Diamond AIRCRAFT

SUPPLEMENT NO. 5 TO THE AIRPLANE FLIGHT MANUAL FOR THE POWERED SAILPLANE HK 36 TTC

OPERATION WITH A WINTERIZATION KIT

Date of Issue: 12 May 1997

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

Authority:		
Signature:	Winkler	
Stamp:	AUSTRO CONTROL GmbH	
Date of Approval:	02. Juni 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.

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0.1 RECORD OF REVISIONS

Current Revision Number	Section	Pages	Date of Revision	Remarks of Approval	Date of Approval	Date of Addition	Initials / Signature
1	ALL	All except Cover Page	16 Jul 2008	EASA 21J.052 DOA-06	03. OKT. 2008		

0.2 LIST OF EFFECTIVE PAGES

Section	Pages	Date
0	9 - 5 - 1	12 May 1997
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SECTION 1
GENERAL

1.1 INTRODUCTION

Pages 9-5-1 through 9-5-10 constitute Supplement No. 5 of the Airplane Flight Manual for the Powered Sailplane HK 36 TTC and are valid only for the operation of the Powered Sailplane with the winterization kit.

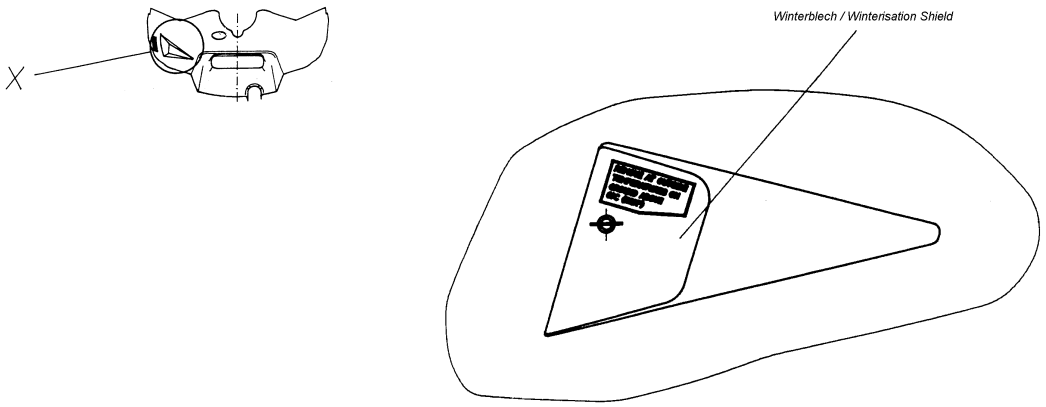
1.5 DESCRIPTIVE DATA

The winterization kit consists of a protective yellow metal plate (winterization shield) which reduces the cross sectional area of the air intake to the oil cooler and is attached using a camloc. If MÄM 36-314 is carried out, a second winterization shield covers the additional air intake for the coolant cooler.

The winterization shield can easily be installed or removed.

