0.1. RECORD OF REVISION

Any revisions or amendments to this manual shall be issued in the form of bulletins with attached new pages. It is in the interests of every user to enter such revision into the table of revisions and to replace the existing page by the new one. The revised or corrected text shall be indicated by a vertical line on page fore-edge and the page shall bear revision number and date of its issue.

Revision Number	Affected Section	Affected Page	Date of Issue	Bulletin No.	Date of Approval	Date Inserted	Signature
1	1	6, 8, 28, 24	07.02.2007	- -	- -	07.02.2007	
	3	11					
2	1	2, 11, 12, 19, 22, 23	05.12.2007	- -	- -	05.12.2007	
	3	19, 23					
3	0	2, 3	20.10.2008	ZBWT9 09A/2008	- -	20.10.2008	
3	3	8	20.10.2008	ZBWT9 09A/2008	- -	20.10.2008	
4	0	2, 3	05.10.2009	ZBWT9 11A/2009	- -	01.02.2010	
4	1	24	05.10.2009	ZBWT9 11A/2009	- -	01.02.2010	
4	3	14	05.10.2009	ZBWT9 11A/2009	- -	01.02.2010	
5	0	2, 3	05.02.2010	- -	- -	05.02.2010	
5	1	22	05.02.2010	- -	- -	05.02.2010	
6	0	2, 3	30.05.2011	ZBWT9 12A/2010	- -	12.08.2011	
6	3	3	30.05.2011	ZBWT9 12A/2010	- -	12.08.2011	
7	0	2, 3	12.09.2011	ZBWT9 14A/2011	- -		
7	1	3, 6	12.09.2011	ZBWT9 14A/2011	- -		
7	3	3	12.09.2011	ZBWT9 14A/2011	- -		

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1.1 Introduction

The Technical Description, Operating, Maintenance and Repair Manual for aeroplane WT-9 Dynamic has been prepared to provide the information for the safe and efficient operation of this ultra light aeroplane.

This manual contains supplemental data supplied by the aeroplane manufacturer.

1.2 Certification basis

This type of aircraft has been approved in Germany by the Deutscher Aero Club e.V. (DaeC) in accordance with the German Certification Regulations and Airworthiness Requirements for ultra light aircraft of the DaeC (BFU des DaeC, Ausgabe 10/95) and the Type Certificate No. 61179 has been issued on 23.10.2001.
The Civil Aviation Authorities of Slovak Republic following an application by AEROSPOOL, spol. s r. o. Prievidza and after studying the documentation Predpis MDPT SR L 8/A LU č. P- ULL-1 SR has issued the Type Certificate of Airworthiness No. V-80/2004 dated April 25th 2005 for Type WT-9 Dynamic

Category of Airworthiness : **Normal with MTOM up to 472,5 kg**

1.3 Warnings, cautions and notes

The following definitions apply to warnings, cautions and notes used in the manual.

WARNING

Means that the non-observation of the corresponding procedure leads to an immediate or important degradation of the flight safety.

CAUTION

Means that the non-observation of the corresponding procedure leads to a minor or to a more or less long term degradation of the flight safety.

NOTE

Draws the attention to any special item, not directly related to safety but which is important or unusual.

1.4 Basic and general information

1.4.1 Aeroplane description

WT-9 Dynamic is a single engine, low-wing monoplane with two side-by side seats and dual control. An airframe consists of a sandwich shells from advanced composite material.. The aeroplane is equipped with a fixed or a retractable tricycle undercarriage with a nose wheel. As power plant of this ultralight aircraft is used 4 cylinder, 4 stroke engines ROTAX 912 UL (59,6 kW) or ROTAX 912 S2 (73,5 kW) with 3 blades, in flight electrically adjustable aircraft propeller Woodcomp SR 2000.

1.4.2 Designation

WT-9 Dynamic is intended for sporting, recreation and tourist flying in accordance with VFR. Aerobatic manoeuvres and intentional spins are prohibited!

1.5.1 Basic dimensions

Wing

Wing span	9,000 m
Wing area	10,300 m^2
Wing aspect ratio	7,82
Aerodynamic mean chord (MAC)	1,185 m

Aileron

Aileron span	1,250 m
Aileron area	0,273 m^2

Wing flap

Flap span	2,280 m
Flap area	0,750 m^2

Fuselage

Length	6,400 m
Width	1,180 m
Height	2,000 m

Horizontal tail unit

Horizontal tail span	2,400 m
Horizontal tail area	1,680 m^2
Elevator area	0,500 m^2

Vertical tail unit

Height	1,022 m
Vertical tail area	1,020 m^2
Rudder area	0,360 m^2

Landing gear

Wheel spacing	2,270 m
Wheel base	1,490 m
Main wheel diameter	0,350 m
Nose wheel diameter	0,320 m

1.5.2 Weights

Empty weight (with rescue system and standard instrument equipment)	
(Model Club/Tow	279/298 kg
(Model Speed	299 kg
Maximum take-off weight	472,5 kg
Maximum landing weight	472,5 kg
Fuel weight (75 litres / optional 100,5 / 126 litres	54/72,3/91kg
Maximum weight in Baggage Compartment	10 kg

3.4 Inter-flight inspection

Inter-flight inspection is a visual check of aeroplane for deformations, surface damages, fuel and oil system leaks, propeller damages, released locks, covers and cowlings etc.
The found damages and failures should be repaired immediately if aeroplane airworthiness is affected or when impossible the aeroplane should be put out of operation.

3.5 Post-flight inspection

Post-flight inspection is performed in the end of each flight day; the post-flight inspection events are the same as the preflight ones. Failures, damages and malfunctions should be recorded and repaired immediately, if possible by a qualified staff. It is useful to clean and/or wash the aeroplane surface. Check also fuel and oil consumption if are in normal range. Lastly record hours flown and other data in appropriate documentation of an aeroplane (engine, propeller).

3.6 Periodical inspections

3.6.1 Periodical inspections intervals

Periods of overall checks and contingent maintenance depends on the condition of the operation and on overall condition of the aeroplane. The producer recommends to accomplish maintenance checks and periodic inspections in the following periods, at least:

1) after the first 25 ± 2 flight hours
2) after the first 50 ± 3 flight hours
3) after every 100 ± 5 flight hours or once a year

Refer to the Operator's Manual for all versions of ROTAX 912 engine and the Operator's Manual for electric adjustable aircraft propeller SR 2000 D.

3.6.2 Periodical inspections Sign off sheets

The following Periodical inspections Sign off sheets are intended for copying and serve as the Maintenance Record. There is also recommended to register small repairs, damages and their remedy or replacement of parts. Some parts of the aeroplane (engine, landing gear and propeller etc.) may have special time limits – refer to appropriate manuals.