



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A**

Issue 17	Addition of Beringer wheels & brakes and FlyLED light options to section 3.2. Addition of Vans SB to section 3.3. Addition of standard modifications to section 3.6	Dated 04/10/21	JV
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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 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 Vans RV-8 is a single-engine, two-seat, tandem monoplane design of all metal construction, originating from the USA. This is a popular and successful design, developed from the Van's RV-4 and RV-6 which have been built in large numbers in the UK.

The aircraft is a low-wing monoplane of conventional layout. The fuselage is of conventional all-metal construction with sheet aluminium skins. The design methodology borrows heavily from the already LAA type accepted Vans RV-3, -4 and -6 designs. A one-piece canopy is fitted, rearward sliding, allowing straightforward access to the tandem seating arrangement. The aircraft is flown solo from the front seat. Dual controls are fitted.

The RV-8 can be built from standard or quick-build kit. Pre-built wing spars are also available. All are acceptable subject to the inspector being entirely satisfied with the



## LAA TYPE ACCEPTANCE DATA SHEET TADS 303 VANS RV-8 & 8A

quality of workmanship of any part-built assemblies. Solid-riveted sheet aluminium construction is used throughout. Many hundreds of these kits have been sold. 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-8A is similar to the RV-8 except that the RV-8A has a nosewheel rather than tailwheel undercarriage.

Later aircraft fitted with the stronger -1 version of the wing kit are eligible to operate at 1600 lbs maximum aerobatic weight rather than 1550 lbs (LAA administered aircraft are cleared for aerobatics on an individual basis). According to Van's, the '-1' version wings were supplied with all kits shipped from the start of 2001 and can be identified from the kit packing list where '-1' is appended to the part number for the wing kit.

150-215 hp Lycoming O-320, IO-320, O-360, IO-360 and IO-390 engines may be fitted as recommended by Vans. 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 (see also LAA Technical Leaflet [TL 3.15: Non-Certified and Cloned Lycoming Engines](#)).

Various manufacturers' propellers have been approved by LAA Engineering for installation on the RV-8/8A. These include fixed pitch and variable pitch propellers from Catto, Hartzell, Hercules, Hoffmann, MT, Sensenich, Sterba and Warnke 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-8/-8A Assembly Manual and RV-8/-8A drawings. Some of the revisions to the RV-8/8A drawings issued since 2008 can be found in the [RV-8/8A Service Information and Revisions](#) section of the Van's Aircraft website.



LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A

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.

2.3 Build Inspections

Build inspection schedule 44 (Vans 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/303/001</a>	Inspection for cracking in tailplane front spar	All variants
<a href="#">MOD/303/002</a>	Inspection for cracks in elevator forward spar	All variants

Note LAA [advisory letter](#) regarding water leakage past fuel filler caps dated 3.9.02

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



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A**

2.9 Operating Limitations and Placards

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

3. 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: 1800 lb  
CG Range: 78.7" to 86.82" aft of datum  
Datum Point is: a point 70.0" 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 ( $V_{NE}$ ): 230 mph IAS  
Max Indicated Airspeed Flaps Extended: 110/100 mph IAS
  - 2.5 Other Limitations  
The aircraft shall be flown by day and under Visual Flight Rules only.  
Smoking in the aircraft is prohibited.  
Solo from front seat only.

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 propeller are fitted to the RV-8, RPM 'avoid bands' are necessary as specified by the propeller manufacturer, in which case these must also be placarded.

Hartzell blended airfoil HC-C2Y or -C2YR propeller used on an RV-8 with 360 engines and FADEC or LASAR ignition require additional engine rpm and manifold pressure limitations apply (cross refer notifications [N Hartzell HC-C2YK-1BF](#) and [N Hartzell HC-C2YR-1BF](#)).

When a three-blade constant speed propeller is fitted, a placard stating: 'minimum indicated airspeed for power-off approach, 80 mph IAS' (due to braking effect when discing) is required.

