



**LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS**

Issue 14	Update to note approval of RV-12iS variant. Addition of gap seal note in section 3.5. Minor editorial changes.	Dated 16/12/21	JV
Revision A	Add Vans SB-00053 and amend typo in section 1.1 heading.	Dated 07/03/22	JP

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 Aircraft direct:

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

Tel: +001 503 678 6545
Website: www.vansaircraft.com

UK Van's owners club – further details at www.rvuk.co.uk or email the 'RV Squadron' RVSqN+subscribe@groups.io

1.2 Description

The Van's RV-12 is a small, low-wing monoplane of all-aluminium construction, produced in kit form by Van's Aircraft in the USA for assembly by amateurs in the US Experimental category. It is designed to fall within the US Light Sport category and has been designed to comply with the applicable ASTM requirements, allowing the aircraft to be marketed as an E-LSA kit.

The RV-12 draws on the Van's company's experience in manufacturing kits for a range of amateur-built aircraft, ranging from the single-seat RV-3 to the four-seat RV-10. Van's Aircraft have been producing kits for over 45 years and are acknowledged as the world leader in kitplane manufacture with over 10,600 aircraft completed and with an average now of 1.5 new aircraft taking their first flight every day.



**LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS**

The RV-12 seats two side by side in an enclosed cockpit with a forward-hinged canopy. A baggage compartment occupies the rear of the cockpit. The RV-12 is fitted with a castoring nosewheel undercarriage with the main undercarriage of cantilever leaf type. The two-piece wings are of single spar construction with a twin cell torque box and rear spar mounting slotted flaperons.

The wings are designed for easy rig and de-rigging with quick-disconnect and automatic connection of the flaperon controls. A warning system triggered by microswitches (magnets and proximity switches on earlier versions) against the wing pins warn if the wing pins are not installed and locked or are missing and this prevents the starter motor functioning if a fault condition is detected.

The flaperons are full span ailerons with a mixer assembly to allow the ailerons to droop together to take-off and landing settings whilst maintaining roll control. Full dual controls (including brakes) are fitted. The flaps are mechanically operated by a central lever between the seats on the RV-12 but by electrics on the RV-12iS (see below).

The all-moving horizontal stabilator is mounted to the rear of the swept fin and is fitted with a combined pitch trim and anti-balance tab. A fixed rudder tab is available as an option. The engine is a carburetted Rotax 912ULS turning a ground adjustable pitch composite Sensenich propeller. The fuel tank occupies a single fuselage tank mounted in the baggage compartment behind the seats.

Please note that unlike with many homebuilts, the design of the RV-12 is defined in great detail by the manufacturer and any variations from the specified design constitute a modification.

Please note also that unless you buy the engine through Van's Aircraft, you will have to go to a great deal of trouble to purchase the correct (USA) specification of engine to match the Van's Aircraft pipework, which has all been prepared to match the engine as sold through Van's Aircraft.

Van's Aircraft has updated the RV-12 design in a number of areas, not least including the installation of the Rotax 912iS as an option to the standard 912-ULS powerplant (the aircraft now being designated the RV-12iS). Note that the RV-12iS variant is designated LAA type number 363A, even when fitted with the Rotax 912-ULS engine. Changes include a number of structural modifications, the relocation of the fuel tank to directly behind the seats across the fuselage, the addition of a centre console and for flap deployment of the flaperons, they are now electrically operated. Further information can be found at [Van's Aircraft General Information](#) and specifically on the [RV-12iS – What's New](#) page.

Light Aviation magazine published an [RV-12 Flight Test](#) of the first UK built example to fly, carried out by Francis Donaldson.

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.



LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS

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 'flat pack' 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

Van's produce the RV-12 Build Manual (known by Vans as the 'Kit Assembly Instructions'), which includes comprehensive assembly drawings.

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.

Revisions to the plans are available at [RV-12 Service Information and Revisions](#).

2.3 Build Inspections

Build inspection schedule Van's RV-12 Aircraft.

