
**SUPPLEMENT NO. 6 TO THE
AIRPLANE FLIGHT MANUAL
FOR THE POWERED SAILPLANE
HK 36 TC**

OPERATION IN RUSSIA

Date of Issue: 20 May 1997

Pages identified by "ACG-appr." in the List of Effective Pages are approved by:

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Stamp:



Date of Approval:

15. Juli 1997

This Powered Sailplane must be operated in compliance with the information and limitations contained herein.

Prior to operating the Powered Sailplane, the Pilot must take notice of all the information contained in this Airplane Flight Manual.

0.1 RECORD OF REVISIONS

Revision Number	Section	Pages	Date of Revision	Remarks of Approval	Date of ACG Approval	Date Inserted	Initials / Signature

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SECTION 1

GENERAL

1.1 INTRODUCTION

Pages 9-6-1 through 9-6-15 constitute Supplement No. 6 to the Airplane Flight Manual for the Powered Sailplane HK 36 TC and are valid only for the operation of the Powered Sailplane in Russia.

Operation of the Powered Sailplane in Russia requires the Pilot to take notice of specific limitations and information. These are given in this Supplement.

1.2 CERTIFICATION BASIS

The HK 36 TC is certified in Russia in accordance with the "Airworthiness Criteria for Powered Gliders".

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SECTION 2

LIMITATIONS

2.14 OTHER LIMITATIONS

Temperature range

The Powered Sailplane may only be operated in the following temperature range:

Minimum take-off temperature: - 25 °C OAT (on the ground)

Maximum take-off temperature: + 38 °C OAT (on the ground)

Headwind and tailwind

Take-off and landing with headwind exceeding 10 meters per second are prohibited.

Take-off and landing with tailwind are prohibited.

Runways and taxiways

The use of unpaved runways and taxiways with a strength below 7 kg/cm² is prohibited.

CAUTION

Operation of the Powered Sailplane from snowed unpaved airfields as well as from paved runways covered with snow, slush or water is prohibited.

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SECTION 3

EMERGENCY PROCEDURES

3.1 INTRODUCTION

The emergency procedures remain unchanged.

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SECTION 4

NORMAL PROCEDURES

4.5 NORMAL PROCEDURES AND RECOMMENDED SPEEDS

4.5.1 LAUNCH/ENGINE STARTING, RUN UP & TAXIING PROCEDURES

The checklist in the main part of the Airplane Flight Manual is replaced by the following checklist:

1. Rudder pedals adjust
2. Seat harnesses fasten
3. Canopy closed & locked
4. Fuel valve OPEN
5. Controls free
6. Air brakes check operation; lock
7. Parking brake set
8. Electrical consumers OFF
9. Master switch ON
10. Mode select switch POWER FLIGHT
11. Propeller speed control TAKE-OFF
12. Fuel quantity check
13. Cowl flap OPEN
14. Electric fuel pump ON; verify red light extinguishes after build up of fuel pressure
15. Throttle control IDLE
16. Choke ON if engine is cold

WARNING

People must stay clear of the propeller danger zone!

17. Ignition switch turn clockwise to start engine
18. Throttle control adjust 1000 RPM

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19. Oil pressure must reach green range within 10 seconds

CAUTION

If the oil pressure is too low, turn off engine immediately!

NOTE

When the powered sailplane is parked for long periods, or the hydraulic pressure accumulator is emptied for any other reason, a loss of oil pressure may occur after oil pressure build up in the area of the oil pressure sensor. The reason for this is the filling process of the accumulator. The oil pressure indicator may drop to zero for a maximum of 15 seconds.

20. Choke push forward as required

WARNING

If the engine is warm, the activated choke will considerably cut the engine output!

21. Electrical consumers ON as required
22. Altimeter set
23. Oil temperature check

CAUTION

Before loading the engine, allow the oil temperature to rise to 50° C (122° F) with the cowl flap open at 1000 to 1500 RPM (taxiing is allowable).

24. Choke OFF

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25. Ignition circuits check:
- Throttle control adjust 1700 RPM
 - Ignition circuits check; drop should be 50 to 150 RPM;
difference between circuits 1 and 2 should not
exceed 50 RPM.

CAUTION

If RPM drop is too high at low outside temperatures, repeat check with the carburetor heat ON.

26. Carburetor heat check at 1700 RPM;
drop should be approx. 20 RPM
leave ON if outside air temperature is 5 °C or less
turn OFF otherwise
27. Propeller check:
- Throttle control adjust 2000 RPM
 - Propeller speed control CRUISE (pull back to cam before soaring position)
wait until speed drops to approx. 1800 RPM
reset to TAKE-OFF position

Repeat procedure at least three times.

CAUTION

Without repeating the procedure it is not ensured that the pitch change mechanism is operative.

