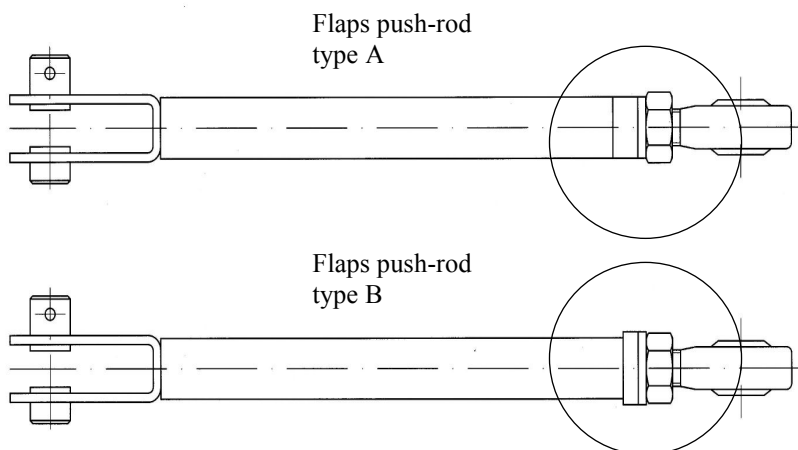


Subject: Swing bearings and flaps push-rods check

Affected: WT-9 Dynamic, from S/No. DY-002/2001 till S/No. DY-200/2007. Does not apply to aircrafts equipped with flaps push-rod type B (see figure bellow)



Compliance: Immediately

Mass data: Weight change – none
Moment change – none

Reason: Occurrence of bending and fatigue break of the swing bearing of flaps push-rod

