FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

Form Approved O.M.B. No. 2120-0018

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VII. SPECIAL FLIGHT													
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SS GNEE us	×	B. Current Operation	g Limitations Atta	ached			H. Foreign Airwork		ition for Import Aircraft				
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)		C. Date, Drawings,	Photographs, etc	. (Attach when req	uired)	×			ite Issued in Accordance with	h			
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FAA Form 8130-6 (01-09) Previous Edition Dated 5/01 May be Used Until Depleted, except for Light-Sport Aircraft

NSN: 0052-00-024-7006

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	DEPA	UNITED STATES OF AMERICA ARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE
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	PURPOSE	OPERATING AMATEUR BUILT AIRCRAFT
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二	FACTURER	ADDRESS // N/A
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	DATE OF ISSI	JANCE A 07/20/2010 / W EXPIRY UNLIMITED
	OPERATING L	IMITATIONS DATED 07-201/2010, ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FA	A REPRESENTATIVE 100 - TO TO THE SECOND OR OFFICE NO
	KEITH R	UCONICH NM-FSDO-09

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA FORM 8130-7 (07/04)

SEE REVERSE SIDE

NSN: 0052-00-693-4000

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Northwest Mountain Region Colorado, Idaho, Montana, Oregon, Utah, Washington, Wyoming Flight Standards District Office 3180 NW 229th Ave Hillsboro, Oregon 97124 503-615-3232, Fax: 503-615-3300 800-847-3806 ext. 3232

Federal Aviation Administration

EXPERIMENTAL OPERATING LIMITATIONS

Operating Amateur-Built Aircraft

(These limitations are derived from the national standards contained in FAA Order 8130.2F, chg. 5, 01/15/2010)

REG. NO.

MAKE:

MODEL:

SERIAL NO:

N313P

Richard E. Griff

RV-7A

70837

THESE OPERATING LIMITATIONS ARE PART OF THE SPECIAL AIRWORTHINESS CERTIFICATE AND MUST BE ACCESSIBLE TO THE PILOT

- 1. No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b) during phase I flight testing, and for recreation and education after meeting these requirements as stated in the program letter (required by § 21.193) for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of § 91.319(i). These operating limitations are a part of Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
- 2. During phase I flight testing to meet the requirements of § 91.319(b), all flights must be conducted within the geographical area described as follows: Within 50 NM radius of Troutdale Airport (TTD), Troutdale, OR.
- 3. This aircraft must be operated for at least 40 hours in the assigned geographic area. (Phase I)
- 4. All test flights, at a minimum, must be conducted under day VFR only. Guidance concerning the scope and detail of test flights can be found in AC 90-89. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso ______, Vx _____, and Vy _____, and the weight _____ and CG location ______ at which they were obtained."
- 5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
- 6. This aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by air traffic control, or unless sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the ground.
- 7. This aircraft is to be operated under VFR, day only. (Phase 1)
- 8. After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is to be operated under VFR, day only.
- 9. Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of Part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft logbook and maintenance records.
- 10. During the flight testing phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.
- 11. No person may operate this aircraft for carrying persons or property for compensation or hire.

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Experimental Operating Limitations - Operating Amateur-Built Aircraft

- 12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
- 13. This aircraft must contain the placards or markings, as required by § 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function as intended by the amateur builder/owner during each condition inspection.
- 14. This aircraft must display the word "EXPERIMENTAL" in accordance with § 45.23(b).
- 15. This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.
- 16. This aircraft may conduct aerobatic flight in accordance with the provisions of § 91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with § 91.319(b). The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during flight testing and recorded in the aircraft logbook and maintenance records by use of the following, or a similarly worded, statement: "I certify that the following aerobatic maneuvers have been test flown and that the aircraft is controllable throughout the maneuvers' normal range of speeds, and is safe for operation. The flight-tested aerobatic maneuvers are ______, _____, and ______."
- 17. The pilot in command of this aircraft must hold a pilot certificate or an authorized instructor's logbook endorsement. The pilot in command also must meet the requirements of § 61.31(e), (f), (g), (h), (i), and (j), as appropriate.
- 18. After incorporating a major change as described in § 21.93, the aircraft owner is required to reestablish compliance with § 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. If the major change includes installing a different type of engine (reciprocating to turbine) or a change of a fixed-pitch from or to a controllable propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registration Branch. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours. The FSDO may require additional time (more than 5 hours) depending on the extent of the modification. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed aircraft logbook and maintenance records entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso _____, Vx _____, and Vy _____, and the weight _____, and CG location _____ at which they were obtained."
- 19. This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
- 20. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code, as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

REG. NO. N313P MAKE: Richard E Griff

MODEL: RV-7A **SERIAL NO:** 70837

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- 21. No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with § 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft logbook and maintenance records.
- 22. Condition inspections must be recorded in the aircraft logbook and maintenance records showing the following, or a similarly worded, statement: "I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of appendix D to part 43, and was found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.
- 23. An experimental aircraft builder certificated as a repairman for this aircraft under § 65.104 or an appropriately rated FAA-certificated mechanic may perform the condition inspection required by these operating limitations.
- 24. Application must be made to the geographically responsible FSDO or MIDO for any revision to these operating limitations.
- 25. The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower. When filing IFR, the experimental nature of this aircraft must be listed in the remarks section of the flight plan.

