LAA TYPE ACCEPTANCE DATA SHEET
TADS 060
Taylor Titch JT.2

Issue 4		Dated 08/01/07	FD
Revision A	Update of TADS format.	Dated 23/07/20	MR

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 and operate the aircraft in an airworthy and safe 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

T. Taylor, 80 Springwater Road, Leigh on Sea, Essex, SS9 5BW.
Website: http://www.taylortitch.co.uk/index.htm
Tel: 01702 521484.

2. Description

The Taylor Titch is a small, sporting, single-seat, low-wing aircraft of wooden construction, originally conceived in the 1960s as a midget racer, which has been built in small numbers in the UK, and also in many other countries. The Titch is built from a set of plans, using traditional construction techniques.

The aircraft is of conventional fabric covered wooden construction throughout, the wings being of single box spar type with ply covered leading edge D box. The wings are built two halves, joined by a bolted connection at the aircraft centreline. The fuselage is of four longeron type with ply covering over curved formers giving an approximately oval cross section. Conventional controls are fitted, operated by stranded steel cables. A single fuel tank is located in the forward fuselage. The design incorporates a conventional tailwheel type undercarriage with telescopic legs bolted to the wing spars. The fittings of mechanically- cooperated plain flaps is optional.

The type is typically fitted with a Continental C-90 or O-200A engine and a 2-bladed, wooden fixed pitch propeller. 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 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. A Condition 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 to plans built aircraft.

2.2 Build Manual

Nil. Construction drawing set provides all required information, consisting of the following:

Sheet	1	Specification & General details	T3	Wing Construction
		Sequence of Construction	T4	Tail Unit
		Elevation of Mk II & III	TR2	Rib Sheet
	R1	Rib sheet # 1		
	R2	Rib Sheet #2		
	R3	Rib sheet #3		
	R4	Rib sheet #4		
	R5	Rib sheet #5		
	2	Fuselage Layout		
	3	Wing Construction		
	4	Tailplane Construction		
	5	Undercarriage Assembly		
	6	Flying Controls		
	7	General Fittings		
	7A	General Fittings		
	8	Fuselage		

2.3 Build Inspections

Build inspection schedule 1 (Wooden aircraft).
Inspector approval codes A-A or A-W. Inspector signing off final inspection also requires 'first flight' endorsement.

2.4 Flight Manual

Nil available.

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)

None.

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: 24° Down: 10°
Elevators	Up: 25° Down: 25°
Rudder	Left: 30° Right: 30°
Flap	Down: 60°

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: 408 kg (900 lbs)
   CG Range: 10.9 inches to 13.1 inches aft of datum.
   Datum Point is: Leading edge of the wing at the root.

   2.3 Engine Limitations
   Maximum Engine RPM: Continental 0-200: 2750
   Continental C90: 2625

   2.4 Airspeed Limitations
   Maximum Indicated Airspeed (V_{NE}): 175 knots (202mph)
   Max Indicated Airspeed Flaps Extended: 80 knots (90mph)

   2.5 Other Limitations
   The aircraft shall be flown by day and under Visual Flight Rules only.

Smoking in the aircraft is prohibited.

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

Nil available. In the absence of other information, refer to LAMS schedule.

3.2 Standard Options

Drawings show alternative cockpit style and undercarriage.
Custom-made Grove undercarriage also cleared on G-BABE.

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

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.

None known.

3.4 Special Inspection Points

- Builder interpretation of areas which are sparsely detailed on the drawings, such as canopy hinges, canopy latches, fuel tank, engine controls, exhaust system, cowlings, wheel brakes, cockpit harness, flap system, etc.
- Adequate gravity feed if gravity fed engine used, with aircraft in steep climb attitude.
- Choice of undercarriage spring material for cantilever spring type leg.

3.5 Operational Issues

Safety Spot reference

The following *Safety Spot* articles are relevant to Taylor Titch aircraft:

Light Aviation Jun 2018 *Taylor Titch: Landing-Gear Collapse*

3.6 Standard Modifications

The following Standard Modifications have been approved on the type. The Standard Modification leaflet associated with each modification (published on the website) must be followed and an LAA/MOD1 form completed and return to LAA Engineering in each case (see also TL 3.06).

None yet approved.

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

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