

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

TYPE: **WT9 Dynamic LSM**

- (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: CS-LSA Amendment 1 & German LTF-UL (2019)
Air Navigation (Amendment) Order 2021/879 art.10(c) (August
19, 2021) microlight definition up to 600kg. RG912iS modification
to BCAR Section S Issue 8.
- (4) DEFINITION OF BASIC STANDARD: WT9 Dynamic LSM / FG914 Type Design Definition Doc. AS-ULL-
10-004, Rev 0 30/03/2023
WT9 Dynamic LSM / RG912iS Type Design Definition Doc. AS-ULL-
10-009, Rev 0 10/03/2025
- (5) COMPLIANCE WITH THE MICROLIGHT DEFINITION:
- | | |
|--|--|
| (a) MTOW | 600 kg |
| (b) No. Seats | 2 |
| (c) Maximum Wing Loading | 57.14 kg/m ² |
| (d) V _{so} | 40 knots CAS FG914, 41 knots CAS RG912iS |
| (e) Permitted range of pilot weights | 0-120 kg (each)
(min cockpit load 55kg) |
| (f) Typical Empty Weight (ZFW) | 366 kg FG914, 353kg RG912iS |
| (g) ZFW + 200 kg crew + 1 hr fuel | 584 kg FG914, 571kg RG912iS |
| (h) ZFW + 100 kg pilot + full fuel
(124 litres / 90 kg) | 556 kg FG914, 543kg RG912iS |
| (i) Max ZFW at initial permit issue | 382 kg FG914, 382kg RG912iS |

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(6) POWER PLANTS:

Designation	WT9 Dynamic LSM / FG914	WT9 Dynamic LSM / RG912iS
Engine Type	Rotax 914UL	Rotax 912iS Sport
Reduction Gear	2.43:1	2.43:1
Exhaust System	Rotax	Aerospool
Intake System	Rotax	Aerospool intake Rotax airbox
Propeller Type	Woodcomp SR 3000/3N 3 blade	E-Props Durandal DUR-3-170-C4-T 3 blade
Propeller Dia x Pitch	1.720 m In flight adjustable	1.7m x 27° Ground Adjustable
Target rpm	5340rpm max. static	5500rpm full throttle at 2500'
Noise Type Cert No.	N/A	N/A
AAN approving configuration	AAN BMAA-1126	AAN-BMAA-1145

(7) MANDATORY LIMITATIONS:

- (a) Max Take-Off Weight 600 kg
- (b) CG Limits Aft limit 2.824 m aft of datum
FWD Limit 2.704 m aft of datum
- (c) CG datum 1.975 m forward of firewall
- (d) Cockpit Loadings Total
Min (occupant only) 55 kg
Max (occupants only) 120 kg Per Seat
Max Cockpit Load 240kg
- (e) Never Exceed Speed, V_{NE} 148 knots IAS
- (f) Manoeuvring Speed, V_A 97 knots IAS
- (g) Flap Limiting Speed V_{FE} 76 knots IAS
- (h) Permitted Manoeuvres Maximum bank angle 60°
Non Aerobatic
Normal acceleration limits no flaps +4g / -2g
Normal acceleration limits with flaps +2g/-0g
- (i) Fuel Contents (Max Usable) 124 litres (Max Usable)

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(j) Power Plant

See Table

Engine	Rotax 914UL	Rotax 912iS Sport
Max RPM	5800 rpm for 5 minutes	5800 rpm for 5 minutes
Max Continuous RPM	5500 rpm	5500 rpm
MAX Coolant	120°C	120°C
MAX EGT	950°C	950°C
Fuel Spec	95 RON minimum unleaded to EN228 Super or Super Plus AVGAS 100LL (Super Unleaded preferred – see engine manual)	95 RON minimum unleaded to EN228 Super or Super Plus AVGAS 100LL (Super Unleaded preferred – see engine manual)
Engine Oil Spec	RON 424, SAE 10W-40 (See engine manual)	RON 424, SAE 10W-40 (See engine manual)
Oil Pressure	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500 rpm Max 7 bar	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500 rpm Max 7 bar
Oil Temperature	50°C to 130°C	50°C to 130°C
Fuel Pressure	Airbox pressure plus 0.35 Max, +0.15 Min, + 0.25 normal	2.8 to 3.2 bar
Manifold Pressure	Max 39.9 in.HG Overshoot for 2 secs permitted Max Cont 35.4 in.HG at 5500rpm	N/A