Keith Ruconich

Aviation Safety Inpsector

July 20, 2010

From: Marv Ringen (marvringen@comcast.net)

To: mamatusch@yahoo.com; Date: Fri, July 9, 2010 1:45:32 PM

Cc:

Subject: Lost Airworthiness Cert.doc

July 9, 2010

Gary & Marilyn Matusch 14019 SE 35th Loop Vancouver, WA 98683

Dear Sir:

My Wife and I (Gary & Marilyn Matusch) are the registered owners of aircraft N313P. This aircraft is a RV-7A, manufactured on 10/18/06, s/n 70837. The reason we are contacting you is. We need your assistance in obtaining a replacement Airworthiness Certificate. Our current Airworthiness Certificate has been lost. Hopefully you will be able to assist us with our request.

Thank you,

Gary & Marilyn Matusch

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May Matrice

Notary Public
State of Washington
SUSAN E SWEARINGIN
My Appaintment Expires Mar 11, 2013

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FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE Form Approved O.M.B. No. 2120-0018

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. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE EXPERIMENTAL CATEGORY/DESIGNATION OPERATING, AMATEUR/BUILT AIRCRAFT **PURPOSE** NAME MANU-В FACTURER ADDRESS **FROM** FLIGHT TO 31.3P 70837 SERIAL NO. N---D RICHARD GRIEF BUILDER MODEL DATE OF ISSUANCE\ //UNLIMITED 0-18-2006 ARE APART OF THIS CERTIFICATE OPERATING LIMITATIONS E SIGNATURE OF FAA REPRESENT DESIGNATION OR OFFICE NO. ≪DART 830719 NM

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
В	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
Ε	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

EXPERIMENTAL OPERATING LIMITATIONS Operating Amateur-Built Aircraft Phase 1

Operations in the Assigned Flight Test Area

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N313P	Richard Griff	RV 7A	70837

NOTE: No person may operate outside the assigned flight test area prior to the completion of phase 1 flight testing. This includes the entry in the aircraft maintenance records as required by limitation #4.

- 1. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR §91.319(b) during phase 1 flight testing, and for recreation and education after meeting these requirements as stated in the program letter dated 10-18-2006 for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of Part 91 and all additional limitations herein prescribed under the provisions of §91.319(i). These operating limitations are a part of Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
- 2. During phase 1 flight testing to meet the requirements of §91.319(b) all flights shall be conducted within the geographical area described as follows:
 - a. The area must be described by radius, coordinates, and/or landmarks.
 - b. The designated area must be over open water or sparsely populated areas having light air traffic.
 - c. The size of the area must be that required to safely conduct the type of anticipated maneuvers and tests, as appropriate.
- 3. This aircraft must be operated for at least 40 hours in the assigned geographic area.
- 4. All test flights, as a minimum, must be conducted under VFR, day only. Guidance concerning the scope and detail of test flights can be found in AC 90-89. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with §91.319(b). Compliance with §91.319(b) must be recorded in the aircraft records with the following or a similarly worded statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso_____, Vx____, and Vy____, and the weight _____ and CG location_____ at which they were obtained".
- 5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
- 7. This aircraft is to be operated under VFR, day only.
- 9. Aircraft instruments and equipment installed and used under §91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
- 10. During the flight-testing phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.
- 11. No person may operate this aircraft for carrying persons or property for compensation or hire.
- 12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
- 13. The aircraft must contain the placards, markings, etc. as required by §91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with the manufacturer's specifications during each condition inspection.

- 14. This aircraft must display the word **EXPERIMENTAL** in accordance with §45.23(b).
- 15. This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.
- 17. The pilot in command of this aircraft must hold an appropriate category/class rating. If required, the pilot in command also must hold a type rating in accordance with Part 61, or a letter of authorization issued by an FAA Flight Standards Operations Inspector.
- 18. The pilot-in-command of this aircraft must hold a pilot certificate or an authorized instructor's logbook endorsement. The pilot in command also must meet the requirements of §61.31(e), (f), (g), (h), (i) and (j) as appropriate.
- 19. After incorporating a major change as described in § 21.93, the aircraft owner is required to reestablish compliance with § 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. If the major change includes installing a different make and model of engine or propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registry. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed log book entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with §91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso Vx_____, and Vy_____, and weight_____, and CG location_____ at which they were obtained."
- 20. This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
- 21. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.
- 22. No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with § 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft maintenance records.
- 23. Condition inspections must be recorded in the aircraft maintenance records showing the following, or similarly worded, statement:

"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D to Part 43 and was found to be in a condition for safe operation."

