

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

TYPE: **WT9 Dynamic LSM NG**

- (1) MANUFACTURER: AEROSPOOL, Spol. s r. o. Letisková 10,
971 03 Prievidza, Slovak Republic
Approval Ref: DAI/9973/21
- (2) UK IMPORTER: LX Aviation Ltd. Bank Gallery, 13 High Street, Kenilworth,
Warwickshire, CV8 1LY.
- (3) CERTIFICATION: German LTF-UL (2019) and BCAR S Issue 8.
Air Navigation (Amendment) Order 2021/879 art.10(c) (August
19, 2021) microlight definition up to 600kg.
- (4) DEFINITION OF BASIC STANDARD: AS-ULL-11-008 R0 Master Drawings List, WT9 Dynamic LSM NG /
FG916iS
and AS-ULL-10-008_R0_TDD_WT9_Dynamic_NG_FG916iS
- (5) COMPLIANCE WITH THE MICROLIGHT DEFINITION:
 - (a) MTOW 600 kg
 - (b) No. Seats 2
 - (c) Maximum Wing Loading 57.14 kg/m²
 - (d) Vso 40 knots **CAS**
 - (e) Permitted range of pilot weights 0-120 kg (each)
(min cockpit load 55kg¹ - ballast required below
75kg)
 - (f) Typical Empty Weight (ZFW) 379 kg
 - (g) ZFW + 200 kg crew + 15kg fuel 594 kg
 - (h) ZFW + 100 kg pilot + full fuel 569 kg
(124 litres / 90 kg)
 - (i) Max ZFW at initial permit issue 370.6 kg

¹ Movable ballast is required for certain loading configurations up to 70 kg, see POH table.

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(6) POWER PLANTS:

Designation	WT9 Dynamic LSM NG / FG916iS
Engine Type	Rotax 916iS A
Reduction Gear	2.54:1
Exhaust System	Rotax
Intake System	Rotax
Propeller Type	Aleš Křemen KW-30 (Woodcomp) 3 blade
Propeller Dia x Pitch	1.750 m In-flight hydraulic adjustable constant speed
Max Static rpm	5750 max. propeller fine pitch stop & max. governor
Noise Type Cert No.	N/A
AAN approving configuration	AAN BMAA-1129

(7) MANDATORY LIMITATIONS:

- (a) Max Take-Off Weight 600 kg
- (b) CG Limits
- | | |
|-----------|---|
| Aft limit | 2.847 m aft of datum (30.5% MAC) |
| FWD Limit | 2.713 m aft of datum (19.0% MAC) @ 600 kg |
| | 2.689 m aft of datum (17.0% MAC) @ 569 kg |
| | (Linear interpolation between 569 – 600 kg) |
- (c) CG datum 1.975 m forward of firewall inner surface
- (d) Cockpit Loadings
- | | |
|----------------------|--|
| | Total |
| Min (occupant only) | 55 kg ² (ballast required below 75kg) |
| Max (occupants only) | 120 kg Per Seat |
| Max Cockpit Load | 240kg |
- (e) Never Exceed Speed, V_{NE} 181 knots IAS
- (f) Rough Air Speed, V_{RA} 148 knots IAS
- (g) Manoeuvring Speed, V_A 97 knots IAS
- (h) Flap Limiting Speed V_{FE}
- | |
|----------------------------|
| 86 knots IAS (FLAPS 1) |
| 76 knots IAS (FLAPS 2 & 3) |

² Movable ballast is required for certain loading configurations up to 70 kg, see POH table.

