RECORD OF REVISIONS

Any revision of the present manual, except actual weight data, must be recorded in the following table, and in the case of approved chapters, endorsed by the responsible airworthiness authority.

The new or amended text in the revised pages will be indicated by a black vertical line in the page margin, and the revision will be shown on the bottom side of the page.

Revision	Date	Description of Revision	Approved by
Initial issue	15. 05. 2017	Initial issue.	EASA, 31. 08. 2017
1	02. 02. 2018	Change of empty aircraft weight and CG range. Delete of fuel selector type marking.	EASA, No. 10064812
2	04. 07. 2019	Added propeller KW-31 and tow plane operation as a Supplement No. 003. Added max. empty aircraft weight. Correction of emergency and normal procedures. Improvement of pictures, descriptions, order of information in tables, numbering of figures and added other useful information. Added further notes, cautions and warnings. Formal changes, correction of mistakes, expressions and grammar.	EASA, No. 10070607
3	29. 01. 2020	Added ACL/POS/NAV lights AVE-WPSTG/R 20D MOD (2) as equivalent substitution for AVE-WPSTG/R 20D MOD (1). Removed circuit breaker values. Improved stall warning system scheme. Administrative corrections.	EASA, No. 10072698
		Added ELT Kannad AF INTEGRA as equivalent substitution for ELT Kannad 406 AF-COMPACT. Added Supplement No. 011.	EASA, No. 10072699

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	9-4	Initial issue			
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	9-6	Revision 2			

3.8.3 Emergency Landing without Engine Power

After establishing a glide or landing speed, perform as many of the checklist items as time permits.

a.	Airspeed	120 – 130 IAS / 65 – 70 KIAS
b.	Emergency landing area	Select a suitable landing area, if possible, against the wind, and with no obstacles on the final approach
c.	Radio	Transmit MAYDAY (121.5 MHz) giving position and intentions
d.	Transponder	Set 7700
e.	**ELT REMOTE CONTROL**	ACTIVATE if off airfield
f.	Flaps	**FLAPS 3**, extend gradually, check locked
g.	Airspeed	110 – 115 IAS / 59 – 62 KIAS
h.	**FUEL PUMP**	OFF
i.	**FUEL** selector	**OFF**
j.	**IGNITION**	OFF both circuits
k.	Starter key	**OFF**
l.	**MASTER SWITCH**	OFF shortly before landing
m.	Safety harness	Fasten
After landing:		
n.	**ELT REMOTE CONTROL**	If OK then OFF
o.	Crew	Seek assistance

WARNING

Along with the emergency landing, activation of EPS according to Chapter 3.13.4 should always be considered, especially if no suitable area for landing can be selected!

NOTE

With **MASTER SWITCH** OFF, the PFD and MFD will operate with its own backup battery.

6.1 General

This Chapter contains weight and balance records and the loading range for safe operation of WT9 Dynamic LSA aircraft. As a pre-requisite for safe flight the pilot in command must ensure that the loaded and fueled aircraft's weight and moment are within approved limits during takeoff, flight and landing.

The Basic Empty Weight / Moment are initially specified by the aircraft's manufacturer and are recorded into the Weight and Balance Record (Chapter 6.3). Installation or removal of any equipment will influence this initial data. It is the duty of any authorized organization installing (or removing) any equipment on (or from) the aircraft to determine the resulting new Basic Empty Weight / Moment for the aircraft.

The Weight and Balance Record must be maintained current and up-to-date. In simple cases the new Basic Empty Weight / Moment may be calculated. In more complex cases the new Basic Empty Weight / Moment must be determined by weighing the newly configured aircraft. The new Basic Empty Weight / Moment values shall be recorded immediately, along with all other pertinent information into the aircraft's Weight and Balance Record Chapter 6.3). The updated Weight and Balance Record must be used when calculating loading plans for all future flights.

The WT9 Dynamic LSA center of gravity is expressed as a moment. The moment represents the sum of each individual load's moment. Each individual load's moment is the multiple of its applied load and its distance from a Reference Datum. The distance from the Reference Datum to the point of each load's application is known as the CG Arm. The Reference Datum is located 1.975 m / 77.76 in forward from inner surface of the firewall. The inner surface of the firewall is identical with the engine cowlings and fuselage vertical border line in which the reference point (RP) lies (see Chapter 6.2.3).

