



**LAA TYPE ACCEPTANCE DATA SHEET**  
**TADS 181A**  
**VAN'S RV-6 & 6A**

Issue 15	Addition of Van's SL and SB	Dated 25/07/18	JV
Revision A	Addition of Safety Spot Articles	Dated 17/09/19	JH
Revision B	Addition of optional RV-7 wing tips to section 3.2	Dated 01/04/20	JV
Revision C	Note on optional MTWA increase for RV-6 added to section 2.9	Dated 31/07/20	JV
Revision D	Additional standard option in section 3.2	Dated 02/09/20	JV
Revision E	Amend UK RV Sqn contact, added propeller options and hyperlinks, update maintenance section 3.1, reformat sections 3.2 and 3.3, added note on engine mount repairs to section 3.4	Dated 21/10/20	JP
Revision F	Addition of fin offset to section 3.2	Dated 11/03/21	JV
Revision G	Addition of Whelen lights to section 3.2 addition of standard modifications section	Dated 04/10/21	JV

This TADS is intended as a summary of available information about the type and should be used during the build, operation and Permit to Fly 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 UK agent. Contact Van's direct:

Van's Aircraft, Inc  
14401 NE Keil Road  
Aurora  
OR 97002  
USA

Tel: 001 (503) 678 6545  
Website: [www.vansaircraft.com](http://www.vansaircraft.com)

UK Van's Aircraft owners club – further details at [www.rvuk.co.uk](http://www.rvuk.co.uk) or email the 'RV Squadron' [RVSqn+subscribe@groups.io](mailto:RVSqn+subscribe@groups.io)

### 1.2 Description

The RV-6 and RV-6A are all-metal, low-wing, two-seat, side-by-side, sporting/touring aeroplanes which have been built in numbers in many countries. They have now been



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superseded by the RV-7 and RV-7A which are slightly improved versions. The RV-6 and -6A could be built from a standard or fast-build kit. Pre-built wing spars were also available. All are acceptable subject to the inspector being entirely satisfied with the quality of workmanship of part-built assemblies.

Solid-riveted sheet aluminium construction is used throughout. The aircraft is fitted with integral wing fuel tanks and sealed during construction using a proprietary sealant. For UK-built examples recommend suitable corrosion protection of aluminium airframe throughout, e.g. epoxy primer on aluminium parts and assembly compound where steel parts are assembled to aluminium parts.

The RV-6 is similar to the RV-6A except that the RV-6 has a tailwheel rather than nosewheel undercarriage.

150-180 BHP Lycoming O-320, IO-320, O-360 and IO-360 engines may be fitted as recommended by Van's. Also accepted with equivalent 'XP' type engines manufactured by Superior Air Parts. Consult LAA regarding acceptable models of Superior Air Parts engines. In general, a modification application is required for electronic ignition installations on Lycoming/clone engines.

Various manufacturers' propellers have been approved by LAA Engineering for installation on the RV-6/6A. These include fixed pitch and variable pitch propellers from Aymar-Demuth, Catto, Evra, Hartzell, Hercules, Lodge, MT, Prince, Pacesetter, Performance, Sensenich, Warnke and Whirlwind with an associated mixture of engine types. There may be restrictions on certain propellers fitted to some engines, particularly those that have electronic ignition installed.

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. 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**

The contents of the standard fast build kit is accepted as compliant with the 51% 'major portion' requirements on the basis that it is the same kit standard that has been accepted as 51% compliant by the FAA.

#### **2.2 Build Manual**

RV-6/-6A Assembly Manual and RV-6/-6A drawings. Revisions to the RV-6/6A drawings issued since 2014 can be found in the [RV-6/6A Service Information and Revisions](#) section of the Van's Aircraft website.

Van's Aircraft newsletter, the [RVator](#), provides useful additional guidance. Although no longer produced (Van's publish more information on their website and on 'social media'), the past RVators still provide useful information.