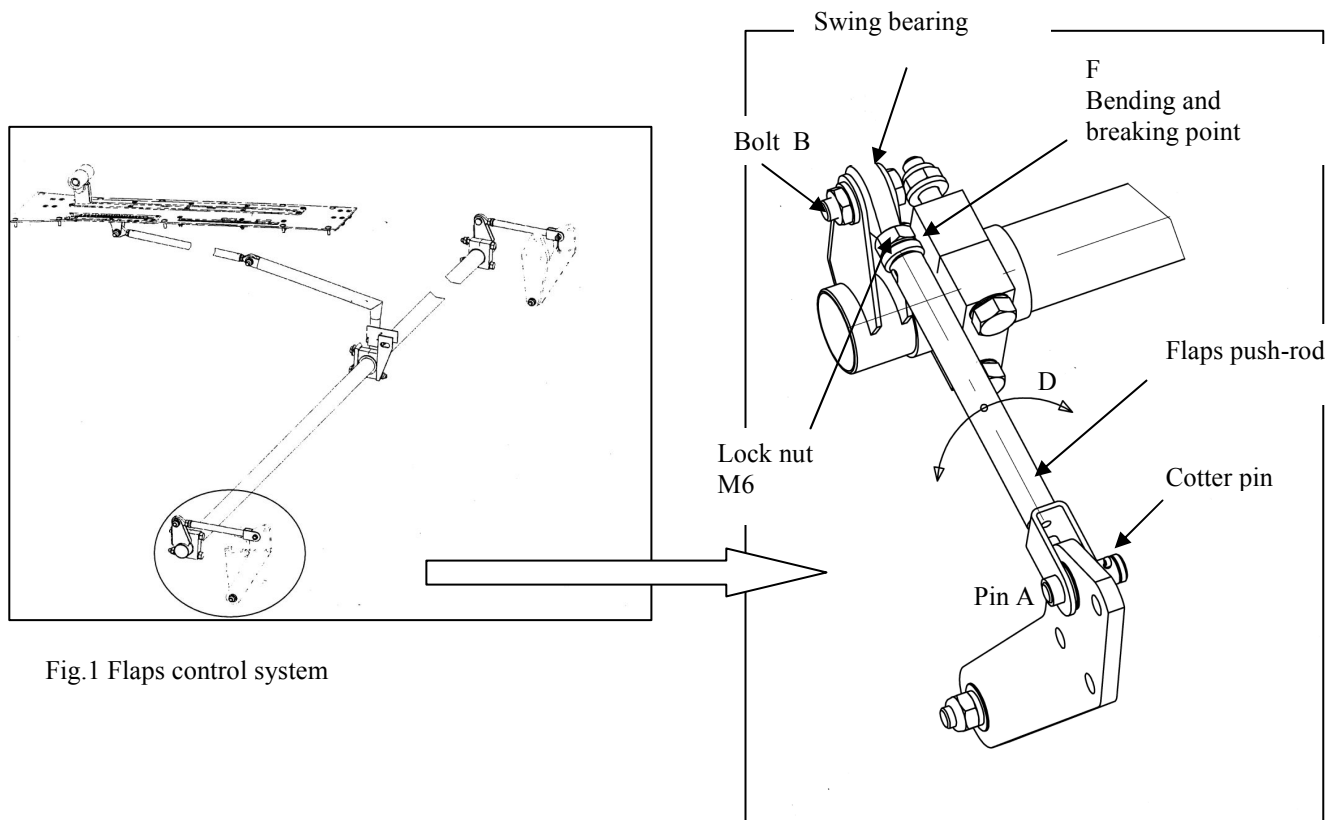


Fig.1 Flaps control system

Fig.2 Detail of flaps push-rod

Arrangements: The aim of the proposed measures is to check alignment of swing bearing with flaps push-rod on left and right flaps and thereby eliminate creation of conditions for the development of fatigue breakage due to bending loads

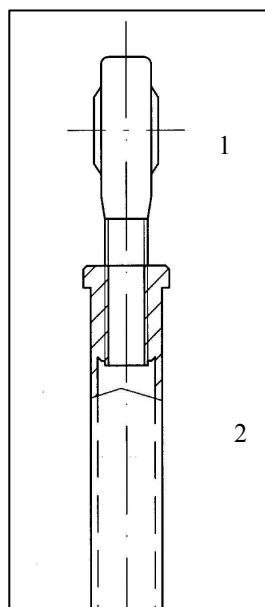
I. Alignment and bending check

1. Extend the flaps to fully extended position (position flaps 3)
2. Remove the flaps push-rod by following procedure:
 - 2.1 Lock off pin A (remove cotter pin), fig.2
 - 2.2 Put out pin A
 - 2.3 Unscrew the nut of bolt B and put out bolt B
3. Measure and record the total length "d1" on removed flaps push-rod. (see bellow)
Measured value is necessary for reassembly

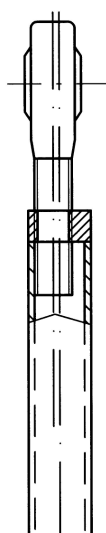
d1



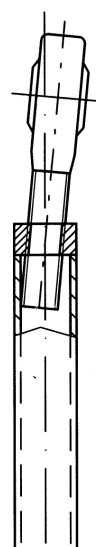
4. Release the lock nut M6 (fig. 2) and unscrew the swing bearing from flaps push-rod
5. Examine swing bearing (1) and flaps push-rod (2) alignment. Verify if the swing bearing is not bended at point F (see bellow)



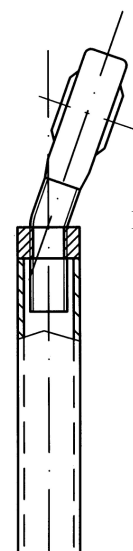
All right



Wrong



Wrong



Wrong

6. If the flaps push-rod is in alignment with swing bearing and bending of the swing bearing is not observed, screw swing bearing back to flaps push-rod
7. Set initial distance "d1", measured at I.3
8. Tighten the lock nut M6
9. Mount the flaps push-rod to aircraft in the inverse order as described in I.2
10. Lock pin A by cotter pin
11. Ensure that after flaps push-rod installation there is a free movement of push-rod when flaps retracted and fully extended (fig.2 position D)

II. Measures to take when a misalignment or bending was detected

1. If the misalignment of flaps push-rod with swing bearing or swing bearing bending was detected in I.5 then both parts, flaps push-rod and swing bearing, have to be changed for new ones
If any doubt related to the condition of flaps push-rod or swing bearing make the exchange for new ones or contact the manufacturer
2. Make installation of new original parts following the procedure described in I.6 - I.11

Material information: swing bearing GAXSW6 (Order No. DYN-604 p30)
flaps push-rod DYN-604-16 (Order No. DYN-604 p7)

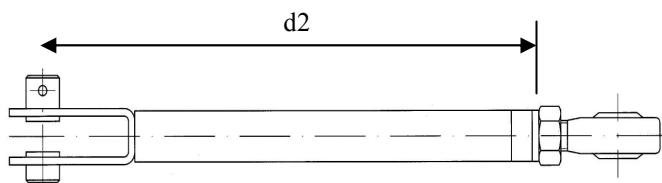
If replacing unserviceable parts ask for free sending the WT-9 Dynamic aircraft manufacturer by the means of online order:

http://www.aerospool.sk/index.php?option=com_ckforms&view=ckforms&id=3&Itemid=153&lang=en

In "Part description box" notice ZBWT9 16A/2012 with length data "d2" for left and right flaps push-rod (data in millimeters)

Possible ordering by Email: office@aerospool.sk, fax.:00421.46.51.83.250

For ordering notice aircraft total flight hours



Documentation: Make record about this Mandatory bulletin execution into the aircraft book

Prievidza, September 24, 2012

Approved:

Issued:

Approved by: CAA of Slovak republic