

0.1 RECORD OF MANUAL REVISION

Any revision of the present manual, except actual weight data, must be recorded in the following table and in case of approved sections 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 right hand margin, and the Revision No. and the date will be shown on the bottom left side of the page.

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0.2 LIST OF EFFECTIVE PAGES

Section	Page	Date	Section	Page	Date
0	1	02.11.2016	5	1	16.07.2012
	2	02.11.2016		2	16.07.2012
	3	16.07.2012		3	16.07.2012
	4	16.07.2012		4	16.07.2012
1	1	16.07.2012	6	1	16.07.2012
	2	16.07.2012		2	16.07.2012
	3	02.11.2016		3	16.07.2012
	4	16.07.2012		4	16.07.2012
	5	16.07.2012		5	16.07.2012
2	1	16.07.2012	7	1	16.07.2012
	2	16.07.2012		2	16.07.2012
	3	16.07.2012		3	16.07.2012
	4	16.07.2012		4	02.11.2016
	5	16.07.2012		5	16.07.2012
	6	02.11.2016		6	16.07.2012
	7	16.07.2012		7	16.07.2012
	8	16.07.2012		8	16.07.2012
				9	16.07.2012
3	1	16.07.2012		10	16.07.2012
	2	16.07.2012		11	16.07.2012
	3	16.07.2012		12	16.07.2012
	4	16.07.2012		13	16.07.2012
	5	02.11.2016		14	02.11.2016
	6	02.11.2016			
4	7	16.07.2012	8	1	16.07.2012
				2	16.07.2012
	1	16.07.2012		3	16.07.2012
	2	16.07.2012		4	16.07.2012
	3	16.07.2012		5	16.07.2012
	4	16.07.2012		6	16.07.2012
	5	16.07.2012	9		
	6	16.07.2012		1	16.07.2012
	7	16.07.2012		2	16.07.2012
	8	16.07.2012			
	9	16.07.2012			
	10	16.07.2012			
	11	16.07.2012			
	12	16.07.2012			
	13	16.07.2012			
	14	16.07.2012			

1.4. Descriptive data

1.4.1. Airplane description

WT9 Dynamic LSA Club LT is low-wing monoplane with fixed undercarriage. The airframe consists of a sandwich shells from advanced composite material. There are two places in the cockpit, side by side type. Airplane is equipped with towing hook. This aircraft is intended for sporting, recreation, glider towing and tourist flying in accordance with VFR day.

Powerplant of the aircraft is the 4 cylinder, 4-stroke engine ROTAX 912 ULS with a maximum takeoff RPM limitation 5800 min⁻¹.

This plane is fitted with a 3 bladed in flight electrically adjustable propeller and the following type and model is approved: WOODCOMP SR2000D with diameter 1700 mm.

1.4.2. Technical data

Airplane	
Wing area	10,30 m ²
Wing span	9,00 m
Length	6,40 m
Height	2,00 m
Wing aspect ratio	7,82
Aerodynamic mean chord (MAC)	1,185 m

Control surfaces	
Aileron area	0,273 m ²
Aileron span	1,25 m
Flap area	0,75 m ²
Flap span	2,28 m
Horizontal tail area	1,68 m ²
Horizontal tail span	2,40 m
Vertical tail area	1,02 m ²
Vertical tail span	1,022 m

Landing gear	
Wheel spacing	1,49 m
Wheel base	2,27 m
Nose wheel diameter	0,32 m
Main wheel diameter	0,35 m

Weights	
Empty weight	See Chapter 6.3
Maximum takeoff weight	600 kg
Useful load	284,0 kg
Fuel tank capacity	126 l

2.7. Weight

Weights	
Empty weight	see Chapter 6.3
Maximum takeoff weight	600 kg
Maximum landing weight	600 kg
Useful load	284,0 kg
Maximum fuel weight	90,7 kg
Maximum occupant weight per seat	120,0 kg
Minimum weight solo pilot (with 40 kg of baggage)	54,0 kg
Minimum weight solo pilot (without baggage)	72,2 kg
Maximum weight in baggage compartment	40 kg

WARNING

Maximum takeoff weight is 600 kg!

2.8. Centre of gravity

CG positions	
Empty airplane CG position	12 ± 2% MAC
Position of CG in flight	20 ÷ 30% MAC

Rear centre of gravity limit is valid for en-route weight at maximum crew weight and minimum fuel amount. Forward centre of gravity limit is valid for minimum pilot weight and maximum capacity of the fuel tanks. Example to check the centre of gravity position is in Sect. 6.

