

Subject: **Change in Flight Manual for aeroplane WT-9 Dynamic, pages 0-4, 0-5, 3-5, 3-6.**

- Insertion of a point 3.8.4 Unsecured cockpit canopy and correction of a point 3.8.3 Rescue system (WT-9 Dynamic, model with fixed undercarriage)
- Insertion of a point 3.8.5 Unsecured cockpit canopy and correction of a point 3.8.4 Rescue system (WT-9 Dynamic, model with retractable undercarriage)

Affected: WT-9 Dynamic, all serial numbers and models

Compliance: Immediately

Mass data: Weight change – none  
Moment change – none

Reason: The change is resulting from the aircraft WT-9 Dynamic operation.

Arrangements: Replace the pages 0-4, 0-5, 3-5, 3-6 in the Flight Manual with new ones dated 01.12.2008, Revision 3 (for the model with fixed undercarriage) and as a Revision 7 (for the model with retractable undercarriage)

Material information: Changed pages 0-4, 0-5, 3-5, 3-6 are appendix to this Bulletin.

Documentation: Make note about the change in Flight Manual, page 0-4, "Record of revisions".

Prievidza 03<sup>th</sup> December 2008

**AEROSPOOL** spol. s r.o.  
Approval L-2-012/SK 2007  
971 03 PRIEVIDZA

Issued: .... **SLOVAK REPUBLIC** .....

Approved: **14 -01- 2009**

Approved by: CAA of Slovak republic





## 0.2 LIST OF EFFECTIVE PAGES

Section	Page	Date	Section	Page	Date
0	0-1	01.12.2008	5	„Appr“ 5-1	01.12.2001
	0-2	01.12.2008		„Appr“ 5-2	01.12.2001
	0-3	01.12.2001		„Appr“ 5-3	01.12.2001
	0-4	01.12.2001		„Appr“ 5-4	15.01.2007
				„Appr“ 5-5	01.12.2001
1	1-1	21.02.2007			
	1-2	21.02.2007	6	6-1	01.12.2001
	1-3	21.02.2007		6-2	01.12.2001
	1-4	21.02.2007		6-3	01.12.2001
				„Appr“ 6-4	01.12.2001
2	„Appr“ 2-1	08.12.2003			
	„Appr“ 2-2	08.12.2003	7	7-1	01.12.2001
	„Appr“ 2-3	01.12.2001		7-2	15.01.2007
	„Appr“ 2-4	01.12.2001		7-3	01.12.2001
	„Appr“ 2-5	15.01.2007		7-4	01.12.2001
	„Appr“ 2-6	01.12.2001		7-5	28.11.2007
	„Appr“ 2-7	15.01.2007		7-6	01.12.2001
	„Appr“ 2-8	01.12.2001		7-7	01.10.2006
				7-8	01.10.2006
3	„Appr“ 3-1	01.12.2001		7-9	01.10.2006
	„Appr“ 3-2	22.09.2004		7-10	01.12.2001
	„Appr“ 3-3	08.12.2003		7-11	05.01.2007
	„Appr“ 3-4	01.12.2001		7-12	15.01.2007
	„Appr“ 3-5	01.12.2008			
	„Appr“ 3-6	01.12.2008	8	8-1	01.12.2001
				8-2	01.12.2001
4	„Appr“ 4-1	15.01.2007		8-3	01.12.2001
	„Appr“ 4-2	15.01.2007		8-4	01.12.2001
	„Appr“ 4-3	15.01.2007		8-5	01.12.2001
	„Appr“ 4-4	01.12.2001		8-6	01.12.2001
	„Appr“ 4-5	01.12.2001			
	„Appr“ 4-6	01.12.2001	9	9-1	01.12.2001
	„Appr“ 4-7	01.12.2001		9-2	01.12.2001
	„Appr“ 4-8	01.12.2001			
	„Appr“ 4-9	01.12.2001			
	„Appr“ 4-10	01.12.2001			
	„Appr“ 4-11	01.12.2001			
	„Appr“ 4-12	15.01.2007			

### 3.8 Other emergencies

#### 3.8.1 Control failures

##### Aileron control fault

- the aeroplane is possible to control laterally by the secondary effect of the rudder. Start and termination of the yawing up to bank angle 15° is possible using the rudder only.