The approved Aircraft Weight and Moment Limit are presented graphically in the Weight and Moment Limits Chart (see Chapter 6.6). The limitations presented in the Weight and Moment Limits Chart must be adhered to. If the aircraft is improperly loaded or overloaded with co-pilot (passenger), baggage or fuel the aircraft's performance, structural strength and center of gravity may be dangerously influenced. If the center of gravity is too far forward it may be difficult, or impossible, to rotate for takeoff and to flare for landing. If the center of gravity is too far aft longitudinal stability and aircraft controllability may be dangerously influenced.

WARNING

The loaded aircraft must be operated within approved weight and CG limits during takeoff, flight and landing!

NOTE

Prior to fueling the aircraft, check the flight's loading plan and determine the permissible quantity of fuel. If the loaded and fueled aircraft is out of weight and CG limitations, the aircraft must be reloaded.

The total weight and cumulative moment of a loaded and fuelled aircraft is simply calculated using the Weight and Balance Loading Form (Chapter 6.4.2). This calculation requires the aircraft's Basic Empty Weight / Moment, the weight of pilot/co-pilot (passenger), the total weight of baggage in the front and rear baggage compartments, and the usable weight of fuel. The aircraft's Basic Empty Weight / Moment are obtained from the aircraft's Weight and Balance Record (Chapter 6.3).

7.4.3 Right Section of Instrument Panel

MFD Dynon SkyView SV-D1000 is installed in the middle of right section. The MFD is landscape oriented intended to primary display the engine information. There is also a USB connector on the right side of MFD labelled **RH D1000** that is intended to import flight plans and export logs.

In this section is installed standby fuel pressure indicator, flying hours counter and Engine Hours Counter.

Remote control of the Emergency Locator Transmitter (ELT) is located above the MFD.

Circuit breakers are placed in a row at the lower and right side of right section. A list of circuit breakers with protected instruments is shown in the table below.

In the right lower corner 12 V / 10 A power socket output is located.

CAUTION

The USB connector is not intended for charging devices!

The power socket is intended for power supply of external devices only!

NOTE

For complete operating procedures of appropriate equipment refer to OEM manuals.

Marking	Protected instrument
PITCH	Pitch trim actuator
ROLL	Roll trim actuator
STALL	Stall warning system
AVIONICS	Avionics relay
FUEL PUMP	Fuel pump
COMM	Radio (COMM)
XPDR	Transponder
LH D1000	PFD (LH Dynon SkyView SV-D1000)
RH D1000	MFD (RH Dynon SkyView SV-D1000)
OIL PRESS.	Low oil pressure warning
FUEL RES.	Low fuel level warning
SOC. 12V	LH and RH socket 12 V / 10 A
SVI	Engine hours counter Flight hours counter RPM indicator
TIS	Traffic sensor
SPARE	-
NAV / ACL	Navigation and Anti-collision lights
LAND	Landing lights
NAV	Radio (NAV)
INTERCOM	Intercom

7.8 Landing Gear

The aircraft is equipped with a fixed landing gear, nose wheel type.

7.8.1 Main Gear

Main landing gear consists of composite legs that are attached to the ribs of fuselage center section. The main wheels are bolted to the composite legs. The main wheels are equipped with hydraulically operated single-disc type brakes.

Each main wheel has a 15x6.00-6 tubeless tire installed.

The main wheels are equipped with wheel fairings. The wheel fairings are removable to provide access to the tires and brakes.

7.8.2 Nose Gear

The nose gear leg is tubular steel construction attached to the firewall. The nose wheel is steerable, controlled by the rudder pedals. The suspension is ensured by means of rubber damper and rubber bungies.

The nose wheel has a 13x5.00-6 tubeless tire installed.

The nose wheel is equipped with a wheel fairing. The wheel fairing is removable to provide access to the tire.

Nose gear is equipped with a centering spring mechanism that returns the nose wheel and rudder to the neutral position.

7.9 Baggage Compartments

The aircraft has two locations where the baggage can be placed.

The front baggage compartment is located in front of main spar under the pilot/co-pilot knees. A center tunnel divides the front baggage compartment into left and right sections. Each section is equipped with 4 attachment points for baggage restraints. The front baggage compartment may be used only with installed original manufacturer's bags that are closed and restrained during flight. Front baggage compartment is suitable for small items.

Rear baggage compartment is located between the occupant's backrest and baggage bulkhead. A center tunnel divides the rear baggage compartment into left and right sections. Each section is equipped with 4 attachment points for baggage restraints. Rear baggage compartment is suitable for longer or bulky items. The baggage must be restrained.

To restrain the baggage:

- Thread the straps through the attachment points and position them over baggage. If possible, thread the straps through the baggage handles.
- Tighten the straps to restrain the baggage and lock the buckle.