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2.3 Build Inspections

Build inspection schedule 44 (Van's RV Aircraft).

Inspector approval codes A-A, A-M, or K. Inspector signing off final inspection also requires 'first flight' endorsement.

2.4 Flight Manual

Nil. Build manual contains section with advice on flight testing.

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)

<i>Reference</i>	<i>Description</i>	<i>Applicability</i>
<a href="#">MOD/181A/001</a>	Addition of aural artificial stall warning device (supersedes MOD-181-002)	All variants
<a href="#">MOD/181A/002</a>	Inspection for cracking in tailplane front spar	All variants
<a href="#">MOD/181A/003</a>	Inspection for cracks in elevator forward spar	All variants

The RV-7/-7A type engine mount may be fitted to RV6/-6A aircraft, but not vice-versa.

Note also LAA [advisory letter](#) regarding water leakage past fuel filler caps dated 03.09.02.

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

<i>Ailerons</i>	<i>Up: 25 to 32°</i> <i>Down: 15 to 17°</i>
<i>Elevators</i>	<i>Up: 25 to 30°</i> <i>Down: 20 to 25°</i>
<i>Rudder</i>	<i>Left 30 to 35°</i> <i>Right 30 to 35°</i>
<i>Flap</i>	<i>Down 40°</i>



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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: Two
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: RV-6: 1600 lb\*; RV-6A: 1650 lb  
CG Range: 68.7" to 76.8" aft of datum  
Datum Point is: a point 60.0" forward of the leading edge of the wing
  - 2.3 Engine Limitations  
Maximum Engine RPM: 2700 (2600 rpm when Sensenich 70CM 2-blade metal propeller fitted to O-320 or IO-320 engines)
  - 2.4 Airspeed Limitations  
Maximum Indicated Airspeed ( $V_{NE}$ ): 184 knots IAS  
Max Indicated Airspeed Flaps Extended: 87 knots IAS
  - 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.

When certain types of metal propeller are fitted, RPM 'avoid bands' are necessary as specified by the propeller manufacturer, in which case these must also be placarded.

Aerobatic Limitations

Alternative limitations for those aircraft cleared for limited aerobatics:

Intentional spinning is prohibited.

The following aerobatic manoeuvres only are permitted, not exceeding +6g or -3g  
Maximum airspeed for full control deflection,  $V_A$  = 134 mph IAS

<i>Manoeuvre</i>	<i>Entry air speed</i>
Inside loop	150 mph
Aileron roll	138 mph

\* The MTWA of RV-6 aircraft may optionally be increased to 1650 lb provided the aircraft is fitted with an RV-7 standard of engine/undercarriage mount. Owners of existing aircraft who wish to take advantage of this should write to LAA Engineering, confirming RV-7 standard gear is fitted, enclosing the original Operating Limitations document, an updated weight and balance report and an administration fee of £20.



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Slow roll	138 mph
Stall turn	138 mph
Barrel roll	138-150 mph
Roll off the top	160 mph
Cuban eight	160 mph

**Loading Limitations**

Maximum aerobatic weight: 625 kg (1375 lb)

CG Range, aerobatic category: 68.7" to 75.37" aft of datum.

Aircraft cockpit to be placarded: "Warning: this is a high-performance aircraft in which care is required particularly during aerobatic manoeuvres to avoid exceeding structural limits and/or maximum permitted airspeeds".

"In the event of an inadvertent erect spin, the aircraft responds to standard recovery actions ie throttle closed, check ailerons centred, apply full opposite rudder followed by progressive forward stick until rotation ceases".

"Aerobatics prohibited with baggage in baggage compartment".

**2.10 Maximum permitted empty weight**

N/A

**Section 3 – Advice to owners, operators and inspectors**

**3.1 Maintenance Manual**

Nil. In the absence of a manufacturer's schedule, LAMS can be used as a guide to required inspections and this is reflected in the check list in Section 1 of the LAA's FWR-1 Permit to Fly revalidation application form.