##### Rudder control fault

- the yawing and the termination is conducted with help of the lateral control of the ailerons.

#### 3.8.2 Vibrations

The power plant can be the source of the vibrations.

1. Reduce engine speed to minimize the vibrations.
2. Proceed to the nearest airport for landing or select a suitable precautionary landing field in accordance with item 3.6.2.

#### 3.8.3 Rescue system

For operation and handling with rescue system to see Operation manual.

#### 3.8.4 Unsecured cockpit canopy

If the „Before Take-off“ Checklist is performed insufficiently (cockpit canopy - latched), there is possibility of partial cockpit canopy latching. The canopy is equipped with a lock on the upper rear section of the frame and it is secured by the lock lever shot backwards. The lock pin is projected as latch with compression spring. The gap cca. 8-12 mm will be rise between fuselage and cockpit canopy, which is constant during straight line flight without side-slipping due to the air flow and the function of the gas struts. Partial cockpit canopy latching will stack up by the noise increase due to the agitated air through the gap between fuselage and cockpit canopy. Partial cockpit canopy latching is possible to close safely during straight line flight without side-slipping by the following way according to appropriate stage of flight:

##### 3.8.4.1 During take-off roll

1. Abort the take-off, if the cockpit canopy unlatching is detected during take-off roll.
2. Close and latch the cockpit canopy by normal procedure ( the cockpit canopy handle pull down and check the cockpit canopy latching by position of the red ring on lockpin ) after stopping.

**3.8.4.2 After unstick or during climbing**

1. Safely terminate take-off
2. Climb to safety altitude
3. Fly straight line flight without side-slipping and carry out procedure for level flight.

**3.8.4.3 Level flight**

1. Open the left ventilation sliding window on cockpit canopy
2. Reduce speed to 120 km/h
3. Hold control stick by one hand
4. The cockpit canopy handle pull down for cockpit canopy latching
5. Check the cockpit canopy latching by position of the red ring on lock pin
6. Close the left ventilation sliding window on cockpit canopy
7. Adjust flight airspeed to cruising speed

**WARNING**

During side-slipping flights with partial cockpit canopy latching ( incorrect turn – slipping turn, skidding turn, and side slipping for landing ) due to asymmetrical flow over fuselage by the air flow, the cockpit canopy will be carved through the gap and subsequently will be full open by help of the gas struts. The cockpit canopy will become the braking shield, what will cause abnormal airplane descent due to increased total drag.



## 0.2 LIST OF EFFECTIVE PAGES

Section	Page	Date	Section	Page	Date
0	0-1	01.12.2008	5	„Appr“ 5-1	01.12.2001
	0-2	01.12.2008		„Appr“ 5-2	01.12.2001
	0-3	01.12.2001		„Appr“ 5-3	01.12.2001
	0-4	01.12.2001		„Appr“ 5-4	15.01.2007
				„Appr“ 5-5	01.12.2001
1	1-1	01.12.2001	6		
	1-2	01.12.2001		6-1	01.12.2001
	1-3	21.02.2007		6-2	01.12.2001
	1-4	21.02.2007		6-3	01.12.2001
				„Appr“ 6-4	01.12.2001
2	„Appr“ 2-1	08.12.2003	7		
	„Appr“ 2-2	08.12.2003			
	„Appr“ 2-3	01.12.2001		7-1	01.12.2001
	„Appr“ 2-4	01.12.2001		7-2	15.01.2007
	„Appr“ 2-5	15.01.2007		7-3	01.12.2001
	„Appr“ 2-6	01.12.2001		7-4	01.12.2001
	„Appr“ 2-7	15.01.2007		7-5	28.11.2007
	„Appr“ 2-8	01.12.2001		7-6	01.12.2001
				7-7	01.10.2006
3	„Appr“ 3-1	01.12.2001		7-8	01.10.2006
	„Appr“ 3-2	22.09.2004		7-9	01.10.2006
	„Appr“ 3-3	08.12.2003		7-10	01.10.2006
	„Appr“ 3-4	01.12.2001		7-11	15.01.2007
	„Appr“ 3-5	01.12.2008		7-12	15.01.2007
	„Appr“ 3-6	01.12.2008		7-13	15.01.2007
4	„Appr“ 4-1	15.01.2007	8	8-1	01.12.2001
	„Appr“ 4-2	15.01.2007		8-2	01.12.2001
	„Appr“ 4-3	15.01.2007		8-3	01.12.2001
	„Appr“ 4-4	01.12.2001		8-4	01.12.2001
	„Appr“ 4-5	01.12.2001		8-5	01.12.2001
	„Appr“ 4-6	01.12.2001		8-6	01.12.2001
	„Appr“ 4-7	01.12.2001	9		
	„Appr“ 4-8	01.12.2001		9-1	01.12.2001
	„Appr“ 4-9	01.12.2001		9-2	01.12.2001
	„Appr“ 4-10	01.12.2001			
	„Appr“ 4-11	01.12.2001			
	„Appr“ 4-12	15.01.2007			