(k) Retractable landing gear (RG912iS)

Operating Speed, V_{LO}

76 knots IAS

Extended Speed, V_{LE}

86 knots IAS

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(8) INSTRUMENTS REQUIRED:

ASI	Altimeter	Slip Indicator	Engine RPM	Fuel Pressure	Oil Pressure	Oil Temperature
0 to 155 knots (min)	Required	Required	0-7000 rpm	0 – 4bar	0 – 7 bar	150°C

Coolant Temperature	EGT Temperature	Fuel Quantity	Stall Warning System
120°C	950°C	Required	Required

FG914 only:

Airbox Temperature	Manifold Pressure
90°C	0 – 40 inHG

A voltmeter and compass are recommended.

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

An electronic CO detector is required to comply with CAA Safety Directive SD-2024/001.

(9) CONTROL DEFLECTIONS:

Elevator UP:	28° ± 2°	Take Off Flap Down	15° ± 2°
Elevator DOWN	18° ± 2°	Mid Flap Down	24° ± 2°
		Full Flap Down	35° ± 2°
Ailerons UP:	25° ± 2°	Rudder LEFT:	25° ± 2°
Ailerons DOWN:	15° ± 2°	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
 FG914: WT9 Dynamic LSM Pilot's Operating Handbook AS-POH-42-000 and POH Supplement AS-POH-42-XXX (individual for each XXX aircraft S/N)
 RG912iS: WT9 Dynamic LSM Pilot's Operating Handbook AS-POH-46-000 and POH Supplement AS-POH-46-XXX (individual for each XXX aircraft S/N)
- (b) Maintenance Manual
 Aircraft Maintenance Manual AS-AMM-40-000 and AMM Supplement No. 001 AS-AMM-40-001 date 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)
A placard showing the limitations for all indicated engine parameters is to be mounted close to the engine instruments. Also, main limitations are to be shown as coloured markers (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)
See Operator's Manual.
- (f) Parachute Warning Placards (to be located on the exterior of the aircraft)
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) LH side of baggage compartment bulkhead.
- (l) LiFePO4 Battery
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.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION (BMAA)

MICROLIGHT TYPE APPROVAL DATA SHEET (TADS)

NO: BM-99 ISSUE: 2



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

See Annex A for required modifications.

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

FG914:

Rate of Climb: 1190 fpm at 69 knots **IAS**.

Stall or Minimum Flying Speed: 33 knots **IAS** at MTOW / idle / full flap.

RG912iS:

Rate of Climb: 1086 fpm at 69 knots **IAS**.

Stall or Minimum Flying Speed: 34 knots **IAS** at MTOW / idle / full flap / gear extended.