Alternatively, the LAA Generic Maintenance Schedule may be used. Further details can be found in the [Aircraft Maintenance](#) section of the LAA website.

Van's [RV-6/6A Service Information and Revisions](#) should also be reviewed regularly. Maintenance is typical of riveted aluminium alloy airframe.

Engine maintenance as appropriate to the engine manufacturer's advice, e.g. Lycoming (further reference information can be found in [LAA TADS E04: Lycoming](#)).

**3.2 Manufacturer's/Standard Options**

Van's offer a great number of options in their catalogue of accessories, the majority of which are accepted by the LAA. Refer to LAA Technical Leaflet [TL 3.08](#) for details.

Some examples of the RV-6 and -6A may be cleared for limited aerobatics. This is subject to a number of special requirements and a special flight test. A G meter must be fitted for aerobatic clearance. Contact LAA Engineering for the procedure to clear an aircraft for aerobatics.

In general, it is possible to convert an RV-6A to an RV-6 and vice versa. Contact LAA Engineering for advice prior to starting a conversion.

The following items are also permitted to be fitted as optional equipment, without further reference to LAA Engineering. Installations must be inspected by an LAA



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Inspector against the supplied installation instructions and a PMR entered into the logbook.

Note: Contact LAA Engineering for further details of a specific referenced mod.

<i>Manufacturer/Supplier</i>	<i>Description</i>	<i>LAA Mod No</i>
Affordable Panels Inc	Modular instrument panel	Mod 11302
Andair	Fuel pump PX375-TC (on fuel injected engines only and only pump serial numbers 30453 and on).	n/a
Andair	Lockable fuel caps	n/a
Andair	Tail wheel	Mod 11225
Andair	TQX series throttle quadrant with or without flap switches	n/a
AntiSplatAero	Nose leg brace and fairing fitted in accordance with the manufacturer's instructions entitled 'The Nose Job'	Mod 13274
Bell	Tailwheel fork	Mod 12276
Beringer	RA-015(A) nose wheel assembly, associated axle and spacer, and PAC01 11x4.00x5" tyre in place of standard Van's items	Mod 15349
Briggs Airmotive	Nosewheel bearing spacers	Mod 12265
Dynon	Heated/AOA pitot head on a Gretz mount	Mod 13559
Dynon	AOA pitot head on a Safeair1 mount	Mod 12599
Garmin	GAP 26 heated pitot head on a Gretz mount	Mod 14694
JD Air Parts	Tailwheel fork assembly	n/a
JD Air Parts	Lightweight tailwheel	n/a
JD Air Parts	Tailwheel steering link	n/a
Rocket	Tailwheel steering link	Mod 11575
Sega	Tailwheel fork	Mod 12414
Skybolt	CLoc cowl fastener kit	Mod 13205
Van's Aircraft	RV-6 original fin and rudder substituted with RV-8 fin and rudder (as per later standard for RV-6). Aircraft must be re-weighed and cg checked. Aircraft fitted with wooden propellers may suffer from excessively aft cg. Following check by LAA inspector and PMR issue, flight checks to be carried out to verify satisfactory flight behaviour and LAA notified of change made on page 3 of Permit Revalidation application form (FWR-1).	n/a
Van's Aircraft	Van's fixed windscreen/rearward-sliding canopy option	n/a
Van's Aircraft	Installation of RV-7 wing tips part number W-715-1 in place of standard RV-6 wing tips	Mod 12290
Whelen	Microburst nav/strobe lights	n/a
n/a	Bonding of canopy (also see <a href="#">instructions</a> )	Mod 13847
n/a	Replacement of removable canopy hinge pins with appropriate bolts and nuts	n/a

Note: the manual flap lever is difficult to operate in flight and the optional electric flap system available from Van's is recommended. Similarly, the manual elevator trimmer



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system is not very easy to use and the optional electric trim system available from Van's is recommended.

