



LAA TYPE ACCEPTANCE DATA SHEET
TADS P10
GSC

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: n/a

Manufacturer contact information:

Address: GSC Systems Ltd
#8 2440B 14th Avenue
Vernon
BC V1T 8H2
Canada

Tel: +1 250 549 3772

Email: info@ultralightprops.com

Website: www.gsc-systems.com

1.2 Description

GSC is a popular manufacturer of ground-adjustable propellers for two-stroke and small, modern, four-stroke engines. The propellers feature machined aluminium alloy two-piece hubs and varnished wooden blades with round shanks at the root end, fitted with plastic sleeves which locate in the hub. Propellers fitted to Rotax 91x engines utilise aluminium root ends.

Currently there is a wide variety of LAA administered aircraft types using GSC propellers, all of which are powered by 2- and 4-stroke Rotax engines.

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*".



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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.

Further information may be found on the [GSC Systems - Technical](#) section of their website.

2.3 Maintenance Schedule

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) [CAP 411](#) 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.

Refer also to:

<i>Reference ID</i>	<i>Dated</i>	<i>Description</i>
GSC SB 17 May 99	17 May 99	GSC 2 and 3 blade ground adjustable propeller maintenance
GSC Assembly Instructions (Rotax)	n/k	For Rotax 91x engine installations using aluminium blade root ends
GSC Tech Series Assembly Instructions	n/k	Tech Series propeller assembly instructions
GSC Pitch Adjusting Chart	n/k	Recommended RPM/propeller combinations

2.4 Airworthiness Directives

Non-certified type, so no type-specific applicable Airworthiness Directives.

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.



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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.

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.

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.



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GSC SB 17 May 99	17 May 99	GSC 2 and 3 blade ground adjustable propeller maintenance

Further information and revisions may be found on the [GSC Systems - Technical](#) section of their website.

3.4 Special Inspection Points

1. The thin wooden blades have something of a reputation for warping in service with changes in moisture content causing vibration to develop.
2. Take care to ensure that varnish protecting blades is kept in good shape.
3. Check blade balance and pitch if vibration problems persist.

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