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- (i) Permitted Manoeuvres
Maximum bank angle 60°
Non Aerobatic
Normal acceleration limits no flaps +4g / -2g
(-1.5g above V_A)
Normal acceleration limits with flaps +2g/-0g
- (j) Fuel Contents (Max Usable) 124 litres (Max Usable)
- (k) Power Plant See Table

Engine	Rotax 916iS A
Max RPM	5800 rpm for 5 minutes
Max Continuous RPM	5500 rpm
MAX Coolant	120 °C
MAX EGT	950 °C
Fuel Spec	95 RON minimum unleaded to EN228 Super or Super Plus AVGAS 100LL, UL91, UL94 (Unleaded preferred – see engine manual)
Engine Oil Spec	RON 451, SAE 5W-50 (See engine manual)
Oil Pressure	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500 rpm Max 7 bar
Oil Temperature	50 °C to 120 °C
Fuel Pressure	Airbox pressure plus 2.9 to 3.2 bar (2.5 to 3.5 bar for 3 secs Max after power change)
Manifold Pressure	60 hPa to 1800 hPa (1.77 to 53.15 inHg)
Manifold Temperature	50 °C Max (Reduced power 50 – 80 °C, see engine manual)

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(8) INSTRUMENTS REQUIRED:

ASI	Altimeter	Slip Indicator	Engine RPM	Fuel Pressure (relative to MAP)	Oil Pressure	Oil Temperature
0 to 190 knots (min)	Required	Required	0-6000 rpm	0 – 4 bar	0 – 10 bar	50 - 140 °C

Coolant Temperature	EGT Temperature	Manifold Pressure	Manifold Temperature	Fuel Quantity	Stall Warning System
50 - 130 °C	1050 °C	0 – 55 inHG	85 °C	Required per tank	Required

Emergency ballistic rescue parachute system is required equipment.

Two independent Stall Warning systems, at least one with audible warning, are required equipment, e.g. EFIS pressure-sensing based, plus leading-edge vane type with buzzer.

A voltmeter and compass are recommended.

If a LiFePO4 battery is fitted, a voltmeter must be fitted or displayed on EFIS.

An electronic Carbon Monoxide detector is required to comply with CAA Safety Directive SD-2024/001v3 or later.

(9) CONTROL DEFLECTIONS:

Elevator UP:	26.5° +0°/-1°	Take-off Flap Down	15° ± 2°
Elevator DOWN	16.0° +0°/-1°	Mid Flap Down	24° ± 2°
Ailerons UP:	25° ± 2°	Full Flap Down	35° ± 2°
Ailerons DOWN:	15° ± 2°	Rudder Trim Tab Left	39° ± 2°
Rudder LEFT:	25° ± 2°	Rudder Trim Tab Right	5° + 2°/-0°
Rudder RIGHT:	25° ± 2°		

(10) PILOT'S NOTES, MAINTENANCE MANUALS REFERENCES:

10.1 Manuals approved for use with this aircraft.

- (a) Pilot's Operating Handbook:
WT9 Dynamic LSM NG Pilot's Operating Handbook AS-POH-45-000 and POH Supplement AS-POH-45-XXX (individual for each XXX aircraft S/N) dated 03.06.2026 (or later approved issue).
- (b) Maintenance Manual:
Aircraft Maintenance Manual AS-AMM-40-000 and AMM Supplement No. 001 AS-AMM-40-001 dated 10.03.2023 (or later approved issue).

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Engine, propeller, parachute system and other fitted equipment manufacturer's Operating and Maintenance Manuals as appropriate to fitted powerplant and equipment, at their current issues.