Issue History

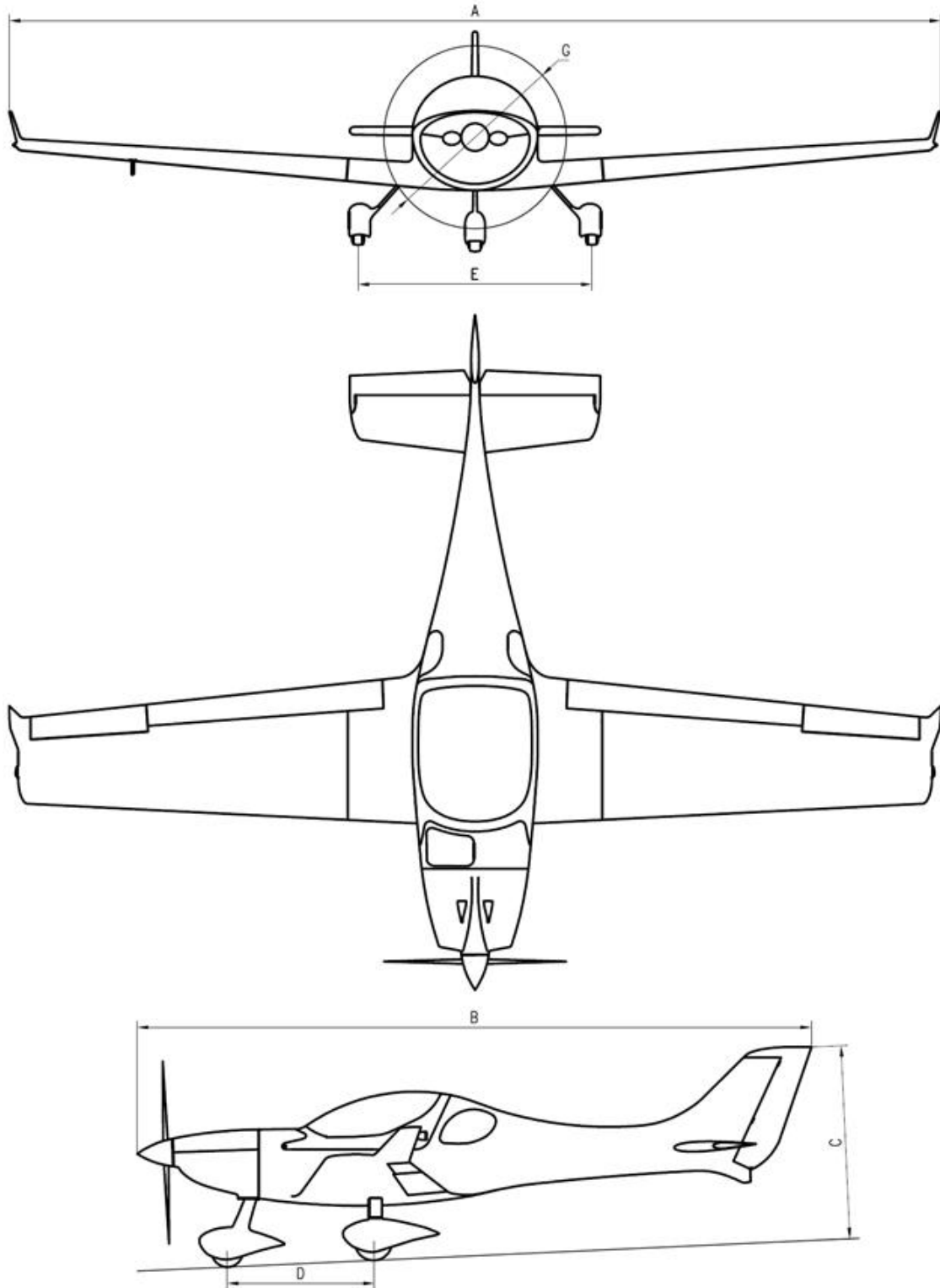
<u>Issue No.</u>		<u>Reason and signatory</u>
1	30 June 2023	Initial Issue
2	5 August 2025	Correction to seat weight and removal of UL91 reference. Other minor corrections. Addition of Dynamic 912iS RG version with E-Props Durandal propeller and LiFePO4 battery.

