



THE GLIDING FEDERATION OF AUSTRALIA INC

C4/1-13 THE GATEWAY, BROADMEADOWS, VIC 3047
PHONE +61 (0) 3 9359 1613, FAX +61 (0) 3 9359 9865. ABN: 82 433 264 489

CANCELLED 28 OCT 2022
REFER AN145

Airworthiness Alert 2016-1

Overview

The GFA has received a Service Difficulty Report detailing a tailplane detachment/ separation on taxi. The events leading up to this occurrence need to be well understood by operators and maintainers of the H 36 Dimona. This AWA is applicable to all H 36 variants utilising a sprung tailplane retaining pin mechanism.

Flight History

During annual maintenance, the tailplane locking pin was reportedly partially frozen. It took special tools to derig and free up the locking mechanism. The locking pin had elongated the tailplane locking receptacle/ boss. The inspector was under the impression that early H 36 Dimonas did not contain a bush in the tailplane and the wear was acceptable. The H 36 Dimona was returned to service.

On a remote strip reportedly with a very rough surface, and within two days and 4.1 flight hours after return to service, the tailplane separated.

Action Taken

Plans were provided by Diamond Industries (DIA). The tailplane was inspected and repaired in accordance with the data provided. It was established that the tailplane mount retaining bush had been previously dislodged. This was most likely caused by poor handling procedures when rigging or derigging. In fact two bushes were recovered from inside the tailplane structure; one the original, the second a bogus manufactured bush poorly replicating the original.

Recommendation

When rigging the tailplane on a H 36 Dimona, ensure the retaining pin is fully withdrawn and cannot contact the tailplane when being mounted. If the pin contacts the tailplane, the pin can cause damage. Only when correctly aligned, release the locking pin to positively engage into the tailplane receptacle.

Be aware that if the sailplane retaining bush does become loose or dislodged, it is possible that the tailplane can suffer further damage leading to separation.

Dennis Stacey GFA CTO
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