### 3.8 Other emergencies

#### 3.8.1 Control failures

##### Aileron control fault

- the aeroplane is possible to control laterally by the secondary effect of the rudder. Start and termination of the yawing up to bank angle 15° is possible using the rudder only.

##### Rudder control fault

- the yawing and the termination is conducted with help of the lateral control of the ailerons.

#### 3.8.2 Vibrations

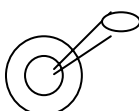
The power plant can be the source of the vibrations.

1. Reduce engine speed to minimize the vibrations.
2. Proceed to the nearest airport for landing or select a suitable precautionary landing field in accordance with item 3.6.2.

#### 3.8.3 Emergency extension of the undercarriage

An overswitch on the instrument panel labelled “Hydraulic On” is in the up position at normal operation. In case of the electrical driven hydraulic pump malfunction, the overswitch is set in the down position labelled “Emergency extension of L/G”. The emergency extension of the undercarriage is carried out by its own mass with the help of a three-way valve. The drag stay is arrested with the help of the springs. The undercarriage is extended even in an electrical power loss. The emergency extension of the undercarriage is terminated, when three green lights are illuminated on the instrument panel.

**Hydraulic  
ON**



**EMERGENCY EXTENSION  
OF THE  
UNDERCARRIAGE**

Fig. 2 Emergency extension of L/G overswitch

#### 3.8.4 Rescue system

For operation and handling with rescue system to see Operation manual.



### 3.8.5 Unsecured cockpit canopy

If the „Before Take-off“ Checklist is performed insufficiently (cockpit canopy - latched), there is possibility of partial cockpit canopy latching. The canopy is equipped with a lock on the upper rear section of the frame and it is secured by the lock lever shot backwards. The lock pin is projected as latch with compression spring. The gap cca. 8-12 mm will be rise between fuselage and cockpit canopy, which is constant during straight line flight without side-slipping due to the air flow and the function of the gas struts. Partial cockpit canopy latching will stack up by the noise increase due to the agitated air through the gap between fuselage and cockpit canopy. Partial cockpit canopy latching is possible to close safely during straight line flight without side-slipping by the following way according to appropriate stage of flight:

#### 3.8.5.1 During take-off roll

1. Abort the take-off, if the cockpit canopy unlatching is detected during take-off roll.
2. Close and latch the cockpit canopy by normal procedure ( the cockpit canopy handle pull down and check the cockpit canopy latching by position of the red ring on lockpin ) after stopping.

#### 3.8.5.2 After unstick or during climbing

1. Safely terminate take-off
2. Climb to safety altitude
3. Fly straight line flight without side-slipping and carry out procedure for level flight.

#### 3.8.5.3 Level flight

1. Open the left ventilation sliding window on cockpit canopy
2. Reduce speed to 120 km/h
3. Hold control stick by one hand
4. The cockpit canopy handle pull down for cockpit canopy latching
5. Check the cockpit canopy latching by position of the red ring on lock pin
6. Close the left ventilation sliding window on cockpit canopy
7. Adjust flight airspeed to cruising speed

### WARNING

During side-slipping flights with partial cockpit canopy latching ( incorrect turn – slipping turn, skidding turn, and side slipping for landing ) due to asymmetrical flow over fuselage by the air flow, the cockpit canopy will be carved through the gap and subsequently will be full open by help of the gas struts. The cockpit canopy will become the braking shield, what will cause abnormal airplane descent due to increased total drag.