

Subject: Throttle lever nut locking

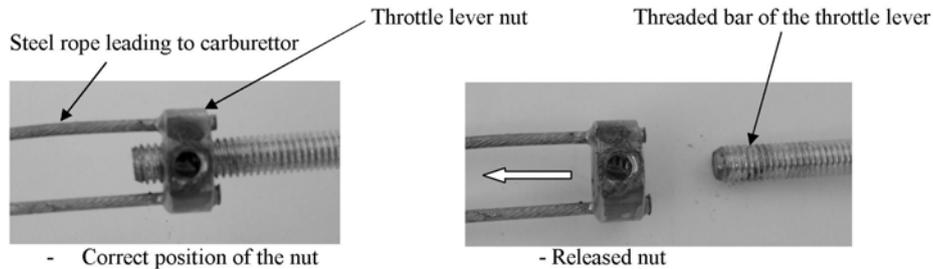
Affected: All aeroplanes type Dynamic WT9-UK:

DY135/2006, DY147/2006, DY155/2006, DY159/2006, DY161/2007, DY165/2007,
DY188/2007, DY189/2007, DY192/2007, DY194/2007, DY197/2007, DY200/2007,
DY239/2008, DY257/2008.

Compliance: Immediate

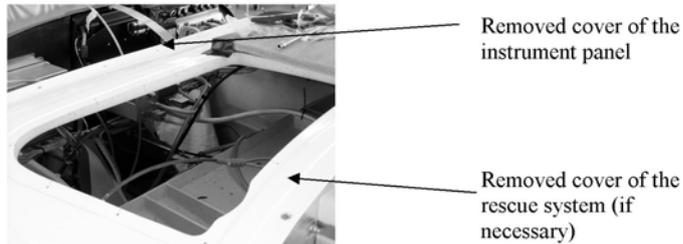
Mass data: Weight change – none
Moment change – none

Reason: By the aeroplanes operation was found self-acting release of the throttle lever nut, having for consequence setting of the full throttle engine mode



Arrangement: Replace "Button-headed screw" with modified screw M4x10 DIN 912 8.8VZ. The end of modified screw comes into drilled dimple additionally made in threaded bar. The nut and the modified screw are secured with LOCTITE 243.

1. Remove instrument panel cover and if necessary rescue system cover (depending on accessibility)



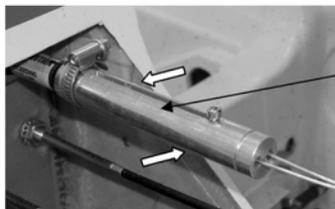
2. Lock-off the steel cables of throttle at the carburetors side:



3. Remove the safety wire between aluminium body of throttle and bowdens:



4. Pull out both bowdens from the aluminium body of throttle and completely pull out both steel cables of throttle from the full length of bowdens.
5. Take with hand aluminium body of throttle and unscrew it from the other side of throttle which is fixed with instrument panel. To unscrew it you can expect medium resistance.



aluminium body of throttle

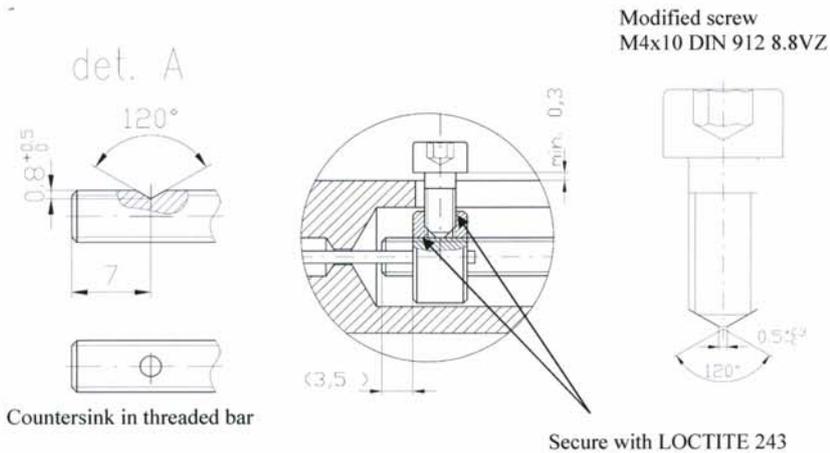
Note: From the view of picture unscrew it counter clockwise. The thread is classical clockwise.

6. Push out the safety ring with safety wire facing in direction of flight and disassemble the aluminium body of throttle



The safety ring with safety wire

7. Unscrew the „Button-headed screw” and drill dimple into the threaded bar using drill ϕ 3 mm to depth 0.8 mm in the place of screw pushing – see picture.



8. Assemble throttle lever nut on threaded bar and modified screw M4x10 DIN 912 8.8VZ which is delivered by aeroplane producer and secure both with LOCTITE 243.
9. Assemble the throttle in opposite order as it was disassembled. Secure the bowdens together with aluminium body of throttle. While securing the steel throttle cables next carburetors it is important to stretch them with the same force (e.g. 3 kg) at the left and right side. If it to be contrary it is risk to detune left and right carburetors to each other. If it is necessary set the left and right carburettor to each other according to engine producer manual. Check the idling of engine.

Material information: LOCTITE 243, Modified screw M4x10 DIN 912 8.8VZ

Documentation: Results of this check and work, note into documentation of the aircraft with date and signature of service man which execute the procedure. Inform the airplane producer and authorized distributor about procedure which had been performed and the airplane serial number.

Prievidza 01st December 2008

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Approved:

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