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Check after 25 hr. of operation – must be performed according to the Maintenance Manual for the WT-9 Dynamic Club S after the first 25 ± 2 hr. operation together with the engine check. The scope of this check is same as the check after 50 hr. of operation.

Check after the 50 hr. of operation – must be performed according to the Maintenance Manual for the WT-9 Dynamic Club S after the first 50 ± 3 hr. operation together with the engine check. The following work should be carried out:

1. **Fixed undercarriage:** Check the leg attachment into the wing central panel and into the fuselage. Check the control of the nose wheel, the brakes, the tyres.
2. **Outside surface check,** check all control surface shafts, the rods, the articulated joints, the hinges, the control cables, the auxiliary tail skid. Sparingly lubricate the control service hinges. Thoroughly clean and lubricate the piston rod of the canopy gas struts.
3. **Check the control cable guides,** lubricate the roller-bearings of the elevator control rod.
4. **Check charging** – charge battery if need be, cleaning.
5. **Power plant** – visually check the hoses for condition, damage, leaks, attachment and security, the rubber flange of the air filter for cracks. Visually check exhaust system for condition, cracks, deformation or damage. Lubricate the bowden cable for throttle and starting carburettor (choke) (see the Maintenance Manual for ROTAX Engine Type 912 ULS Serie).
6. **Check the brake fluid level** in the main hydraulic face ram, which is located beyond the seats. Check the brakes for operation.
7. **Control surfaces deflections** – to check the control surfaces deflections see Control Surfaces Deflections Record, which is contained in the Maintenance Manual for ultralight aeroplane WT-9 Dynamic Club S.

100 hr. check - must be performed every 100 hr. of operation or 1 year, whichever comes first. This inspection must be performed by qualified staff. The scope of this inspection is the same as the check after 50 hr. of operation covering the following work:

1. Full cleaning of the aeroplane
2. Check aeroplane surfaces for mechanical damage and cracks
3. Pay special attention to:
 - Undercarriage and its attachment into the wing central panel
 - Wing-fuselage connection reliability, clearances, spar ends state
 - Engine bed, welded areas, rubber engine mounts, security of attachment bolts: engine-engine bed, engine bed-firewall