The forward fin attachment plate F-681 may be arranged to give up to 0.25" lateral offset at the plate to compensate for engine torque (fin leading edge moved in starboard direction). A new plate must be manufactured from 0.063" 2024-T3, ensuring round holes and at least 1.5x diameter edge distances. In all other respects the part must be as per drawing. Associated fairings may need adjusting.

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. Copies of service information can be downloaded from Van's website.

Copies of RV-6/6A continuing airworthiness, service information and plans revisions can be downloaded from the Van's Aircraft website: [RV-6/6A Service Information and Revisions](#)

Notifications and Service Letters:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
<a href="#">SL 19-04-30</a>	20 Jun 19	New elastomer nose gear leg/mount – retrofit info
<a href="#">N 18-03-21</a>	21 Mar 18	Cracks near the top of the step (RV-6A)
<a href="#">Letter RV-3-4-6P1</a>	07 Nov 17	Kit availability and pricing change
<a href="#">SL 16-11-04</a>	16 Nov 16	Tip-up canopy operation
<a href="#">SL 15-11-20</a>	23 Dec 15	RV – Aerobatic gross weight
<a href="#">N 14-10-24</a>	24 Oct 14	Heat muff screen installation
<a href="#">N 14-07-03</a>	03 Jul 14	SAIB HQ-14-16 all-metal lock nuts
<a href="#">N Fuel Lever II Install</a>	20 Dec 11	Fuel valve lever II installation
<a href="#">N Buying a Flying RV</a>	19 Apr 11	A letter to prospective buyers of flying RVs
<a href="#">SL Soft Rivets</a>	26 Nov 07	Soft rivets
<a href="#">N Master Switch</a>	16 Nov 07	Inspect master switch
<a href="#">N Nosewheel Torque</a>	08 Sep 07	Tricycle gear aircraft nose wheel torque
<a href="#">N Dynafocal II</a>	05 Apr 07	Dynafocal II mounts
<a href="#">N Battery Cables</a>	18 Oct 06	#2 Battery cables
<a href="#">N 60 Amp Alternator Wiring</a>	13 Feb 06	60 amp alternator
<a href="#">N FAB SB 05</a>	01 Oct 05	Filtered Airbox advisory
<a href="#">N Nosegear Design</a>	10 Mar 05	Nose gear design
<a href="#">N Buying a Used RV Kit</a>	11 Aug 04	Buying a second-hand RV kit
<a href="#">N Buying a Flying RV</a>	30 Jun 04	Buying a flying RV (see also 19 Apr 11 above)
<a href="#">N Gascolator</a>	04 Sep 03	GAS-3 gascolator recall
<a href="#">N Hartzell HC-C2YK-1BF</a>	01 Mar 03	Hartzell HC-C2YR prop
<a href="#">N Hartzell HC-C2YR-1BF</a>	01 Mar 03	Hartzell HC-C2YK prop
<a href="#">N CT-83F</a>	14 Nov 01	CT 82F and CT 83F
<a href="#">N Anti-Rotation Bracket</a>	12 Jun 00	Fuel pickup tube anti-rotation bracket



