

AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: H36 Dimona

SUBJECT: Miscellaneous airworthiness information.

DEFECTS: 1. Poor maintenance of a tailplane spring retaining pin mechanism resulted in a tailplane separation from empennage on taxi. AWA 2016-1 was issued at the time now cancelled. During annual maintenance, the tailplane locking pin was reportedly frozen. Special tools were required to derig and free the mechanism to enable separation. It was found that the locking pin had elongated the tailplane skin mount through hole. It was also not recognised that the tailplane mounting retaining bush was missing and now floating loose in the tailplane, the wear however was deemed acceptable. The Dimona H36 was returned to service. On a rough remote strip, and within two days and 4.1 flight hours from return to service, the tailplane separated.

Plans were provided by Diamond Industries (DIA). The tailplane was inspected and repaired in accordance with the data provided. It was established at that time that the tailplane mount retaining bush was missing. In fact, two bushes were recovered from inside the tailplane structure: one the original, the second a bogus poorly manufactured bush.

When mounting the tailplane on a H36, it is important to fully withdraw the retaining pin to prevent skin damage. Only when the unit is correctly aligned, allow the locking pin to positively engage the lock fitting (bush). Be aware that the retaining bush must be securely fitted and there has been examples where the bush has become debonded / dislodged. If the bush is not retained in the housing, the tailplane can suffer additional damage leading to separation.

2. There have been instances of glue failures of rear fuselage elevator push rod wooden support structures of H36 Dimona aircraft. AWA 2016-2 was issued addressing the defect but is now cancelled. Be aware of glue degradation on such wooden elevator support assemblies. It is recommended at each annual inspection that a visual inspection and test be carried out by applying a small force to each push rod support confirming serviceable condition.

3. The Whisper Motorglider recently lost a canopy in flight. The Whisper canopy latch assembly is similar to the Dimona H36. Due to the similarities, AWA 2018-2 at the time was issued, now cancelled. It is known that there has been at least one Dimona H36 latch coming loose in flight. Dimond Industries (DIA) issued a service bulletin for the HK36, now

SIGNED:



CHIEF TECHNICAL OFFICER

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

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fitted with an extra spring latch mechanism. The H36 still has a high risk of inflight canopy loss.