The entry will include the aircraft's total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

- 26. An experimental aircraft builder certificated as a repairman for this aircraft under §65.104, or an appropriately rated FAA certificated mechanic may perform the condition inspection required by these operating limitations.
- 27. Application must be made to the geographically responsible FSDO or MIDO for any revision to these operating limitations.

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28. The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower. When filing instrument flight rules (UFR), the experimental nature of this aircraft must be listed in the remarks section of the flight plan.

Leo V. Wadekamper

Designated Airworthiness Representative

DART 830719NM

Date issued: October 18, 2006

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EXPERIMENTAL OPERATING LIMITATIONS Operating Amateur-Built Aircraft Phase 2

Operations Outside the Assigned Flight Test Area

REG. NO.

MAKE:

MODEL:

SERIAL NO:

N313P

Richard Griff

RV 7A

70837

NOTE: No person may operate outside the assigned flight test area prior to the completion of Phase 1 flight testing. This includes the entry in the aircraft maintenance records as required by Phase 1 limitation #4.

- 1. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR § 91.319(b) during phase 1 flight testing, and for recreation and education after meeting these requirements as stated in the program letter dated 10-18-2006 for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of Part 91 and all additional limitations herein prescribed under the provisions of § 91.319(i). These operating limitations are a part of FAA Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
- 5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
- 6. This aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by air traffic control, or unless sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the surface.
- 8. After completion of Phase 1 flight testing, unless appropriately equipped for night and/or instrument flight in accordance §91.205, this aircraft is to be operated under VFR, day only.
- 9. Aircraft instruments and equipment installed and used under §91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
- 11. No person may operate this aircraft for carrying persons or property for compensation or hire.
- 12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
- 13. The aircraft must contain the placards, markings, etc. as required by §91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with the manufacturer's specifications during each condition inspection.
- 14. This aircraft must display the word **EXPERIMENTAL** in accordance with §45.23(B).
- 15. This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.
- 17. The pilot in command of this aircraft must hold an appropriate category/class rating. If required, the pilot in command must also must hold a type rating in accordance with Part 61, or a letter of authorization issued by an FAA Flight Standards Operations Inspector.
- 18. The pilot-in-command of this aircraft must hold a pilot certificate, or an authorized instructor's logbook endorsement. The pilot-in-command also must meet the requirements of §61.31(e), (f), (g), (h), (i) and (j) as appropriate.
- 19. After incorporating a major change as described in 14 CFR § 21.93, the aircraft owner is required to reestablish compliance with 14 CFR § 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the

suitability of the proposed test area. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed log book entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with 14 CFR § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso_____, Vx____, and Vy____, and weight_____, and CG location_____ at which they were obtained."

- 20. This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
- 21. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate, and upon request, be made available to an ASI or the CAA in the country of operation.
- 22. No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with § 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft maintenance records.
- 23. Condition inspections must be recorded in the aircraft maintenance records showing the following, or similarly worded, statement:

"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation."

The entry will include the aircraft's total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

- 26. An experimental aircraft builder certificated as a Repairman for this aircraft under §65.104, or an appropriately rated FAA certificated mechanic may perform the condition inspection required by these operating limitations.
- 27. Application must be made to the geographically responsible FSDO or MIDO for any revision to these limitations.

28. The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower. When filing instrument flight rules (IFR), the experimental nature of this aircraft shall be listed in the remarks section of the flight plan.

Leo V. Wadekamper

Designated Airworthiness Representative

DART 830719NM

Date issued: 10-18-2006

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ACKNOWLEDGMENT OF SPECIAL OPERATING LIMITATIONS

TO WHOM IT MAY CONCERN:

