

Mr P Grellier  
12 New Barn Cottages  
Crawley  
Winchester  
Hants  
SO21 2PP

14<sup>th</sup> July 2010

Dear Paul,

PIPER J3C-65 11527 G-KURK  
LAA MOD NO. 12861 ENGINE CHANGE TO CONTINENTAL C90-8F WITH EVRA  
D.11.28.7.C PROPELLER

Thank you for the permit renewal application, worksheets and new weight and balance report for G-KURK. As stated in my previous letter to you, the engine/propeller combination has been previously approved on a similar airframe to the above aircraft, but it will still be necessary to carry out a ground run and flight test to verify its fit and function on your individual installation. It is required that the aircraft is flown for a minimum of 3 hours before carrying out the formal flight test as detailed below.

- 1) You will need to check not only that the new engine/propeller combination gives satisfactory climb and cruise performance but also that the engine cooling is satisfactory, throttle response smooth and reliable, indications all within limits etc, etc.
- 2) You must also check for signs of vibration or buffeting throughout the rpm range and in all phases of ground running as well as in flight. This may result if the natural frequency of vibration of the engine on its mount rubbers, or the tail surfaces or fuselage, or of the engine should happen to couple in an unfortunate way with the resonant frequency of the propeller blades in bending, or the aerodynamic buffet coming from the slipstream.
- 3) I am enclosing a Permit Flight Release Certificate authorising the aircraft to be flown (for test purposes only) for a one month period with this engine/propeller fitted, subject to satisfactory inspection. If more than a month is required to complete the tests, when the time comes if you provide an update on the progress of the testing so far we can raise a new certificate for a further month.
- 4) The aircraft may only be flown subject to it first being inspected by your inspector to check the quality of the engine installation, ground runs, maximum static rpm etc are to his satisfaction, and he has made suitable logbook entries and issued a new Permit Maintenance Release (PMR).

**Registered Office and Company Address:**

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5) The aircraft should be flown to the schedule enclosed. If the tests turn out well and you decide you wish to continue with the propeller, send in the:

- Test report
- Operating Limitations document from the Permit to Fly or a written statement that this document remains lost.
- It would be helpful also to submit a completed Climb Performance Plot which can be done easily by using the Climb-performance plotter found in the Flight testing section of the web site.

If we are satisfied with the results we will then add the new propeller to the Operating Limitations so that you can continue to use it.

Yours sincerely  
For the Light Aircraft Association



Andy Draper  
Design Engineer  
Cc. Mr M Kirk. Aircraft Owner.  
Mr R Stratton. LAA Insp. 746