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Service Bulletins:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
<a href="#">SB 00006</a>	06 May 20	Potential leaking of Kavlico pressure sensors
<a href="#">SB 18-05-21</a>	21 May 18	Proper installation of gauge plug in fuel spider
<a href="#">SB 16-03-28</a>	28 Mar 16	Cracking of wing aft spar web at the inboard aileron hinge bracket attach rivets
<a href="#">SB 14-12-22</a>	22 Dec 14	Nose stop flange installation
<a href="#">SB 14-02-05</a>	05 Feb 14	Cracks in elevator spar (see also <a href="#">LAA MOD/181A/003</a> )
<a href="#">SB 14-01-31</a>	31 Jan 14	Horizontal stabiliser cracks (see also <a href="#">LAA MOD/181A/002</a> ) (Updated 14/10/16)
<a href="#">SB 11-9-13</a>	13 Sep 11	Fuel tank slosh inspection
<a href="#">SB 07-11-09</a>	09 Nov 07	Nose gear SB FAQs
<a href="#">FAQs</a>		
<a href="#">SB 07-11-09</a>	09 Nov 07	Nose gear leg and fork upgrade
<a href="#">SB 07-4-12</a>	12 Apr 07	Securing flap motor rod end bearing
<a href="#">SB 07-2-6</a>	06 Feb 07	Affixing the passenger control stick permanently
<a href="#">SB 06-9-20</a>	20 Sep 06	Trim cable anchor
<a href="#">SB 06-2-23</a>	23 Feb 06	Safelying of standard and flop-type fuel pickup tubes (see also related <a href="#">LAA letter</a> )
<a href="#">SB 04-3-1</a>	04 Mar 04	Electric flap motor recall
<a href="#">SB 04-2-1</a>	01 Feb 04	Fuel tanks
<a href="#">SB 02-12-1</a>	01 Dec 02	Pre-manufactured hoses
<a href="#">SB 99-06-1</a>	01 Jun 99	Overhead rudder pedals
<a href="#">SB 98-10-1</a>	01 Oct 98	Nose gear check
<a href="#">SB 98-03-1</a>	01 Mar 98	Floor pedal reinforcement
<a href="#">SB 96-10-3</a>	03 Oct 96	Flap motor recall
<a href="#">SB 96-10-2</a>	02 Oct 96	Full swivel tail wheel
<a href="#">SB 96-10-1</a>	01 Oct 96	Filtered airbox
<a href="#">SB 96-09-1</a>	09 May 96	Nosewheel fork

3.4 Special Inspection Points

1. Builders not familiar with the form of solid construction used in this type are encouraged to practise on scrap test pieces to learn techniques of riveting before starting on actual construction.
2. These are high-performance aircraft and top-quality workmanship is essential.
3. The engine compartments of these aircraft are fairly cramped and care should be taken to avoid overheating problems, charring of the cowlings near the exhaust, vapour-lock due to pre-heating of fuel in gascolator, etc. Insulating the exhaust pipes has been found to help, but can cause problems with premature and hidden corrosion of the exhaust pipes underneath.
4. The flaps are operated by rod-ends on the operating pushrods without any back-up capturing feature and therefore the rod-ends must be checked carefully for wear to ensure that there is no possibility of a rod-end coming adrift from a flap.
5. Check that fuselage fairing around rear of tailplane is well secured since if this fairing comes loose it could cause the elevator to jam.





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6. Take care to minimise operating friction in flying controls by careful attention to hinges, rod-ends, lubrication etc.
7. Note that the trailing edge profile on control surfaces is critical to control characteristics.
8. Engine mount cracks have been reported in the vicinity of the undercarriage leg sockets on similar tailwheel RV-6 model, especially when operated from grass fields. Cracks may also occur at other points on the engine mount of tailwheel versions and engine mounts must be carefully and regularly inspected. For repairs to engine mounts, consult with LAA Engineering and prior to carrying out any repairs, submit a [LAA/MOD 8: Repair Proposal](#) form unless otherwise directed by LAA Engineering. Note: Nigel Reddish has approval to carry out repairs to RV engine mounts without further reference to LAA Engineering under Mod Number 11076 (Email: [sreddishandson@btconnect.com](mailto:sreddishandson@btconnect.com); telephone: 01623 810300).
9. With the RV-6A model, to avoid problems with the nosewheel jamming in the spat it is important to trim the nosewheel spat to ensure generous clearance between the tyre and the wheel aperture in the spat (circa half an inch), and to maintain the correct nosewheel tyre pressure. It is also important to maintain suitable preload on the nosewheel axle bearings, torqueing up the axle nut gently as required in the absence of a conventional spacer between the bearings. Note that the wheel spats may be used as part of the locking system for the axle nuts, so if the aircraft is operated with spats removed, alternative means of locking the axle nuts is required. Later type nosewheel forks provided by Van's seek to improve this issue by raising the ground clearance of the nose leg.
10. If the manual elevator trim fitted, refer to [SB 06-9-20](#) regarding problems with rear attachment of trim cable.
11. Longitudinal levelling datum for weight is the cockpit rails.