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

2.4 Flight Manual

Van's aircraft produce a comprehensive [Pilot's Operating Handbook](#) for the RV-12. The RV-12 [Production Acceptance Procedures](#) contains detailed information on flight testing. There is also a [Flight Training Supplement](#) which may assist pilots converting to Light Sport Aircraft in general and the RV-12 in particular. Current revisions of all of the RV-12 manuals are available for download at [RV-12 Service Information and Revisions](#).

Note: The latest revisions of the manuals tend to reflect the current build standard of the aircraft kits. Earlier revisions of the manuals are available for download on the Van's Aircraft website on the [RV-12 Service Information and Revisions](#) page.

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](#)), e.g. engine and equipment.



LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS

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

The only modification required by LAA has been the inclusion of back-up compass, ASI and altimeter in addition to the existing EFIS installation, in accordance with normal LAA requirements.

For further information, refer to LAA Technical Leaflet [TL 3.20: EFIS in LAA Aircraft](#).

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.

With Rotax 912-ULS engine:

Maximum CHT*:	135°C
Max Coolant Temp:	120°C (with 50/50 Glycol/water coolant)
Oil Temp Limits:	50°C to 130°C (Normal 90-110°C)
Oil Pressure:	2-5 Bar
Minimum Fuel Pressure:	0.15 bar

The EFIS systems used in the RV-12 and sourced through Van’s are supplied set-up with the Rotax 912ULS parameters already installed. Reference should always be made to the engine manufacturer’s latest documentation for the definitive parameter values.

*Note: Originally, the Rotax 912 used Cylinder Head Temperature to monitor coolant temperature. More recently, following a change in cylinder head design, the parameter is now termed Coolant Temperature. This applies to engines with a -01 suffix. Further information can be found in Rotax Service Bulletins [SB 912-066](#) and [SB 912-066UL](#).

2.8 Control surface deflections

The RV-12 control surface deflections are detailed in the [Production Acceptance Procedures](#). During the aircraft build, Vans work on the principle that if the aircraft is assembled correctly, then the control surface range of movements will be correct.

Obviously, once in service, it is imperative to check that there are no control surface restrictions. The stabilator and rudder stops are visible during a pre-flight check and the flaperon stops are under the cockpit floor panels and can be visually checked at the Annual Inspection.

Flaperons	
Control Position	Ailerons Neutral/Flaps Up
Reference	Left flaperon trailing edge in line with wing tip trailing edge
Measurement	Right flaperon trailing edge should be 1/4" to 1/2" (6.3 mm to 12.6 mm) below trail position. Verify that when a 10 lb (4.5 kg) upward load is applied to the trailing edge of the right flaperon, the trailing edge does not flex above trail position more than 1/2" (12.6 mm)



LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS

Control Position	Ailerons full deflection, flaps up, stick fully back
Reference	Inboard flaperon skin and fuselage skin
Measurement	Minimum of 1/8" (3.17 mm) clearance
Stabilator	
Movement	Check for full and free movement of the control stick and that the stick and stabilator contact their appropriate stops
Anti-Servo Tab	
Control Position	Trim 'nose up' + stabilator trailing edge up
Reference	Distance from centre of AST trailing edge to centre of stabilator trailing edge
Measurement	9/16" (14.29 mm)
Control Position	Trim 'nose up' + stabilator trailing edge up
Reference	Clearance between bottom of rudder and AST push rod
Measurement	1/4" (6.3 mm)
Control Position	Trim 'nose down' + stabilator trailing edge down
Reference	Distance from centre of AST trailing edge to centre of stabilator trailing edge
Measurement	3/8" (9.5 mm)
Control Position	Trim 'nose down' + stabilator trailing edge up
Reference	Clearance between bottom of rudder and AST push rod
Measurement	1/4" (6.3 mm)
Rudder	
Control Position	Left/Right
Reference	Distance from bottom of rudder trailing edge to centre of AST pushrod with stabilator trailing edge up (and trim 'nose down')
Measurement	Horizontally: 7 1/8" (18.1 mm) Point to point: 7 5/16" (18.57 mm)

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.



**LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS**

- 2.2 Loading Limitations
Maximum Total Weight Authorised: 600 kg
CG Range: 80.49 inches to 85.39 inches 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: 5800
Maximum continuous engine RPM: 5500
- 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 136 KIAS
Max Indicated Airspeed Flaps Extended: 82 KIAS
Maximum Indicated Airspeed, Rough Air (V_{NO}): 108 KIAS
Maximum Manoeuvring Speed (V_a): 90 KIAS
- 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

N/A

Section 3 – Advice to owners, operators and inspectors

3.1 Maintenance Manual

Van's produce a comprehensive [Maintenance Manual](#) for the RV-12.

The documentation provided with the kit includes a build manual, a [Pilot's Operating Handbook](#) and a final inspection/commissioning checklist called the [Production Acceptance Procedures](#) all of which have been assessed as satisfactory.

The Van's Aircraft website [RV-12 Service Information and Revisions](#) page should be checked for later revisions and other continuing airworthiness information.

Note: The latest revisions of the manuals tend to reflect the current build standard of the aircraft kits. Earlier revisions of the manuals are available for download from the Van's Aircraft website at [RV-12 Service Information and Revisions](#) page on the.

Alternatively, a customised version of the LAA Generic Maintenance Schedule may be used. Further information on maintenance schedules can be found in the [Aircraft Maintenance](#) section of the LAA website.

Maintenance is typical of riveted aluminium alloy airframe.



LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS

Engine maintenance as appropriate to the engine manufacturer's advice, e.g. Rotax (further reference information can be found in [LAA TADS E02: Rotax 4-Stroke Engines](#)).

3.2 Manufacturer's/Standard Options

The RV-12 differs slightly from the other Vans aircraft in that it is supplied as a complete kit, including airframe, engine, propeller and systems.

There are a number of specific options available for the RV-12 which have been accepted by the LAA. 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.

The RV-12 Standard Options include:

<i>Manufacturer/Supplier</i>	<i>Description</i>	<i>LAA Mod No</i>
<u>Airframe</u>		
Van's Aircraft	Canopy trim kit	n/a
Van's Aircraft	Dual landing light kit (adds a left-wing landing light, only for the RV-12iS model)	n/a
Van's Aircraft	Interior trim kit	n/a
Van's Aircraft	Lighting kit (includes strobes, position and cabin lights)	n/a
McFarlane	McFarlane MCRV12-TV vernier throttle control (see note)	n/a
Van's Aircraft	Prefabricated fuel tank	n/a
Van's Aircraft	Pre-moulded Plexiglas rear window (replacing original Lexan window)	n/a
Van's Aircraft	RV-12 glareshield	n/a
Van's Aircraft	Stabilator tip fairing kit	n/a
Van's Aircraft	Wheel fairing kit	n/a
Whelen	Microburst series nav and strobe lights	n/a
<u>Avionics</u>		
Van's Aircraft	Dynon SkyView (see note)	n/a
Van's Aircraft	Garmin G3X (see note)	n/a
<u>Autopilot</u>		
Van's Aircraft	Dynon autopilot (see note)	n/a
Van's Aircraft	Garmin autopilot (see note)	n/a

Notes:

1. Airframe

McFarlane Vernier Throttle Control

From 2014, the McFarlane [MCRV12-TV](#) vernier throttle control became standard equipment for the RV-12. As this is a direct replacement, this throttle can be installed in place of the original (non-vernier) item. The throttle control is installed in conjunction with weaker throttle springs, reducing the chances of uncommanded throttle creep.



**LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS**

Obviously, this requires inspector involvement, Permit Maintenance Release and a duplicate inspection.

2. Avionics

There are two avionics system options available with either single or dual displays manufactured by Dynon and Garmin.

Both systems are supplied complete, specifically for installation in the RV-12. They have been designed to be 'plug and play' with the system installation detailed in the Kit Assembly Instructions.

3. Autopilot

Autopilots are offered for the RV-12 by Van's for both the Dynon and Garmin avionics systems.

