

Diamond HK36 Super Dimona Model Guide

The Diamond HK36 Super Dimona is a two-seat, single-engine piston touring motor glider built mainly from glass reinforced plastic by Diamond Aircraft. The library lists it from 1981 with no end year. Diamond promotes it for glider training and glider towing. Versions differ in engine and equipment, so confirm exactly which one you are buying.

KEY TAKEAWAYS

- Two seats and one piston engine. Diamond promotes it for glider training and towing. In the air you can run the engine or glide.
- Variants named in the manuals: HK 36 R, TS, TC, TTS, TTC and TTC-ECO. Engines named are Rotax 912 A, 912 S and 914 F.
- Equipment varies by aircraft: optional wing folding mechanism, fuselage or wing fuel tanks, and GFRP or metal main gear struts.
- A sample TTC maintenance programme lists tow release overhaul, ELT checks and transponder tests. Ask to see these records.

VARIANTS AND CONFIGURATION

The maintenance manual covers the R, TS, TC, TTS, TTC and TTC-ECO, with Rotax 912 A or 914 F engines. The TC flight manual also covers a Rotax 912 S version. The airframe is GRP with upper-wing airbrakes. The two-bladed propeller can be feathered when gliding. Check which fuel system, gear struts and wing folding the aircraft has.

MAINTENANCE AND RECORDS

A sample owner maintenance programme for the HK 36 TTC lists the Rotax 914 F engine, an MT propeller and a Tost tow release. It shows the tow release overhaul at 4 years or 2000 tows, ELT checks yearly and transponder tests every 2 years. Check the tow release history, propeller records and any recurring airworthiness directives.

ACCIDENT HISTORY

The UK AAIB reported a fatal training accident on 13 July 2017 involving an HK36 TC Super Dimona with a Rotax 912-A3. The aircraft went out of control at low level, and a power-on stall was a possible cause. The AAIB could not conclusively determine the cause. The instructor was flying the type for the first time.

SPECIFICATIONS

Seats	2
First Year	1981

SAFETY NOTES

- The 2017 AAIB report involved loss of control at low level, possibly a power-on stall. Get a type-specific checkout and fly within the flight manual limitations.
- Use the flight manual for the exact variant you are buying. The TTC and TC manuals are separate documents with different engines.