



LAA TYPE ACCEPTANCE DATA SHEET
TADS P06
DUC HÉLICES

Issue 1	Initial issue	Dated 16/03/21	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: Eurofox Aviation

Address: Oaksey Airfield
Park Farm
Oaksey
Malmesbury
SN16 9SD

Tel: 07923 441 269

Email: eurofoxuk@binternet.com

Website: www.eurofoxuk.co.uk

UK Contact: Metal Seagulls Ltd (Jonathan Porter)

Address: Hangar E
Sleep Airfield
Harmer Hill
Shrewsbury
SY4 3HE

Tel: 07502 593 671

Email: capt.yaw@gmail.com

Website: metalseagulls.co.uk

Manufacturer contact information:

Address: DUC Hélices
Aérodrome de Villefranche-Tarare
289 Avenue Odette & Edouard Durand,
69620 Frontenas
France

Tel: +33 474 721 269



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Email: contact@duc-helices.com
Website: www.duc-helices.com

1.2 Description

Founded in 1997, the DUC Hélices Propellers company specialises in the design and manufacture of carbon composite aircraft propellers and rotors.

There is a full range of propellers and rotors, developed to fit all types of tractor and pusher aircraft, fixed wing and rotary wing, from 40 to 210hp.

Since 2016, some DUC propellers are certified by EASA for 100 to 160hp aircraft and 180hp towing aircraft.

In the LAA administered fleet, DUC propellers have been accepted on a number of different types including: Aeroprakt A22-LS Foxbat, EuroFOX (various), Just SuperSTOL, Mission M108, Pioneer 200-M, Pulsar XP, Replica Campbell Cricket, Skystar Kitfox Vixen, X'Air Hawk and Zenair CH 601HD.

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

No type-specific information.

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>
DUC Placement Precautions	13 Jun 11	DUC Propellers installation guidance

Refer also to [EASA TCDS P.038 DUC Hélices](#) which may contain some pertinent information.

2.3 Maintenance Schedule

Standard maintenance procedures for composite blade propellers apply and refer also to [EASA TCDS P.038 DUC Hélices](#) which may contain some pertinent information.

In addition, refer to specific manufacturer's information whenever 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



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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.

2.4 Airworthiness Directives

LAA administered aircraft tend to use non-certified versions so there are no specific applicable Airworthiness Directives.

Certified versions may have EASA issued Airworthiness Directives which can be found via the [EASA AD Safety Publishing Tool](#).

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.



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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.

3.2 Standard Options

There are no Standard Options for any propellers fitted to LAA administered aircraft 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.

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
BS-2017-001	09 Apr 18	5 Blade FLAIR-2 recommissioning
BS-2017-002	20 Jul 17	Increase in TBO for in-flight adjustable pitch propellers

3.4 Special Inspection Points

None

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