The Dynon autopilot (consisting of SV32 pitch and roll servos connected to a Skyview unit) and the Garmin autopilot (consisting of pitch and roll servos connected to a G3X system) are accepted options when fitted in accordance with the Van's build manual. Owners wishing to fit these systems should submit autopilot [LAA/IC-APR](#) (roll servo) and [LAA/IC-APP](#) (pitch servo) inspection checklists to LAA Engineering, as a specific flight test will be needed to check correct installation.

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 Vans' Website. Copies of RV-12/12iS continuing airworthiness, service information and plans revisions can be downloaded from the Van's Aircraft website: [RV-12 Service Information and Revisions](#)

The RV-12/12iS is supported by Van's Aircraft more like a certified production aircraft due to the LSA rules and regulations under which the aircraft is built and operated in the USA, which accounts for the relatively large amount of continuing airworthiness data issued when compared to other non-certified aircraft types.

Safety Directives and Alerts

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
SD-00001	08 Jul 20	Examination, modification and possible replacement if pitch trim motor units
SD-00017	05 Jun 20	Fuel return line test
SA 03-17-11	17 Mar 11	WD-1215-L-PC and WD-1215-R-PC

Notifications and Service Letters:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
SL-00034	21 Jan 21	Optional B&C voltage regulator installation



**LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS**

SL-00021	22 Dec 20	Optional exhaust system upgrade
SL-00030	10 Nov 20	Grove wheel and brake option
SL-00024	30 Oct 20	Instructs owners to have propeller dynamically balanced
SL-00018	06 Oct 20	Option to install grab-knob to legacy RV-12 vent door
SL-00016	25 Aug 20	Garmin Autopilot Servo option and control module
SL-00011	05 May 20	Optional RV-12iS cockpit light dimmer kit for RV-12/-12iS
SL-00010	05 May 20	Optional Aithre Shield EX 3.0 CO detector
SL 19-12-31	03 Feb 20	Installation of Sensenich 3-blade propeller on RV-12/12iS
N 19-02-28	24 Dec 19	Allows original style gear legs to be replaced by gun-drilled legs used on current aircraft/kits.
N 18-11-14	24 Dec 19	Allows installation of Garmin Autopilot Servo Option and GMC 305/GMC 307 AP Control Heads (original released 14 Oct 18).
SL 19-09-23	02 Dec 19	Addresses possible erroneous fuel flow indications in some RV-12 when equipped with fuel flow metering device
SL 19-06-27	21 Nov 19	ADS-B Compliance (for models with D-180 EFIS and GTX 327 Transponder).
N 19-10-16	29 Oct 19	Describes installation of optional RV-12/12iS step plugs
N 16-10-10 Rev 2	11 Mar 19	Wing tip light/landing light option (original release 10 Oct 16)
N 18-07-12	12 Jul 18	Change to higher pressure aux fuel pump
N 18-04-06	04 Apr 18	Alternative voltage regulator, mounting and cooling
N 17-12-08	28 Mar 18	Canopy latch upgrade
N 18-03-09	23 Mar 18	Glareshield installation
N 18-02-23 Rev 1	12 Mar 18	Passenger warning placard (original release 23 Feb 18)
N 18-01-24	24 Jan 18	F-1204M roller modification
N 17-03-01	07 Nov 17	ULS winterisation kit
N 17-09-12	20 Oct 17	Stabilator fibreglass tip installation
N 17-05-19	09 Jun 17	Soft engine isolators
N 16-07-28	16 Mar 17	Dynon SkyView ADS-B In
N 16-12-14	01 Feb 17	Angle-of-attack installation (dated 14 Dec 16)
SL 16-11-04	16 Nov 16	Tip-up canopy operation
N 16-11-04	04 Nov 16	C-1216-1 canopy strut installation
N 16-11-03	03 Nov 16	Voltage regulator relocation
N 16-10-17	17 Oct 16	Preheater installation
N 16-10-14	14 Oct 16	Revised step installation
N 16-10-03	03 Oct 16	Canopy catch install



**LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS**

N 16-09-21	21 Sep 16	WD-1230 nose fork upgrade
N 16-08-10	10 Aug 16	Soft engine isolators
N 16-07-29	29 Jul 16	Garmin G3X ADS-B In
N 16-07-27	27 Jul 16	G3X touch dual display
N 16-07-14	14 Jul 16	Passenger warning placard
N 16-01-16	16 Jan 16	ADS-B Out installation
N 15-11-17	19 Nov 15	Spot trace and power cable installation
N 15-10-01	01 Oct 15	Flap handle button actuation force
N 15-09-21	21 Sep 15	SkyView autopilot/knob modules
N 15-09-15	15 Sep 15	Mechanical push button spar pin switch upgrade
N 14-10-15	15 Oct 14	Skyview dual screen install
N 14-09-25	25 Sep 14	Vernier throttle upgrade
N 14-09-24	24 Sep 14	Throttle return spring replacement
N 14-09-10	10 Sep 14	Check Skyview GPS data to ELT
N 14-08-07	07 Aug 14	Optional wheel pant and nose gear leg fairing installation
N 14-07-03	03 Jul 14	SAIB HQ-14-26 all-metal lock nuts
N 14-06-30	30 Jun 14	VA-215 oil return hose re-route
N 14-05-22	22 May 14	Canopy latch safety switch
N 14-05-14	14 May 14	Minor cracks in HS-1204 forward inboard rib
N 02-11-13	11 Feb 13	Wiring NAV/Strobe
N 12CX 08-27-12-1	31 Aug 12	Wiring change for Skyview
N Rotax Oil Reservoir Fittings	16 Aug 12	Shipped from Rotax with incorrect fittings
N 05-17-11	17 May 11	Cracking in Stabilator Nose Ribs
N 'Buying a Flying RV'	19 Apr 11	A letter to prospective buyers of flying RVs
N FF-1207 Cooling Shroud	19 Nov 10	FF-1207 Cooling Shroud Modification
N RV-12 Regulator Wiring	11 Sep 09	Revised Firewall Forward Wiring Harness
N DWG 11-08	25 Mar 09	DWG 11-08
N RV-12 Fuse Frame	10 Sep 08	Fuselage Frame Inspection
N 'Buying a Secondhand Kit'	11 Aug 04	A letter to prospective buyers of a second-hand RV Kit

Service Bulletins:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
SB-00053	16 Feb 22	Tailcone skin stiffening clips
SB-00049	15 Sep 21	Carburetor support spring
SB-00028	15 Jun 21	GSU25C G3X noise induced erroneous attitude
SB 19-08-26 rev 2	24 Feb 21	WD-1201 nose gear leg replacement. See also LAA/AWA/20/03



**LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS**

SB 14-10-14 rev 1	14 Dec 20	Carburetor float replacement (cross refer also Rotax SB 912-065 and SB 912-065UL)
SB-00023 rev 1	1 Dec 20	WD-1221 Engine mount standoff inspection/replacement
SB-00026	05 Oct 20	Addition of retaining plates to prevent throttle spring wear
SB-18-03-06 R1	05 Oct 20	Revision 1: adds reference to SB-00026 (original release 06 Mar 18)
SB-00005	25 Aug 20	Covers inspection and replacement of two exhaust pipes on original RV-12. Supersedes SB 19-03-22
SB-00006	06 May 20	Potential lacking of Kavlico pressure sensors
SB 20-01-17	05 Feb 20	Safety wire engine plugs
SB 16-05-23 (Rev)	27 Jan 20	Nose gear fork replacement/amended inspection interval 27 Jan 20. See also LAA/AWA/20/02
SB 19-07-29	13 Aug 19	Rotax carburettor needle circlip
SB 18-07-05B	13 Aug 19	Sensenich propeller inspection (amended 13/08/19)
SB 18-07-05B	05 Jul 18	Sensenich propeller inspection
SB 19-03-22	21 May 19	Cracking of the EX-00017, #2 cylinder exhaust. Superseded by SB-00005
SB 18-03-06	06 Mar 18	Replace the throttle return springs (912-ULS powered aircraft)
SB 18-02-03	03 Feb 18	Anti-servo tab cracks
SB 18-02-02	02 Feb 18	Potential cracking in the horizontal stabilator front spar
SB 17-10-14	14 Oct 17	Inspection and/or replacement of the valve push-rod/rocker arm (certain s/n 912-ULS engines)
SB 16-08-24	24 Aug 16	Loose engine mount bracket rivets
SB 16-08-01	01 Aug 16	Stabilator bearing inspection
SB 16-05-26	26 My 16	Data plate modification
SB 16-04-10	10 Apr 16	RV-12 switch module harness updated (single or dual EFIS)
SB 16-05-23	23 May 16	RV-12 nose fork inspection (see SB 16-05-23 (Rev) above for update)
SB 15-03-05	05 Mar 15	Rotax carburettor float exchange
SB 14-12-16	16 Dec 14	Throttle return springs (supersedes SB 14-07-23 and SB 14-09-10)
SB 14-12-06	06 Dec 14	F-1206F bearing bracket cracks
SB 14-11-03	03 Nov 14	Wing skin-to-spar rivet wear
SB 14-09-10	10 Sep 14	Remove and replace affected throttle return springs (supersedes SB 14-07-23)
SB 14-07-23	23 Jul 14	Throttle spring replacement
SB 14-01-17	17 Jan 14	Rudder cables chafing misrouted brake lines (s/n 12006-12010)
SB 13-12-19	19 Dec 13	Fuel tank attach modification (see also LAA/AWA/14/01)
SB 13-12-12	12 Dec 13	Sealing avionics bay to prevent water intrusion
SB 13-08-29	29 Aug 13	Throttle cable retaining nuts



LAA TYPE ACCEPTANCE DATA SHEET
TADS 363
VANS RV-12, RV-12iS

SB 13-4-5	05 Apr 13 Oil tank mount brackets
SB 13-3-21	21 Mar 13 Ethanol in fuel
SB 13-2-6	06 Feb 13 Chafing coolant hoses
SB 12-11-09	09 Nov 12 Center section modification (plus addendum dated 8/1/13)
SB 12-09-26	26 Sep 12 Loose U-1202 attach bolts (superseded by SB-12-11-09 and addendum)
SB 12-08-09	09 Aug 12 Cracks in nose wheel fairing brackets
SB 12-1-30	30 Jan 12 Install new PLA-00017 placard below filler cap
SB 11-12-14	14 Dec 11 Fuel tank upgrade
SB 11-9-13	13 Sep 11 Fuel tank slosh inspection
SB 10-12-14	14 Dec 10 Possible cracks on WD-1230 (superseded by SB 16-05-23)
SB 10-4-28	28 Apr 10 Possible cracks on stiffener beads
SB 10-3-17	17 Mar 10 Radiator Interference
SB 04-2-1	01 Feb 04 Inspect Fuel Tanks

3.4 Special Inspection Points

1. Builders not familiar with the form of riveted construction used in this type are encouraged to practise on scrap test pieces to learn techniques of riveting before starting on actual construction. Further information on the build techniques for the Van's aircraft can be found in [RV-12 Kit Assembly Instructions: Section 5 'General Information'](#).
2. Take care to minimise operating friction in flying controls by careful attention to hinges, rod-ends, lubrication etc.
3. The documentation provided with the kit includes a [Pilot's Operating Handbook](#), a comprehensive final inspection/commissioning checklist called the [Production Acceptance Procedures](#) which contains detailed information on flight testing and also a [Flight Training Supplement](#). The completed Production Acceptance Procedures checklists must be submitted to LAA Engineering with the build record.
4. The levelling datum is the top longeron in the canopy area.

3.5 Operational Issues

1. The stall warner vane may need adjusting to operate the warning at the correct airspeed (4 to 12 knots above the stall speed in landing, take-off and cruise configurations).
2. The wing root gap seals (VA-204) can be installed after painting, but prior to any flight, including test flights, the wing root gaps must be sealed (e.g. using appropriate tape) to 'avoid alarming noises and changes in aerodynamic behaviour'. Vans revision to RV-12iS/U kit assembly instructions section 33 (revised November 2021) refer.

----- END -----

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