Aerobatic approval is subject to individual assessment and flight tests including spin testing. For those aircraft cleared for aerobatics and spinning, the following alternative/additional operating limitations and placard requirements apply:



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A**

Aerobatic Limitations

Alternative limitations for those individual aircraft cleared for limited aerobatics:

Intentional spinning is permitted not exceeding two turns.

The following aerobatic manoeuvres only are permitted, not exceeding +6g or -3g  
Maximum airspeed for full control deflection, VA = 142 mph IAS

<i>Manoeuvre</i>	<i>Entry air speed</i>
Inside loop	150 mph
Aileron/slow/barrel roll	135 mph
Stall turn	140 mph
Roll off the top	160 mph
Cuban eight	160 mph

Loading Limitations

Maximum aerobatic weight: 703 kg (1550 lb) (1600 lb if '-1' wing fitted)  
CG Range for aerobatic and spinning: 78.7" to 85.3" 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".

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-8/8A 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-8 and -8A may be cleared for limited aerobatics. This is subject to a number of special requirements and a special flight test. A G meter must



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A**

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-8A to an RV-8 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 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>
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
Bell	Tailwheel fork	Mod 12276
Beringer	RF-022(A) main wheels and brake assemblies	EA-002N(A) Mod 15588
Beringer	RA-015(A) nose wheel assembly	Mod 15588
Briggs Airmotive	Nosewheel bearing spacers	Mod 12265
Delrin	Aileron stop	Mod 12593
Dynon	Pitot/static/AoA head on a Gretz mount	Mod 12540
Dynon	Heated pitot/AoA head on a Safeair1 mount	Mod 13866
FlyLED	'Original' and 'Skinny board' nav/strobe lights	Mod 15483
Grove Aircraft Landing Gear Systems Inc	RV-8 Standard Lightweight Gear p1220-1	n/a
Grove Aircraft Landing Gear Systems Inc	RV-8 Airfoiled Lightweight Gear p/n1219-1	n/a
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
Ziptips	Premier wingtips in place of standard Vans wingtips	Mod 14898
Whelen	Microburst series nav and strobe lights	n/a
n/a	Bonding of canopy (also see <a href="#">instructions</a> )	Mod 12801

**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 RV-8/8A continuing airworthiness, service information and plans revisions can be downloaded from the Van's Aircraft website: [RV-8/8A Service Information and Revisions](#)



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A**

Notifications and Service Letters:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
<a href="#">SL-00014</a>	26 Aug 20	Optional added stiffener in tail cone
<a href="#">SL 15-11-20</a>	23 Dec 15	RV – Aerobatic gross weight
<a href="#">N 14-12-11</a>	11 Dec 14	VS-801PP vertical stabiliser skins
<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 Valve Lever II Installation</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="#">SL Nose Gear</a>	09 Nov 07	Nose gear leg and fork upgrade
<a href="#">N Nosewheel Torque</a>	06 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 Change</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
<a href="#">Letter RV-8/8A QB Wing Bolts</a>	19 May 00	Letter to Quick Builders re QB wing bolts

Service Bulletins:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
<a href="#">SB 00031</a>	24 Nov 20	Quick build firewall fastener inspection and replacement
<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 16-12-16</a>	16 Dec 16	Missing centre section bolts (Note that although the applicability is to quick-build kits, at least one non-quick-build kit has been found in the UK with missing bolts, therefore all aircraft should be checked) (See also <a href="#">LAA/AWA/17/01</a> )
<a href="#">SB 16-03-28</a>	28 Mar 16	Cracking of wing aft spar web at the inboard aileron hinge bracket attach rivets (note that the rectification actions given in this bulletin are acceptable to LAA and no separate repair application is necessary)
<a href="#">SB 14-12-22</a>	22 Dec 14	Nose stop flange installation