To loosen the baggage:

- Release the buckle and loosen the straps.
- Slip out the baggage from the straps

WARNING

All baggage must be safely restrained before the flight!
Loose objects in front baggage comp. may block the controls!
Loose objects in rear baggage comp. may injure the occupants!

WARNING

The maximum baggage weight must not be exceeded!
The baggage weight must be included in the weight and balance calculation!

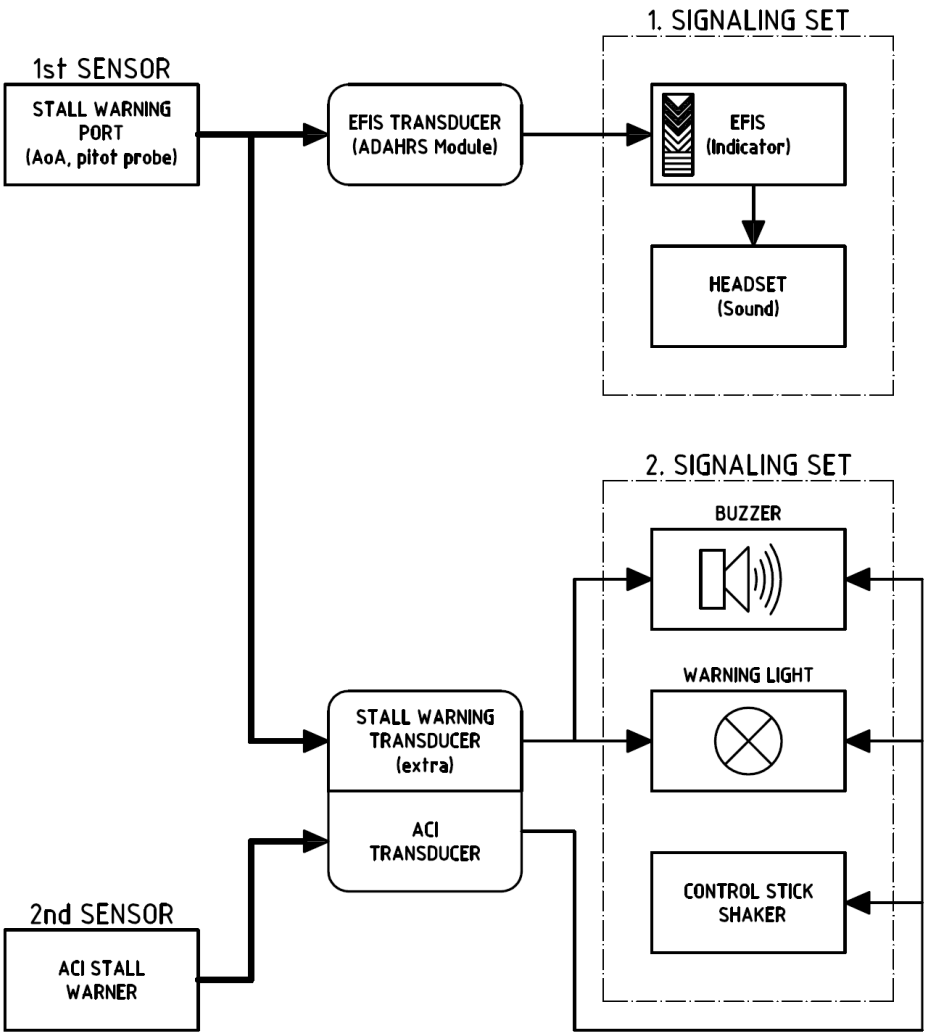

Fig. 7-33 *Stall warning system schematic*

9.2 List of Inserted Supplements

EASA approved POH supplements must be in the aircraft for flight operations when specified optional equipment is installed or special operations are to be performed. A check mark (☑) in the column "Installed" Indicates that the corresponding supplement is installed in this POH.

Installed	Supplement No.	Title	Date	Revision
☐	AS-POH-01-001	Equipment List 1	29. 01. 2020	Revision 3
☐	AS-POH-01-003	Propeller KW-31 / Towing Operation	29. 01. 2020	Revision 1
☐	AS-POH-01-004	Garmin GNC 255A NAV/COMM	15. 05. 2017	Initial issue
☐	AS-POH-01-005	Garmin GTX 328 XPDR	15. 05. 2017	Initial issue
☐	AS-POH-01-006	PM3000 Intercom	15. 05. 2017	Initial issue
☐	AS-POH-01-009	KANNAD 406 AF-COMPACT ELT	15. 05. 2017	Initial issue
☐	AS-POH-01-011	KANNAD AF INTEGRA ELT	29. 01. 2020	Initial issue