WARNING

A flight shall not be commenced until the pilot-in-command is satisfied that the mass of the airplane and centre of gravity location are such that the flight can be conducted safely!

2.9. Approved manoeuvres

Manoeuvre	Appropriate entry speed (IAS)		
	km/h	mph	knots
Steep turns with the angle of bank up to 60°	145	90	78
Lazy eights	145	90	78

WARNING

Aerobatic manoeuvres and intentional spins are prohibited!

3.6.2. Precautionary landing

In the event of the airplane failure, disorientation, shortage of fuel, dangerous deterioration of the meteorological conditions (visibility, thunderstorm) and approaching sunset, a precautionary landing should be conducted.

1. Select a suitable landing field, if possible against the wind.
2. Fly over selected field with wing flaps 15° and 65 knots airspeed at a height 164 ft AGL, check properly the preferred area for landing to inspect the terrain properties (obstructions, surface conditions).
3. Make landing circuit at a height 492 ft AGL or at a safe altitude as allowed by cloud base with flaps 15° and 65 knots airspeed. Extend “down wind” position and make approach with sufficient power.
4. Don't lose sight on the selected field in the case of low visibility.
5. Landing approach with flaps for landing and sufficient power.
6. Arrange approach so that the desired touchdown spot will be immediately after passing the edge of the selected landing field. In the case of object collision, perform obstacle avoidance manoeuvre to the side.
7. After touchdown apply heavy breaking till stopped.
8. When the airplane comes to a stop, shut down the engine, master switch off, close the main fuel selector, secure the airplane and seek assistance.

3.6.3. Landing with a flat tyre

- | | |
|-----------------------------|--|
| 1. Landing approach: | With wing flaps 35° and airspeed 61 knots. |
| 2. Touchdown: | With the bank angle on the inflated tyre at minimum touchdown speed. |
| 3. Direction after landing: | Maintain ground roll direction. |

3.7. Recovery from unintentional spin

For recovery from an unintentional spin the following procedure should be used:

1. Rescue system: Activate.

WARNING

Intentional spins are prohibited!

3.8. Other emergencies

3.8.1. Control failures

Aileron control fault:

The airplane 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 are conducted with help of the lateral control of the ailerons.

3.8.2. Vibrations

The powerplant 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 procedure 3.6.2.

3.8.3. Rescue system

Activation of rescue system:

1. Switch of the ignition to stop the engine.
2. Lift off the emergency system actuator protector (1) (fig. 3.8.3-1).
3. Strongly pull the handle of rescue system.
4. Protect your head by hands.



Fig. 3.8.3-1 Emergency system actuator protector

For other information regarding operation and handling with rescue system Magnum 601 S-LSA refer to the Manual for Mounting and Use – Rescue Ballistic Parachute Systems Series Magnum.

7.4. Instrument panel

The Instrument panel arrangement is shown in the following figure (Fig. 7).



Fig. 7 Instrument panel

1. Brake lever	13. PTT button and trim control	25. Airspeed indicator
2. Throttle lever resistance setting	14. Pedals adjustment handle	26. Intercom
3. Throttle lever	15. 12V Socket	27. Trim indicator
4. Trim control select switch	16. Switches*	28. USB connector (1)
5. Fuel selector	17. Ignition	29. USB connector (2)
6. Choke	18. Starter key	30. Propeller governor
7. Oil flap control	19. Master switch	31. Check lights (CL) and Buttons (B)***
8. Carburettor pre-heating	20. Circuit breakers**	32. Magnetic compass
9. Cabin ventilation	21. Altimeter	33. Emergency system actuator****
10. Cabin heating	22. Dynon SkyView SV-D1000 (1)	
11. TOW mechanism handle	23. Radio	
12. Flap control unit	24. Dynon SkyView SV-D1000 (2)	

* AVIONICS, ACL, LAND, FUEL PUMP

** Circuit breakers are listed on the next page

*** OVER SPEED WARNING (CL), FUEL PUMP (CL), FUEL RES. LEFT (CL), FUEL RES. RIGHT (CL), D-1000 (CL), CHARGE (CL), TEST (B)

**** NOT DISPLAYED IN FIG. 7

7.14. Miscellaneous equipment

Rescue system Magnum 601 S-LSA:

Rescue system is mounted as miscellaneous equipment of the airplane WT9 Dynamic LSA Club LT (for operation instruction see Operation manual delivered by producer of equipment).