



LAA TYPE ACCEPTANCE DATA SHEET
TADS 051
LUTON LA4, LA4A MINOR

Issue 1	Initial issue	Dated 24/01/18	JP
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This TADS is intended as a summary of available information about the type and should be used during the build, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete as possible, other sources may contain more up to date information, e.g. the manufacturer's website.

Section 1 contains general information about the type.

Section 2 contains information about the type that is **MANDATORY** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the aircraft in an airworthy condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

Section 1 - Introduction

1.1 UK contact

There is no official, UK based contact for the type. For reference purposes, an unofficial type support website exists at [The Luton Minor Website](#).

The Light Aircraft Association acts as the keeper of the plans for the aircraft type.

Tel: 01280 846786
Email: office@laa.uk.com
Website: www.lightaircraftassociation.co.uk

1.2 Description

The Luton LA4A Minor is a single seat, strut-braced parasol monoplane of all wood construction covered in fabric. Conventional controls are fitted, operated by push-pull rods and stranded steel cables. A single fuel tank is located in the forward fuselage. The design incorporates a conventional undercarriage with sprung split-axle type main undercarriage and fixed tailskid or steerable tailwheel.

The LA4A Minor is a post-war development of the pre-war Luton LA4 Minor designed by C H Lattimer-Needham, the latter was produced in small numbers pre-war by Luton Aircraft of Gerrards Cross. The derivation of the LA4A from the LA4 involved uprating the airframe to allow an increase in maximum gross weight to 750 lbs and the introduction of a fixed fin and separate horn-balanced rudder rather than an all-moving fin.

The type was built by amateurs in the UK in significant numbers mainly in the 1960s and 1970s, using a set of plans supplied by Phoenix Aircraft.

The LA4A Minor has been cleared with a variety of different engine types over the years, including the Lycoming O-145-A2, Continental A65-8F, J.A.P. J.99, VW engines of between 1600 and 1835 cc capacity and the Walter Mikron 3. For each engine type, a variety of different propellers have been cleared including: Ken Fern, Chris Lodge, Mercury, Newton and Tallant. Acceptance of each propeller is on an individual airframe basis. Note that the only propeller(s) approved for an individual aircraft are those listed on the individual aircraft's Operating Limitations document or in the [PTL/1](#) (Propeller Type List) for the



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type.

The aircraft is classed as a Group A (SEP) type.

Section 2 – Mandatory information for owners, operators and inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft rests with the owner. Condition No 3 of a Permit to Fly requires that: *“the aircraft shall be maintained in an airworthy condition”*.

2.1 Fast Build Kit 51% Compliance

Not applicable

2.2 Build Manual

The aircraft is plans built, information on obtaining copies of the plans for the aircraft is available through the Light Aircraft Association.

2.3 Build Inspections

Build inspection schedule 1

Inspector approval codes A-A, A-W or V. An Inspector signing off final inspection also requires 'first flight' endorsement.

2.4 Flight Manual

There is no Flight Manual as such for the aircraft. Various air tests and reports have been published over the years. It should be noted that with a wide variety of engine and propeller combinations installed on the aircraft over the years that operating procedures may differ from airframe to airframe.

2.5 Mandatory Permit Directives

None applicable specifically to this aircraft type.

Also check the LAA website for MPDs that are non-type specific ([TL2.22](#)).

2.6 LAA Required Modifications (including LAA issued AILs, SBs, etc)

[MOD/051/001](#) Inspection of axle welds for cracks and corrosion

2.7 Additional engine operating limitations to be placarded or shown by instrument markings

Notes:

- Refer to the engine manufacturer's latest documentation for the definitive parameter values and recommended instruments.
- Where an instrument is not fitted, the limit need not be displayed.

2.8 Control surface deflections

Ailerons	Up: TBC
	Down: TBC
Elevators	Up: TBC
	Down: TBC
Elevator tab	Up: TBC
	Down: TBC
Rudder	Left: TBC
	Right: TBC

2.9 Operating Limitations and Placards

(Note that the wording on an individual aircraft's Operating Limitations document takes precedence, if different.)

1. Maximum number of occupants authorised to be carried: One
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 340 kg
CG Range: 16.0 inches to 20.0 inches aft of datum
Datum Point is: leading edge of the wing
 - 2.3 Engine Limitations (other engine types have been approved, refer to an individual aircraft's Operating Limitations for further information):

J.A.P. J.99
Maximum Engine RPM: 2650
Maximum continuous engine RPM: 2400

Lycoming O-145-A2
Maximum Engine RPM: 2300

Volkswagen 1600 (Peacock)
Maximum Engine RPM: 3300
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 87 knots
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.



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Additional Placards:

“Occupant Warning - This Aircraft has not been Certificated to an International Requirement”

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft’s registration letters.

2.10 Maximum permitted empty weight

Not applicable

Section 3 – Advice to owners, operators and inspectors

3.1 Maintenance Manual

Reference should be made to the aircraft’s build plans and the relevant engine and propeller manufacturer’s continuing airworthiness data.

3.2 Standard Options

There are no standard options for this aircraft type.

3.3 Manufacturer’s Information (including Service Bulletins, Service Letters, etc)

There are no applicable manufacturer’s Service Bulletins at this time but reference should be made to the relevant engine and propeller manufacturer’s published data.

In the absence of any over-riding LAA classification, inspections and modifications published by the manufacturer should be satisfied according to the recommendation of the manufacturer. It is the owner’s responsibility to be aware of and supply such information to their Inspector.

3.4 Special Inspection Points

There are no specific areas requiring special inspections beyond the inspection of the main undercarriage axle as detailed in [MOD/051/001](#).

3.5 Special Test Flying Issues

There are no special test flying issues at this time.

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Please report any errors or omissions to LAA Engineering: engineering@laa.uk.com