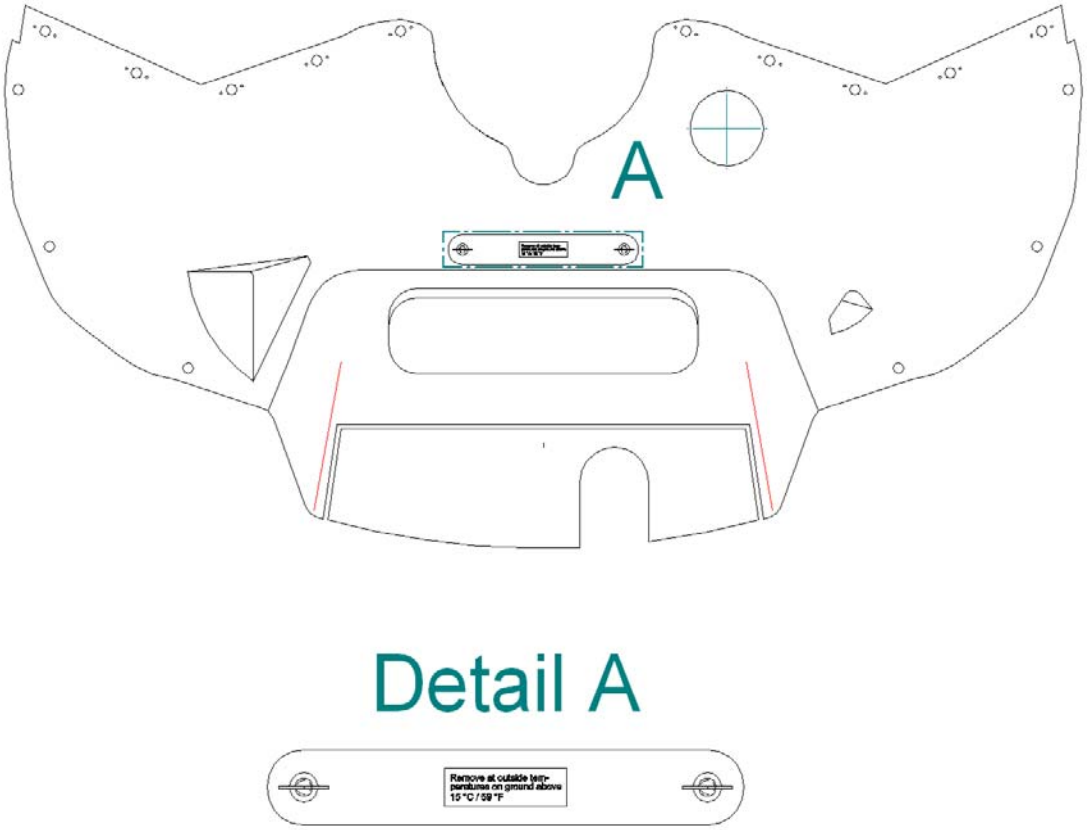
The Service Bulletin OSB-36-053 may be combined with OSB-36-096. The instructions given in the corresponding documents must be followed when preparing the Powered Sailplane for winter operation.

1.6 THREE-VIEW DRAWING (OIL COOLER WINTERIZATION SHIELD)



Detail X

If MÄM-36-314 is carried out:



SECTION 2
LIMITATIONS

2.1 INTRODUCTION

The effective limitations for the HK 36 TTC are unchanged by the use of the winterization kit.

2.14 OTHER LIMITATIONS

The winterization shield should only be used at outside surface temperatures below 0 °C, since an excessive increase in engine temperatures may otherwise result.

2.15 LIMITATION PLACARDS

The following placard is attached to the oil cooler and the cooling slot winterization shields:

REMOVE AT OUTSIDE TEMPERATURES ON GROUND ABOVE 0 °C (32 °F)

SECTION 3
EMERGENCY PROCEDURES

3.1 INTRODUCTION

The effective emergency procedures are unchanged.

When using the winterization shields, special attention should be paid to Article 3.7.14 of the Airplane Flight Manual, "EXCESSIVE OIL AND CYLINDER HEAD TEMPERATURE".

SECTION 4
NORMAL PROCEDURES

4.1 INTRODUCTION

The effective operating procedures are unchanged, apart from an addition to the pre-flight inspection.

4.4 PRE-FLIGHT INSPECTION

- Check whether the outside air temperature permits the use of the winterization shield or not.

- If operation is permissible, check for improper mounting or looseness.

SECTION 5
PERFORMANCE

5.1 INTRODUCTION

The effective performance values are unchanged.

SECTION 6
MASS (WEIGHT) AND BALANCE / EQUIPMENT LIST

6.1 INTRODUCTION

The effective payload and basic empty mass (weight) values are unchanged.

6.4 BASIC EMPTY MASS (WEIGHT) AND CORRESPONDING MOMENT

The mass of the winterization kit is so small that it can be neglected.

6.9 EQUIPMENT LIST

Additional equipment for operation with a winterization kit

1 winterization shield for the air intake of the oil cooler

1 camloc for attachment

If MÄM 36-314 is carried out:

1 winterization shield for the air intake of the coolant cooler

2 camlocks for attachment

SECTION 7
POWERED SAILPLANE AND SYSTEMS DESCRIPTION

7.9 POWER PLANT

By using the winterization shields at low outside air temperatures, the oil temperature increases by up to 20 °C (43 °F).

Due to the raised oil temperature, the water condenses out of the oil more easily.

SECTION 8
POWERED SAILPLANE HANDLING, CARE AND MAINTENANCE

8.2 POWERED SAILPLANE INSPECTION PERIODS

The winterization shields and their mounting devices are checked during normal inspections as part of the normal maintenance routine.