



LAA/MOD 4
PROPELLER CHANGE
 Issue 10

Mod No. (Office use only)

This form is used to make an application for propeller substitution approval, see [TL 3.02](#).
 This form may be printed out, completed by hand and either posted to LAA Engineering or scanned and emailed to engineering@laa.uk.com, or it may be completed electronically, saved and emailed as an attachment to the same email address. If emailed without the owner's signature, it must be sent by the aircraft owner. Please retain a copy of the completed form for your records.

1. AIRCRAFT DETAILS

Registration	Type	Serial Number
G -		

2. APPLICANT DETAILS (Note: Applicant must be a 'Full plus' member)

Applicant's Name	Membership No.	
Name and address of person to be contacted regarding this modification:		
Daytime Telephone Number:		e-mail:

3. ENGINE DETAILS

Manufacturer	Full Designation	Reduction Ratio	Serial No.
		: 1	
Is a non-standard ignition system fitted? If so, specify type & model.			

4. EXISTING PROPELLER DETAILS

Manufacturer	Full Designation (not S/N)	No. Blades	Dia x Pitch
Reason for removal:			
(Advice: Do not ground the aircraft unnecessarily by installing the proposed propeller before receipt of the PFRC to test fly with it.)			

5. PROPOSED PROPELLER DETAILS

Manufacturer	Full Designation (not S/N)	No. Blades	Dia x Pitch
Specify type:	Fixed pitch / Ground adjustable / In-flight adjustable		
Condition:	New / Used / Overhauled	If not new, total hours:	
Source/history: (if overhauled, when and by who, from which supplier, previously on which aircraft, etc)			



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6. REPEAT MOD DETAILS

In order to qualify as a *Repeat* mod, the proposed installation must match exactly an existing *Prototype* ('normal') mod (aircraft type, engine model and propeller model, pitch and diameter must be the same). A list of approved *Prototype* mods is published on the website (www.laa.uk.com). Note that the method of attachment must also be copied or an alternative agreed with LAA Engineering.

<i>Prototype</i> mod number to be repeated:	
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7. PREDICTED WEIGHT AND BALANCE EFFECT ON AIRCRAFT

Date of current W&B report:	Weight (lb/kg)	CG (in/mm)	Moment
A/C pre-mod			
+/- weight change		(moment arm)	
= A/C post-mod			

8. NOISE (Microlight aircraft only)

Microlight aircraft require a noise certificate issued by the CAA. (Contact CAA on 01293 573309)		
Has a noise certificate application been made?	YES	NO
Has a noise certificate been obtained?	YES	NO
Has CAA stated that a noise test is required?	YES	NO

9. IMPLEMENTATION

Is the proposed propeller currently fitted to the aircraft? (Note that once installed, the aircraft may not be flown until permission given)	YES	NO
If yes, briefly describe any other work needed for the aircraft to be ready for flight (e.g. finish re-build)		
If no, when do you intend to fit the propeller?		

10. PROPELLER MOUNTING

Describe fully the method of propeller attachment, including details of any propeller extension or spacer used. Also include details of spinner attachment, if applicable, including bulkheads, materials and fasteners used. Drawings may be attached.



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11. IN-FLIGHT ADJUSTABLE PROPELLERS

Note: The installation of a manifold pressure gauge is mandatory.

Describe locations of manifold pressure gauge and pitch change control. Where fitted, state make and type of electronic controller or hydraulic governor (CSU).

12. PROPOSED FLIGHT TEST DETAILS

Test Pilot	Total hrs PIC	Hrs on type	Airfield		
Proposed test pilots who have not previously submitted a Check Pilot Application form, please download from the LAA web site, complete and submit to LAA Engineering.					
Is proposed pilot qualified to fly aircraft fitted with in-flight adjustable propellers (if appropriate)? Note: Differences training may be required (ref LAA coaching scheme).			YES	NO	N/A

Note: A valid PFRC or, in certain cases, an amended Operating Limitations document, issued by LAA Engineering, is required before flight.

13. OWNER'S DECLARATION

I declare that the foregoing information is correct and I agree to abide by any conditions pertaining to this modification.

I agree that this modification, if approved, can be used free of charge by others.

Name (owner): (on behalf of all the owners)	
Signature:	
Date:	

Note: a signature is not required if the owner is submitting this form by email; however, by submitting the application, you signify that you agree with the Owner's Declaration.

If this mod is successful, are you willing to allow potential applicants wishing to fit the same mod to their aircraft to contact you? YES / NO

If so, which means of contact is acceptable to be published on the LAA's web site?
 home phone , mobile phone , email , address [Tick whichever apply]