10.2 The following placards are to be fitted:

- (a) Flight Limitations Placard (to be visible to pilot)
Contains airspeed, manoeuvring and loading limitations. See Operator's Manual.
- (b) Engine Limitations Placard (to be located near to engine instruments)
The limitations of all indicated engine parameters are to be shown as coloured markers or arcs (red for danger, amber for caution) on the instrument displays. See Operator's Manual.
- (c) Occupant Warning Placard (to be visible to both occupants)
See Operator's Manual.
- (d) Fuel Filler Placard (to be located adjacent to the fuel filler cap)
A placard is to be fitted showing fuel capacity and fuel types. See Operator's Manual.
- (e) Fuel Load Vs Cockpit Load (to be visible to both occupants)
The allowable fuel loads at MTOW for cockpit weights from the maximum cockpit load down to the maximum fuel load, at appropriate cockpit load intervals. See Operator's Manual.
- (f) Parachute Warning Placards (to be located on the exterior of the aircraft)
An Airframe Mounted Total Recovery Parachute System (AMTRPS) is fitted as required equipment, therefore placards complying with BCAR Section S Issue 8 must be fitted. See Operator's Manual.
- (g) Secondary Control Markings
Choke, cabin heat, trim, flaps, fuel shut-off: see Operator's Manual. Other secondary controls are to be placarded as per the associated Operator's Manual or normal aviation practice (if not detailed in associated Operator's Manual).
- (h) ASI Markings
See Operator's Manual.
- (i) Switches
All switches are to be marked with function and sense (up=on, down=off).
- (j) Fuses and Circuit Breakers
All fuses and circuit breakers are to be marked with function and rating.
- (k) Fireproof Metal Plate
Showing the aircraft nationality and registration marks (e.g. G-ABCD).
- (l) LiFePO4 Battery

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION (BMAA)

MICROLIGHT TYPE APPROVAL DATA SHEET (TADS)

NO: BM-109 ISSUE: 1



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If fitted, placards warning of fitment of LiFePO4 battery and use of only charger suitable for LiFePO4 battery to be fitted next to battery terminals.

(11) MANDATORY MODIFICATIONS / SERVICE BULLETINS / AIRWORTHINESS DIRECTIVES ETC:

See Annex A for required modifications.

(12) MINIMUM PERFORMANCE AT MAX TAKE-OFF WEIGHT:

Rate of Climb: 1844 fpm at 73 knots **IAS**.

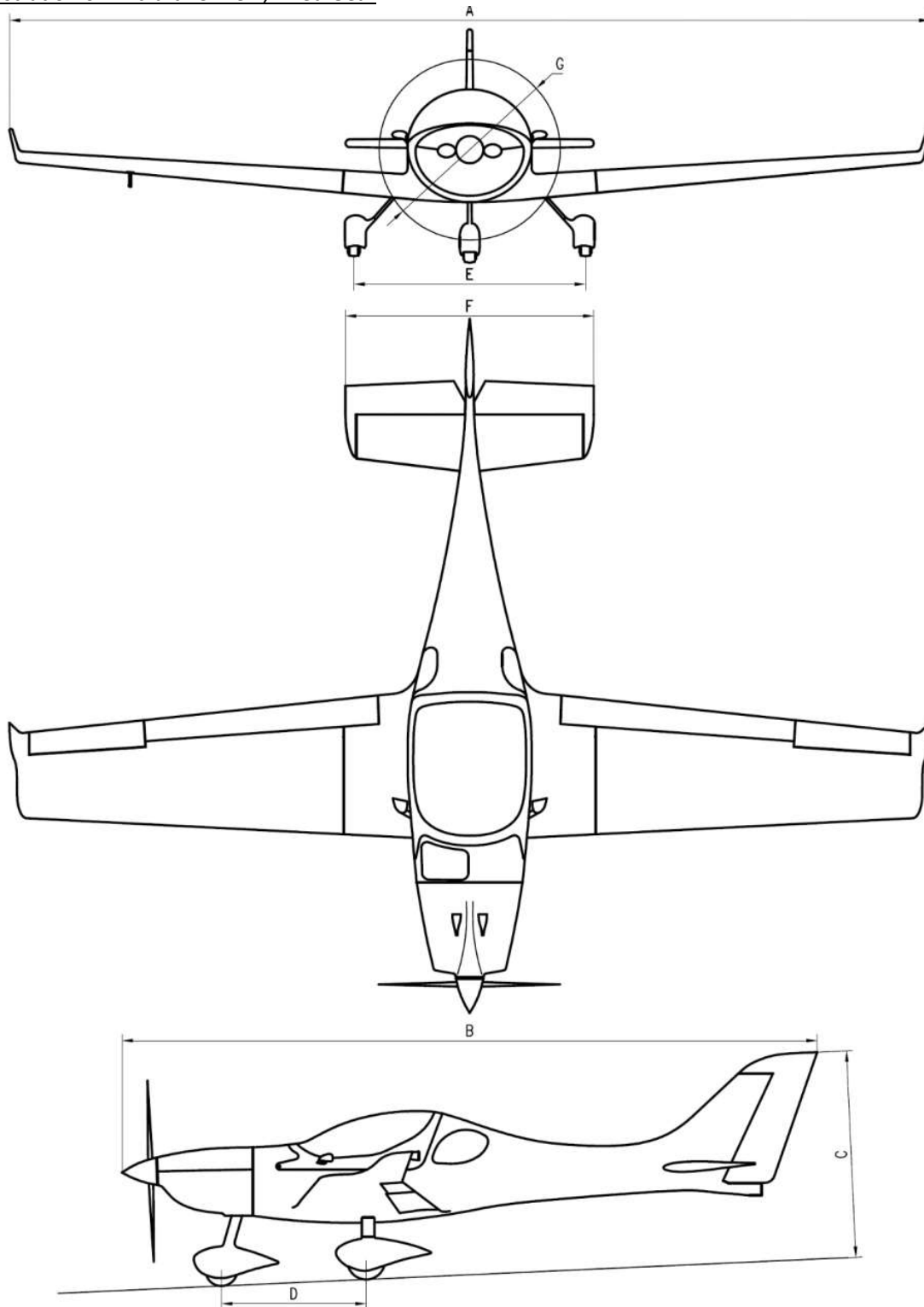
Stall or Minimum Flying Speed: 37 knots **IAS** at MTOW / idle / full flap.

