to operating Handle

Parking brake - Pull Air Brake
 Lever then move parking brake
 lever aft

Next to Operating Handle

Baggage Maximum
 12 kg 26,5 lbs

In Baggage compartment

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4
Normal Procedures

6. Elevator and Horizontal Stabilizer - CHECK:
Fiber Glass Skin for damage or cracks
Excessive play in mounting lugs
Mounting lugs safetied?
7. Rudder and Fin - CHECK:
Fiber Glass skin for damage or cracks
Excessive play in mounting lugs
Rudder connected?
Remove Pitot tube cover!
8. Tailwheel assembly - CHECK:
Fairing for condition
Tire pressure 2.1 bar (30 psi)
9. Left wing - CHECK:
Perform same check as right wing
10. Fuel Tank Drain - CHECK:
Drain for two seconds. Inspect for dirt or water
11. Cockpit - CHECK:
Wing quick disconnects LOCKED?
Controls for freedom of movement
Required documents
12. Latching hook - CHECK:
hooks hooked into links and secured ?

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8
Aircraft Handling
and Servicing

8.1 AIRCRAFT ASSEMBLY:

1.

Inspect all bolts and bushings for condition and apply a light coat of grease.

- WINGS -

2.

Move the trim lever to full NOSE DOWN position
Open latching - hooks.

3.

Place the mounting lever on the mounting lug, located in the rear middle console

4.

Unhook the wing (either wing) from its hanging mount. By holding it by the wing tip pull the wing outboard on its carrying tube

5.

Then walk forward until the wing is 90° from line of flight

6.

Rotate the wing until the root ribs are parallel and push wing into fuselage. An assistant at the wing trailing edge should observe the smooth insertion of the two shear bolts. Let latching - hooks snap into links !

7.

Move the wing tip up and down lightly while the assistant locks the main mounting bolt by pushing up on the mounting lever. The aileron and airbrake drive units are automatically hooked up.

8.

Install the other wing in a similar manner. The wide tread of the DIMONA landing gear allow the mounted wing to support itself and it requires no outside support.

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Maintenance and
Inspections

S. Tail wheel steering; when the rudder is held firmly, and the tail wheel turned, a positive spring load must be felt. Play in the assembly indicates a loose cable or a defective spring. A further check is to elevate the aft fuselage, turn the tail wheel, and insure it returns to a neutral position, when the rudder is brought to neutral.

T. Rudder; removal of the rudder is found in chapter 8 repair supplement.

U. The rudder cables should be checked for frayed or broken strands. Should this occur the cables should be changed. In addition, the cables have a TBO from 1000 hours resp. 5 years see chapter 10, replacement schedules. The two turnbuckles, when properly installed and rigged should have 2 cm. Free movement (rudder) when the cables are installed.

V. Brakes; The brake fluid should maintain a constant level. Should the level decrease, check the brake pucks for wear. If they are in good condition, inspect the brake system for seepage or leaks. The brake pucks can be worn down to 2 mm thickness. Replace worn pucks with cleaveland Nr. 066-00200 linings. Remove the two wire safeties and the two screws Nr. 18. The two pressure plates Nr. 12 & 15 can be removed and the worn pucks removed by drilling out the rivets. New pucks are delivered with rivets and these can be easily installed. When replacing brake pucks, all four should be replaced at the same time to insure even wear.

W. Latching- hooks; Check function and free - moving of additional metal fitting. Check funktion and fixing of springs in hooks. Inspect fixing of tie bar (hexagon nuts and washers) and check tie bar for corrosion.

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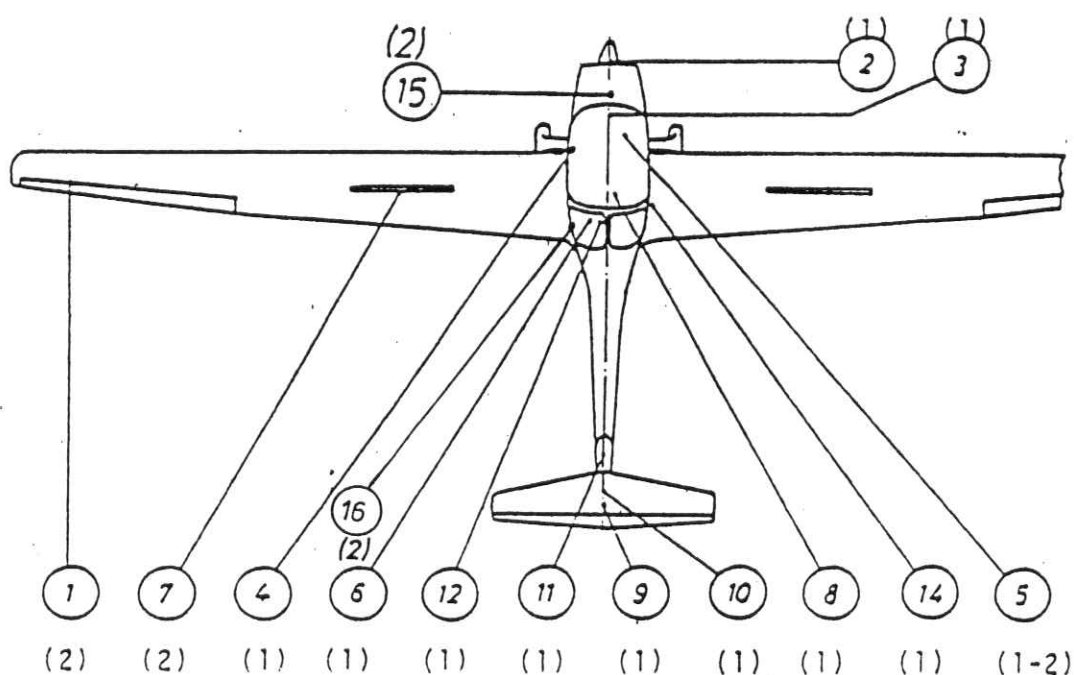
Servicing

H 36 DIMONA

7.1 LUBRICATION PLAN:

Most rod ends and bearings in DIMONA are maintenance free. However, depending on where the aircraft is flown and the climate, these items should be inspected and cleaned as necessary. Other components requiring lubrication are listed in the chart below with a number depicting the place/item to lubricate. The number in brackets indicates to type of lubrication. The lubrication check list should be copied and added to the inspection check list as a reminder that the lubrication is to be performed.

Lubrication Diagram



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7.1 LUBRICATION PLAN (cont):

(1) = Grease, aircraft, applied by hand

(2) = Oil, aircraft engine, applied with oil can

CAUTION

Do not use any lubricants containing MoS₂ Moly/Silicones. These can smear the surfaces, and should a repair be required, make the repair very difficult. Use standard aircraft lubricants.

	Sequence-hours		
	50	-100	500
1. Aileron hinge, 2 each		0	0
2. 4 thrust rods, pitch change, propeller	0	0	0
3. Prop pitch change lever, throttle lever	0	0	0
4. Canopy locking & Ejection unit		0	0
5. Pedal adjustment unit, cable guide & cable	0	0	0
6. Torque tube for Airbrakes		0	0
7. Torque tube for airbrakes in Wing		0	0
8. Main Bolts	0	0	0
9. Elevator drive fork (empennage removed)	0	0	0
10. Rudder bearings (Rudder removed)			0
11. Tail wheel bearing and steering unit		0	0
12. Rudder transfer unit (under baggage compartment)			0
13. Telescopic push-pull tube	0	0	0
14. Airbrake and Aileron connections in wing butt rib	0	0	0
15. Magnetoe latch	0	0	0
16. Additional metal fitting	0	0	0