



**LAA TYPE ACCEPTANCE DATA SHEET
TADS P02
AEROMATIC**

Issue 1	Initial issue	Dated 16/02/21	JP
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This TADS is intended as a summary of available information about the propeller type and should be used during the overhaul, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete a summary as possible, other sources contain more complete information, e.g. the manufacturer's website.

Section 1 contains general information about the propeller type and its variants.

Section 2 contains information about the propeller type that the LAA considers **mandatory** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the propeller 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 Contact Information

UK Contact: n/a

Address: n/a

Tel: n/a

Email: n/a

Website: n/a

Manufacturer contact information:

Address: Tarver Propellers, LLC
1500 Rio Vista Dr.
Hangar C-4
Fallon
NV 89406
USA

Tel: +1 775 423 0378

Email: n/a

Website: www.aeromatic.com

1.2 Description

American manufacturer of unusual variable pitch certificated propellers. Only one known to have been fitted to an LAA aircraft, a Great Lakes, that is currently not airworthy.

These propellers have been produced by three companies since 1945 for use on civilian aircraft in the standard and utility category, Koppers, Univair and now Tarver and airworthiness data may appear under any one of these names. These propellers were certified on a variety of airplanes.

Inspectors becoming aware of any other of such propellers installed on an LAA aircraft should contact LAA Engineering.



**LAA TYPE ACCEPTANCE DATA SHEET
TADS P02
AEROMATIC**

Section 2 Mandatory information for owners, operators and inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft (including the propeller) rests with the owner. A condition stated on a Permit to Fly requires that: *"the aircraft shall be maintained in an airworthy condition"*.

2.1 Lifed Items

Refer to specific manufacturer's information wherever possible.

2.2 Operator's Manuals

Where possible, the manuals describing setup, operation and maintenance procedures for the propeller should be obtained from the manufacturer or importer and retained with the aircraft's records.

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
Aeromatic Field Service Instructions	n/k	Models 220, 220-I and 220-H
Aeromatic Propeller Set Up	n/k	

2.3 Maintenance Schedule

Refer to specific manufacturer's information wherever possible.

Propellers fitted to LAA administered aircraft that are maintained either in accordance with the manufacturer's maintenance schedule, the CAA Light Aircraft Maintenance Schedule (LAMS) [CAP411](#) or the LAA Generic Maintenance Schedule, further details of which can be found in LAA Technical Leaflet [TL 2.19: The LAA Generic Maintenance Schedule](#). Note: The CAA and LAA produced maintenance schedules were originally written around the maintenance requirements of aircraft fitted with traditional aircraft engines and propellers.

Some aircraft may have mandated maintenance requirements and/or schedules which are stated on the aircraft's Operating Limitations document and these must be followed.

More information on maintenance schedules can be found in the [Aircraft Maintenance](#) section of the LAA website.

Variable pitch propellers require a dedicated log book. Log books can be purchased from the [LAA Online Shop](#).

2.4 Airworthiness Directives

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
FAA AD 47-50-13	09 Oct 47	Downer (Bellanca and Universal) F200
FAA AD 50-34-01	1950	Koppers Model F200

Check the [FAA AD Library](#) for revisions to the above ADs and for additional ADs that may have been published. If the original manufacturer cannot be found in the list, use the search function as the TC holder may have changed.



LAA TYPE ACCEPTANCE DATA SHEET TADS P02 AEROMATIC

2.5 Mandatory Permit Directives

No type specific MPDs at this time.

Check CAA [CAP 661](#) which lists MPDs issued before 31 January 2012 and is no longer being updated.

The CAA now provides links to MPDs issued after 31 January 2012 on the [CAA MPD Listing](#) page of their website.

The LAA website should be checked for MPDs that are non-type specific in LAA Technical Leaflet [TL 2.22: Non-Type Specific MPDs](#).

2.6 CAA Mandatory Requirements for Airworthiness CAP747 and Civil Aircraft Airworthiness Information and Procedures (CAAIP) CAP562

No type specific requirements or information at this time.

CAA publications [CAP747](#) and [CAP562](#) contain information that may be relevant to LAA administered aircraft and should be checked for applicability.

In particular, refer to [CAP747](#) Generic Requirement GR No. 17 which concerns the maintenance requirements for variable pitch propellers installed on aircraft holding a UK Certificate of Airworthiness but may also be pertinent to LAA administered aircraft.

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

No type-specific required modifications at this time.

2.8 Operating Limitations to be Placarded or Shown by Instrument Markings

The Operating Limitations document for the aircraft will specify aircraft and powerplant limitations for that particular aircraft. Where a propeller is being fitted in accordance with a [Propeller Type List \(PTL/1\)](#), any limitations proscribed by the relevant [PTL/1](#) document must be adhered to.

Notes:

- Refer to the propeller manufacturer's latest documentation for the definitive parameter values and recommended placards.
- Data stated on the aircraft's Operating Limitations document must be displayed by means of cockpit placards or instrument markings.

Section 3 Advice to owners, operators and inspectors

3.1 General

Where possible, the manuals describing setup, operation and maintenance procedures for the propeller should be obtained from the manufacturer or importer and retained with the aircraft's records.



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3.2 Standard Options

There are no Standard Options applicable to this propeller type at this time.

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

In the absence of any over-riding LAA classification, inspections and modifications published in the manufacturer's continuing airworthiness data should be satisfied according to the recommendations therein. It is the owner's responsibility to be aware of and supply such information to their inspector.

Note: The following list may not be a definitive list of all Instructions for Continuing Airworthiness, it will be checked for updates regularly but check manufacturers for current data:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
SB 2000-001B	07 Oct 08	Propeller blade inspection (supersedes SB 2001-001A)

3.4 Special Inspection Points

None

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