Issue History

<u>Issue No.</u>		<u>Reason and signatory</u>
1	28 August 2026	Initial Issue. Approved for issue by R.S.Mott BMAA Chief Technical Officer
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Illustration of Aircraft - 3 View, Fixed Gear



(Windows in baggage compartment, wheel fairings and towing equipment are options)

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Illustration of Aircraft – Photograph

Fixed gear:



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ANNEX A – MANDATORY MODIFICATIONS/SERVICE BULLETINS/AIRWORTHINESS DIRECTIVES ETC.

Mandatory Options:

Magnum 601 S-LSA BPRS

Two independent Stall Warning systems.

For Latest Bulletins - <https://www.aerospool.sk/>

ANNEX B - APPROVED OPTIONAL MODIFICATIONS

The installation of all optional modifications is to be inspected by an inspector from an Organisation approved by the CAA for the purpose and an entry made in the appropriate logbook(s). Note that other approved modifications may exist which are not listed here.

Mod	Description
1	Panel Mount Transceiver
2	Panel Mount Transponder
3	Flarm
4	RAM Mount
5	Stall warning with Stick Shaker
6	Wingtip Lights
7	Baggage Compartment Covers
8	Garmin or Dynon Instrument Fit
9	Towing Equipment

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ANNEX C - WEIGHING INFORMATION

- | | |
|-----------------------------|---|
| 1. CG Datum: | 1.975m forward from inner surface of firewall |
| 2. Weighing attitude: | Canopy frame level |
| 3. Main wheel moment arm: | 3.063 m aft of datum, typical* |
| 4. Nose wheel moment arm: | 1.670 m aft of datum, typical* |
| 5. Fuel moment arm: | 2.580 m aft of datum |
| 6. Crew moment arm: | 3.130 m aft of datum |
| 7. Front Baggage moment arm | 2.580 m aft of datum |
| 8. Rear Baggage moment arm | 3.795 m aft of datum |
| 9. Crew weights: | Minimum 55 kg / maximum 120 kg per seat |
| 10. Max baggage weight: | Front 2 x 10 kg
Rear 2 x 20 kg |
| 11. Aft CG Limit: | 2.847 m (30.5% MAC) aft of datum |
| 12. Fwd CG Limit: | 2.713 m aft of datum up to 600 kg
with straight linear taper to
2.689 m aft of datum up to 569 kg |

*See factory measurement for actual aircraft figures when new.

ANNEX D – POINTS FOR SPECIAL ATTENTION

None at this issue