Approved for issue by R. Patrick BMAA Chief Technical Officer

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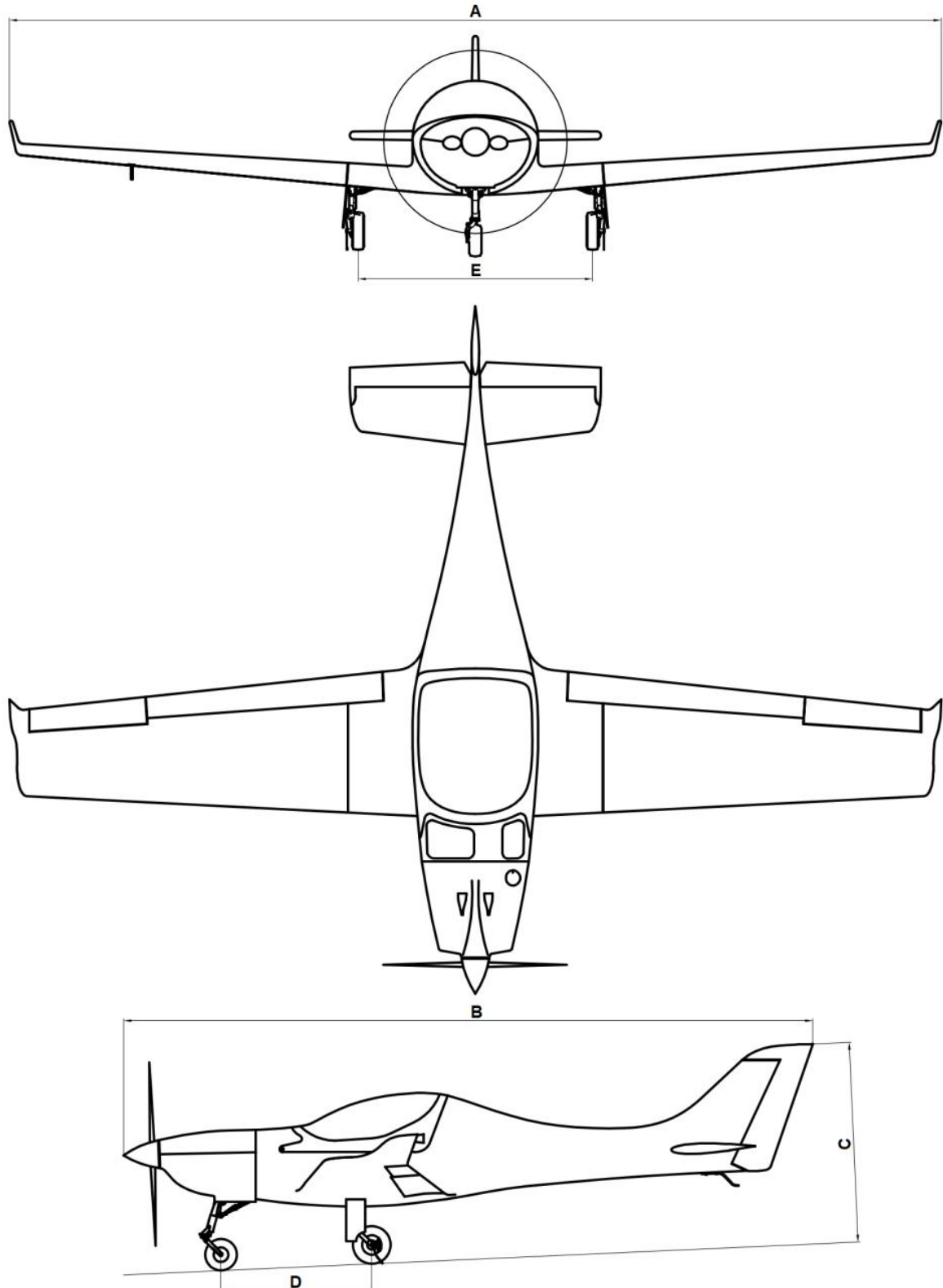
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Illustration of Aircraft - 3 View, FG914



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Illustration of Aircraft - 3 View, RG912iS



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Illustration of Aircraft – Photograph

Fixed gear:



Retractable gear:



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

None at this issue

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	Tow System
2	Manual Flaps - can only be fitted with Vernier Throttle.
3	Vernier Throttle
4	Autopilot – Kanardia
5	Garmin or Dynon or Kanardia Instrument Fit
6	Analogue Instrument Fit
7	Panel Mount Transceiver
8	Panel Mount Transponder
9	Flarm
10	RAM Mount
11	Stall warning with Stick Shaker
12	Landing Lights
13	Wingtip Lights
14	Baggage Compartment Covers

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ANNEX C - WEIGHING INFORMATION

1. CG Datum:	1.975m forward from inner surface of firewall
2. Weighing attitude:	Pilot's Canopy Frame Horizontal
3. Main wheel moment arm:	3.070 m aft from datum, FG914 typical* 3.052 m aft from datum, RG912iS typical*
4. Nose wheel moment arm:	1.670 m aft from datum, FG914 typical* 1.652 m aft from datum, RG912iS typical*
5. Fuel moment arm:	2.581 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:	2.824 m aft of datum
12. Fwd CG Limit:	2.704 m aft of datum up to 542.5kg With straight line taper to 2.748 m aft of datum up to 600kg

*See factory measurement for actual aircraft figures when new.

ANNEX D – POINTS FOR SPECIAL ATTENTION

None at this issue