28. Power check:
- Ignition switch check if in BOTH position
 - Throttle control FULL, RPM should be 2500 ± 50
29. Power plant instruments check if in green range

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SECTION 5

PERFORMANCE

5.1 INTRODUCTION

The performance data remains unchanged.

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SECTION 6

MASS (WEIGHT) AND BALANCE / EQUIPMENT LIST

6.1 INTRODUCTION

The mass and balance data remain unchanged.

6.9 EQUIPMENT LIST

Equipment required for operation in Russia

The flight instruments listed in the Minimum Equipment List in the main part of the Airplane Flight Manual must be calibrated in metric units.

Operation in Russia requires the following additional equipment:

- 1 Attitude Gyro
- 1 Direction Gyro
- 1 COM radio

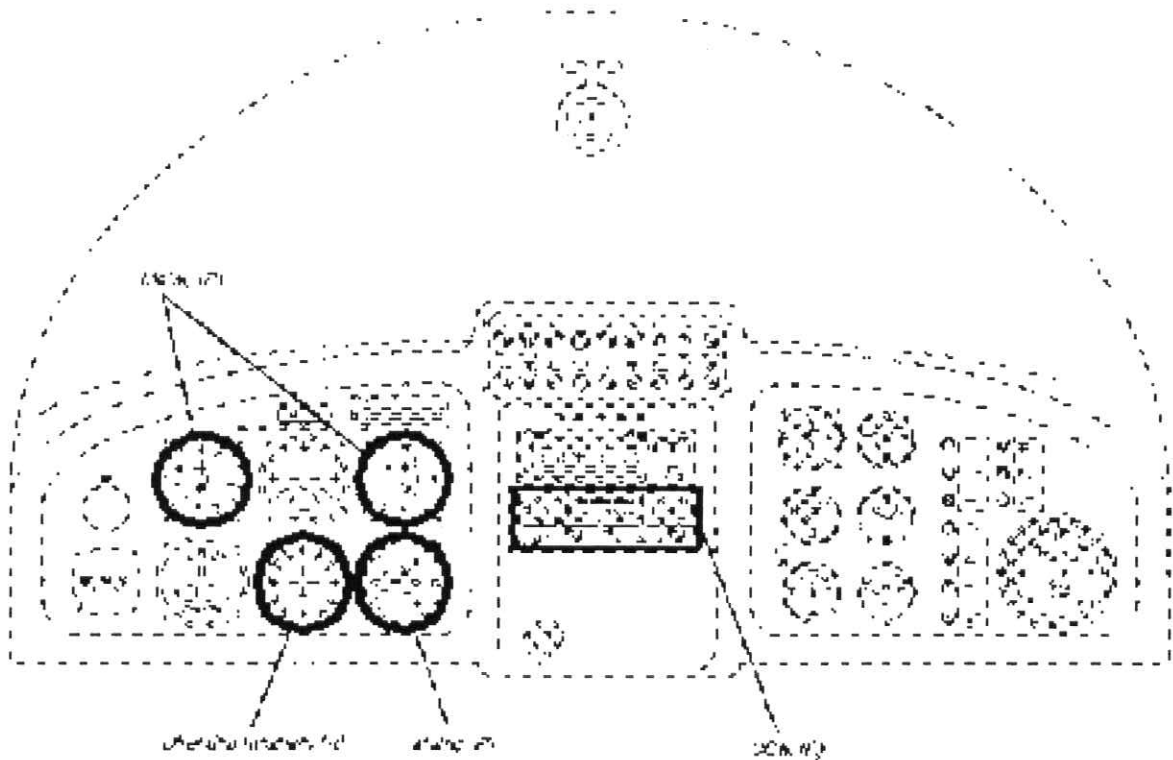
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SECTION 7

POWERED SAILPLANE AND SYSTEMS DESCRIPTION

7.8 COCKPIT

Cockpit layout for operation in Russia



(R) required for operation in Russia


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Placards


The placards remain unchanged except for the following:

(a) On the canopy frame:

behind left canopy release lever:

<p>Аварийный сброс: Поверните ручку назад до упора.</p> 
<p>Аварийный радиобуй находится в задней части багажного отсека.</p>

behind right canopy release lever:

<p>Аварийный сброс: Поверните ручку назад до упора.</p> 
<p>Аварийный радиобуй находится в задней части багажного отсека.</p>

(b) The following additional placard must be attached where it is well visible for both Pilots:

mm Hg	mbar	mm Hg	mbar
525	700	710	947
550	733	720	960
575	767	730	973
600	800	740	987
625	833	750	1000
650	867	755	1007
660	880	760	1013
670	893	765	1020
680	907	770	1027
690	920	775	1033
700	933	780	1040

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SECTION 8

POWERED SAILPLANE HANDLING, CARE AND MAINTENANCE

8.2 POWERED SAILPLANE INSPECTION PERIODS

At every scheduled inspection, the vent bore in the fuel tank filler must be checked for blockage.

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