

## TEMPORARY REVISION

### TR-MÄM 36-377

### Power Setting and Start Procedure

This Temporary Revision TR-MÄM 36-377 is approved in conjunction with the Mandatory Design Change Advisory MÄM 36-377 and is valid in conjunction with the latest revision of the HK 36 TC-100 Series Airplane Flight Manual until this temporary revision has been incorporated into the Airplane Flight Manual.

The limitations and information contained herein either supplement or, in the case of conflict, override those in the Airplane Flight Manual.

The technical information contained in this document has been approved under the authority of DOA No. EASA.21J.052.

Doc. No.	Chapter	Affected Pages
3.01.12-E	4	4-15a through 4-19a, 4-26a

#### Instructions

- Print this document on yellow paper (single sided).
- Insert this cover page as the first page of the AFM.
- Insert the other pages of this TR in front of the corresponding AFM pages.

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## CHAPTER 4

### NORMAL PROCEDURES

#### 4.5 NORMAL PROCEDURES AND RECOMMENDED SPEEDS

##### 4.5.1 STARTING ENGINE, RUN UP, TAXIING PROCEDURES

*The checklist is amended to read:*

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 equipment ..... OFF
9. Master switch ..... ON
10. Mode select switch ..... POWER FLIGHT
11. Caution light for coolant level ..... illuminates for approx. 3 seconds  
and extinguishes
12. Propeller speed control ..... TAKE-OFF
13. Fuel quantity indicator ..... check
14. Cowl flap ..... OPEN
15. Electric fuel pump ..... ON; verify that red warning light  
extinguishes after build-up of fuel  
pressure
16. Electric fuel pump ..... OFF; wait until red warning light  
illuminates

- 17. Throttle control . . . . . IDLE
- 18. Choke . . . . . ON if engine is cold

**WARNING**

People must stay clear of the propeller danger zone!

- 19. Ignition switch . . . . . turn clockwise to start engine
- 20. Throttle control . . . . . adjust 1000 RPM
- 21. Oil pressure . . . . . must reach operating range within  
10 seconds

**CAUTION**

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

**NOTE**

When the powered sailplane has been 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.

- 22. Fuel pressure warning light . . . . . verify that red warning light  
extinguishes

- 23. Choke ..... push forward as required

**WARNING**

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

- 24. Electrical equipment ..... as required
- 25. Altimeter ..... set
- 26. Oil temperature ..... check

**CAUTION**

Before loading the engine, allow the oil temperature to rise to 50 °C with the cowl flap open at 1000 to 1500 RPM (also possible during taxiing).

- 27. Choke ..... OFF
- 28. Check ignition circuits at 1700 RPM ..... RPM drop ..... 50 to 150 RPM  
difference LH/RH . max. 50 RPM

**CAUTION**

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

- 29. Check carburetor heat at 1700 RPM . . . . . RPM drop . . . . approx. 20 RPM
- 30. Propeller check:
  - Throttle control . . . . . adjust 2000 RPM
  - Pull propeller speed control back to the cam in front of the SOARING position, wait until propeller speed drops to approximately 1800 RPM. Reset to TAKE-OFF position. Carry out this procedure at least three times.

**CAUTION**

Unless this procedure is carried out several times, it is not ensured that the pitch change mechanism is operative.

- 31. Power check:
  - Ignition switch . . . . . BOTH
  - Electric fuel pump . . . . . check OFF
  - Propeller speed . . . . . check 2330 ± 50 RPM
  - Fuel pressure warning light . . . . . verify that red warning light is extinguished

**NOTE**

The fuel pressure warning light must not illuminate even if full engine power is set. This procedure checks the mechanical fuel pump.

- 32. Power-plant instruments . . . . . all indicators in green range

**4.5.2 TAKE-OFF AND CLIMB**

*Item 10 is added to the existing checklist:*

**NOTE**

The maximum engine power setting may be used without the risk of damage to the power plant for a maximum of five minutes under the following conditions:

- Power Lever in the most forward position.
- Propeller Control Lever in the most forward position.
- All temperatures in the permissible range.

10. Procedure for setting Maximum Continuous Power:

- Pull back the Power Lever until the Manifold Pressure drops by 1 inHg.
- Pull back the Propeller Control Lever until the engine RPM drops to the green range.

**NOTE**

A reduction of manifold pressure by 1 inHg requires almost half of the power lever travel. The engine sound will change only marginally because the propeller RPM remains constant.

#### **4.5.5 APPROACH AND LANDING**

##### Balked Landing with Engine Power

***Item 5 is added to the existing checklist:***

#### **NOTE**

The maximum engine power setting may be used without the risk of damage to the power plant for a maximum of five minutes under the following conditions:

- Power Lever in the most forward position
- Propeller Control Lever in the most forward position
- All temperatures in the permissible range

5. Procedure for setting Maximum Continuous Power:

- Pull back the Power Lever until the Manifold Pressure drops by 1 inHg.
- Pull back the Propeller Control Lever until the engine RPM drops to the green range.

#### **NOTE**

A reduction of manifold pressure by 1 inHg requires almost half of the power lever travel. The engine sound will change only marginally because the propeller RPM remains constant.