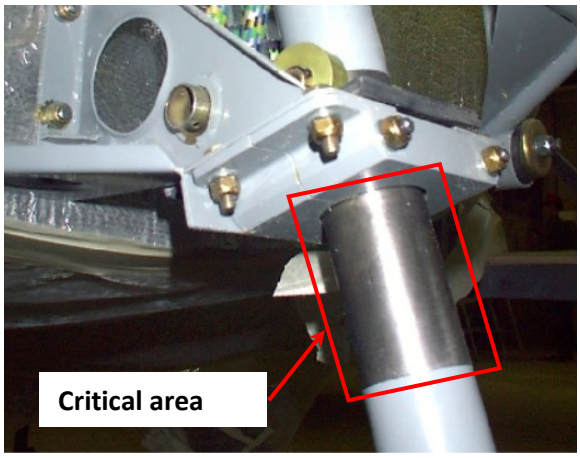
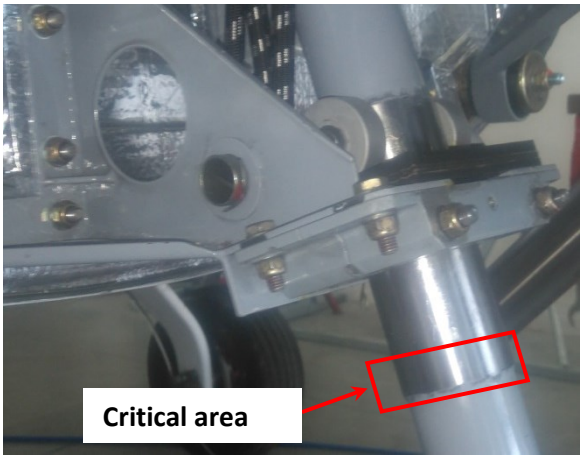
ADD DESCRIPTION OF FIXED LANDING GEAR TO THE AIRCRAFT MAINTENANCE MANUAL:

It is necessary to check deformations and cracks in the critical areas of nose landing gear leg during each 100-hour / annual inspection (Fig. 1 and Fig. 2).



A, Nose gear leg without reinforcement



B, Nose gear leg with reinforcement

Fig. 1 Critical area of main tube of nose landing gear leg

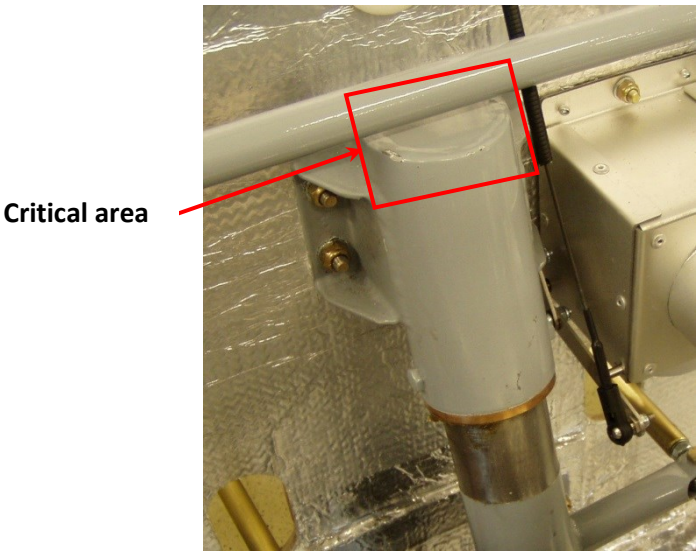


Fig. 2 Critical area of upper support of nose landing gear leg

ADD INSTRUCTIONS TO THE AIRCRAFT MAINTENANCE MANUAL FOR 100 HR. / ANNUAL CHECKLIST OF FIXED LANDING GEAR:

Operation	**Description**	**Interval**		
X	**FIXED LANDING GEAR – NOSE GEAR**	**First 25 hr.**	**First 50 hr.**	**100 hr. / annual**
X.1	Check the cracks in the critical area of main tube of nose landing gear leg under the lower support (see Fig. 1).			X
X.2	Check the deformations and cracks of lid in the critical area of upper support of nose landing gear leg (see Fig. 2).			X

ADD INSTRUCTIONS TO THE AIRCRAFT MAINTENANCE MANUAL FOR SPECIAL INSPECTIONS AFTER HARD LANDING (VALID FOR FIXED LANDING GEAR):

There could be specific occurrence, where the aircraft can be damaged. Therefore are needed special maintenance inspections. If it is necessary, contact the aircraft manufacturer.

Type: WT-9 Dynamic	Serial number:	Reg. marks:
Flight hours counter:	Number of take-offs:	Date:

HARD LANDING – FIXED LANDING GEAR			
Operation	**Description**	**Inspection result**	**Initials:**
1	**Preparatory works**		
1.1	Visual inspection of aircraft's lateral and longitudinal position.		
2	**Nose Landing Gear**		
2.1	Remove the nose wheel fairing. Visual inspection for damage.		
2.2	Visual inspection of nose leg for damage, deformation and cracks.		
2.3	Visual inspection of critical area of nose leg under lower attachment for cracks. If any doubts, use an available non-destructive testing method (see Fig. 1).		
2.4	Visual inspection of critical area of lid of upper attachment for cracks and deformations. If any doubts, use an available non-destructive testing method (see Fig. 2).		
2.5	Visual inspection of lower attachment for damage and deformation.		
2.6	Visual inspection of rubber ropes for damage.		
2.7	Functional inspection of steering. Turn the nose leg from side to side to check abnormal resistance.		
2.8	Visual inspection of carbon fork for damage, delaminations and cracks.		
2.9	Visual inspection of tire for wear and damage.		
2.10	Visual inspection of wheel disc for damage and condition of bearings by rotating of wheel.		
2.11	Inspect proper tire pressure.		
2.12	Install the nose wheel fairings.		
3	**Main Landing Gear**		
3.1	Remove the main wheel fairings and main leg fairings. Visual inspection for damage.		

HARD LANDING – FIXED LANDING GEAR			
Operation	**Description**	**Inspection result**	**Initials:**
3.2	Visual inspection of main legs for damage, deformation and cracks. Pay attention to entry point of landing legs to fuselage.		
3.3	Remove the upholstery, seats and inspection covers. Visual inspection of fuselage inner rib for damage, cracks and main leg attachment. Perform the inspection from interior side and through the gap around main leg's entry point.		
3.4	Visual inspection of fuselage outer rib for damage, cracks and main leg attachment.		
3.5	Visual inspection of tires for wear and damage.		
3.6	Visual inspection of wheel discs for damage and condition of bearings by rotating of wheels.		
3.7	Visual inspection of brake discs, brake pads and callipers for condition and damage. Visual inspection of brake system for leak.		
3.8	Inspect proper tire pressure.		
3.9	Install the inspection cover, seats and upholstery.		
3.10	Install the main wheel fairings and main leg fairings.		