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A**

<a href="#">SB 14-02-05</a>	05 Feb 14	Cracks in elevator spar (see <a href="#">MOD/303/002</a> )
<a href="#">SB 14-01-31</a>	31 Jan 14	Horizontal stabiliser cracks (see <a href="#">MOD/303/001</a> )
<a href="#">SB 12-08-14</a>	14 Aug 12	Inspect for missing wing attach bolts
<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 leg and fork upgrade
<a href="#">SB 07-11-09 FAQ's</a>	09 Nov 07	Nose gear SB FAQs
<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	Safetying of standard and flop-type fuel pickup tubes (see also related <a href="#">LAA letter</a> )
<a href="#">SB 04-3-1</a>	01 Mar 04	Electric flap motor recall
<a href="#">SB 02-12-1</a>	01 Dec 02	Pre-manufactured hoses
<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

### 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.
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.  
If manual elevator trim fitted, refer to [SB 06-9-20](#) regarding problems with rear attachment of trim cable.
8. Longitudinal levelling datum for weight is the cockpit rails.
9. Cracks have been found on rudder pedal welded assemblies in the vicinity of the plastic mounting bushes.
10. Note that fuel tank flop tubes and inverted oil systems are not prerequisites for aerobatic clearance; however, aircraft must be individually cleared for aerobatic operation after an assessment of their equipment and configuration.
11. Where the optional rear rudder pedals are fitted, the bolt attaching the pedal push rods to the rudder cable idler, as well as the push rods themselves, must be





**LAA TYPE ACCEPTANCE DATA SHEET**  
**TADS 303**  
**VANS RV-8 & 8A**

inspected annually for signs of bending. The rod end at the end of the push rods must be checked to ensure that there is sufficient clearance between the rod ends and the washers to allow proper movement.

12. With the similar RV-6A model, problems have been experienced with the nosewheel jamming in the spat and 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, torquing 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.
13. Engine mount cracks have been reported in the vicinity of the undercarriage leg sockets on tailwheel RV-6 model, especially when operated from grass fields. Although the RV-8 uses a different method of attaching the main undercarriage, cracks may also occur at other points on the engine mount and they 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).

### 3.5 Operational Issues

The following Safety Spot articles are relevant to Van's RV-8/8A aircraft

- 1 *Light Aviation* issue [December 2010](#) *Weld failure in rudder pedal*  
Slightly crooked rudder pedals had weld failure upon closer inspection. Aircraft had been in a ground loop incident previously and pedal structure may have been overloaded.
- 2 *Light Aviation* issue [October 2011](#) *Rudder pedal jam*  
Upon normal braking the rudder pedals jammed. The supporting lug appears to take some sideways load, but not much deflection seen.
- 3 *Light Aviation* issue [March 2014](#) *Checks for empennage cracks*  
Relevant to RV-8. Four RV-6s found with cracks in the tail plane, all cracks slightly different and if found contact LAA engineering with repair program so it could be looked at by structures specialists. Cross refer also to [LAA/AWA/14/02](#) and [LAA/AWA/14/03](#)
- 4 *Light Aviation* issue [June 2016](#) *Rear spar web cracks*  
Van's [SB 16-03-28](#) released detailing possibility of cracking at the inboard aileron hinge bracket. More likely found on high use aerobatic examples of type.
- 5 *Light Aviation* issue [February 2017](#) *Quick built kit bolt missing*  
Quick build Van's RV8 taildragger kits may be missing vital undercarriage centre section bolts compromising main spar. Non QB kit also found missing bolt see [LAA/AWA/17/01](#)



**LAA TYPE ACCEPTANCE DATA SHEET**  
**TADS 303**  
**VANS RV-8 & 8A**

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. Care must be taken with the distribution of baggage between the front and rear baggage compartments depending on whether flying solo or with a passenger, otherwise cg range limits can be exceeded.
4. The stall warner vane (if fitted) may need adjusting to sound the hooter at the correct airspeed.
5. Problems have been experienced with the similar 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.
6. With a Lycoming O-320 engine as supplied through Vans in a Vans airframe, some owners have found that engines supplied with an 10-5217 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 Vans 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 10-3678-32 carburettor is set up to 'more rich' than the 10-5217, 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](#)).



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 303  
VANS RV-8 & 8A**

<i>Standard Mod no.</i>	<i>Issue</i>	<i>Description</i>
<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)