### 3.5 Operational Issues

The following Safety Spot articles are relevant to Van's RV-6/6A aircraft:

- 1 *Light Aviation* issue [February](#) *Oil pipe failure 2010*  
Oil pipe failed and oil lost. Successful forced landing into field. Oil pipe would be difficult to inspect but perhaps should be disassembled as part of a tailored maintenance schedule inspection.
- 2 *Light Aviation* issue [March 2014](#) *Checks for empennage cracks*  
Four RV-6s were found with cracks in the tail plane, all cracks slightly different and if found, contact LAA engineering with repair program so it can be looked at by structures specialists. Cross refer also to [LAA/AWA/14/02](#) and [LAA/AWA/14/03](#)
- 3 *Light Aviation* issue [March 2017](#) *Facet fuel pump failure*  
Facet fuel pump failed on ground run up. Smoke in cockpit but safe egress made. Suspected that the component was drawing more current than expected.



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Other Operational Issues and Notes

1. Adjustments to lateral trim can be made by lightly dressing aileron trailing edges.
2. These are high-performance aircraft but nevertheless the designs are well developed and thanks to good handling characteristics they have achieved a good accident-free record.
3. Problems have been experienced with the RV-6A nose leg, especially when operating off grass, with instances of the nosewheel bending back and the strut digging into the ground, causing a rapid stop and further damage. In order to avoid this risk, it is important to maintain the correct nosewheel tyre pressure, and to trim the spat to ensure generous clearance between the tyre and the wheel aperture in the spat (circa half an inch). It is also important to maintain suitable preload on the nosewheel axle bearings, torquing up the axle nut gently as required in the absence of a conventional spacer between the bearings. It is also important to land the aircraft on the mainwheels first and hold the nosewheel off the ground during the initial part of the landing roll, rather than landing on all three wheels together which encourages wheelbarrowing and overloading the nosewheel.
4. The stall warner vane may need adjusting to sound the hooter at the correct airspeed.
5. With a Lycoming O-320 engine as supplied through Van's in a Van's airframe, some owners have found that engines supplied with an IO-5217 carburettor ran too lean, leading to rapid temperature rise and a serious risk of overheating in the climb and unduly high temperatures in the cruise. This may be because the Van's intake ducts are more efficient than normal and allow a greater airflow than in other Lycoming installations. This appears to be a particular serious problem when constant speed propellers are used, allowing the engine to develop full power (and therefore maximum heat) in the climb. In some cases, this has meant having to throttle back at about 1000 ft agl after take-off, to avoid exceeding engine temperature limits and risking engine damage. Some owners have resorted to drilling out the carburettor main jet with a #39 drill to cure the problem, but this modification presumably negates the warranty. Marvel-Schebler suggest that their alternative IO-3678-32 carburettor is set up to be 'more rich' than the IO-5217, and should be suitable in this application, but some owners report this causing a flat spot between 1300 and 1500 RPM.

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](#)).

<i>Standard Mod no.</i>	<i>Issue</i>	<i>Description</i>
<a href="#">10215</a>	1	Alternate engine air supply
<a href="#">11174</a>	1	Firewall penetrations
<a href="#">11202</a>	2	Rudder cable fairings
<a href="#">12265</a>	1	Nosewheel bearing spacer
<a href="#">14083</a>	1	GoPro camera external mounting

----- END -----

Please report any errors or omissions to LAA Engineering: [engineering@laa.uk.com](mailto:engineering@laa.uk.com)