I certify that I have read and understand the Special Operating Limitations which are a part of the Special Airworthiness Certificate, FAA Form 8130-	
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This Airworthiness Certificate is issued for aircraft make \sqrt{ANS} mod $RV-7A$, serial number 70837 , and registration number $N313P$.	del
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Aircraft pilot Pax Oil Fuel @ 6# Baggage	farward weight 1094 170 0 0 252 0 1516	arm 78.5747806 97.48 97.48 0 80 126.78	Merobatic moment 85960.81 16571.6 0 20160 0	Extreme Aft weight 1094 170 170 0 50 100	out [X] arm 78.57478062 97.48 97.48 0 80 126.78	85961 16572 16572 0 4000 12678	
Aircraft pilot Pax Oil Fuel @ 6# Baggage	farward weight 1094 170 0 0 252 0 1516	arm 78.5747806 97.48 97.48 0 80 126.78	Aerobatic moment 85960.81 16571.6 0 20160 0 122692.41	Extreme Aft weight 1094 170 170 0 50 100	out [X] arm 78.57478062 97.48 97.48 0 80 126.78	85961 16572 16572 0 4000 12678	
Aircraft pilot Pax Oil Fuel @ 6# Baggage	farward weight 1094 170 0 0 252 0 1516 CG=	arm 78.5747806 97.48 97.48 0 80 126.78	Aerobatic moment 85960.81 16571.6 0 20160 0 122692.41	Extreme Aft weight 1094 170 170 0 50 100 1584 CG=	out [X] arm 78.57478062 97.48 97.48 0 80 126.78	85961 16572 16572 0 4000 12678	
Aircraft pilot Pax Oil Fuel @ 6# Baggage	farward weight 1094 170 0 0 252 0 1516 CG=	arm 78.5747806 97.48 97.48 0 80 126.78 80.9316689	Aerobatic moment 85960.81 16571.6 0 20160 0 122692.41	Extreme Aft weight 1094 170 170 0 50 100 1584 CG=	out [X] arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591	85961 16572 16572 0 4000 12678 135782	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals	farward weight 1094 170 0 0 252 0 1516 CG=	arm 78.5747806 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806	Aerobatic moment 85960.81 16571.6 0 20160 122692.41 moment 85960.81	Extreme Aft weight 1094 170 170 0 50 100 1584 CG= duel weight 1094	out [X] arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591	85961 16572 16572 0 4000 12678 135782	
Aerobatic Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals	farward weight 1094 170 0 252 0 1516 CG= solo weight 1094 211	arm 78.5747806 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48	Aerobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28	Extreme Aft weight 1094 170 170 0 50 100 1584 CG= duel weight 1094 210	out [X] arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48	85961 16572 16572 0 4000 12678 135782 moment 85961 20471	
Aerobatic Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0	arm 78.5747806 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48	Aerobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0	Extreme Aft weight 1094 170 170 0 50 100 1584 CG= duel weight 1094 210 210	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48	85961 16572 16572 0 4000 12678 135782	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0	arm 78.5747806 97.48 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0	Extreme Aft weight 1094 170 0 50 100 1584 CG= duel weight 1094 210 210 0	out [X] arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48	85961 16572 16572 0 4000 12678 135782 moment 85961 20471	
Aerobatic Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0	arm 78.5747806 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0	Extreme Aft weight 1094 170 0 50 100 1584 CG= duel weight 1094 210 210 0	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil Fuel @ 6#	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0 0 252	arm 78.5747806 97.48 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48 0 80	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0 20160	Extreme Aft weight 1094 170 170 0 50 100 1584 CG= duel weight 1094 210 0 252	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48 97.48 97.48	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471 0 20160	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0	arm 78.5747806 97.48 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0	Extreme Aft weight 1094 170 0 50 100 1584 CG= duel weight 1094 210 210 0	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48 97.48	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471 0	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil Fuel @ 6#	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0 0 252	arm 78.5747806 97.48 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48 0 80	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0 20160	Extreme Aft weight 1094 170 170 0 50 100 1584 CG= duel weight 1094 210 0 252	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48 97.48 97.48	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471 0 20160	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil Fuel @ 6# Baggage	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0 0 252 5	arm 78.5747806 97.48 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48 0 80	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0 20160 633.9	Extreme Aft weight 1094 170 170 50 100 1584 CG= duel weight 1094 210 210 210 252 100	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48 97.48 97.48	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471 20471 20160 12678	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil Fuel @ 6#	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0 252 5 1562	arm 78.5747806 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48 0 80 126.78	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0 20160	Extreme Aft weight 1094 170 170 0 50 100 1584 CG= duel weight 1094 210 210 0 252 1000 1866	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48 0 80 126.78	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471 0 20160	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil Fuel @ 6# Baggage	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0 252 5 1562	arm 78.5747806 97.48 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48 0 80	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0 20160 633.9	Extreme Aft weight 1094 170 170 50 100 1584 CG= duel weight 1094 210 210 210 252 100	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48 97.48 97.48	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471 20471 20160 12678	
Aircraft pilot Pax Oil Fuel @ 6# Baggage Totals Aircraft pilot Pax Oil Fuel @ 6# Baggage	farward weight 1094 170 0 0 252 0 1516 CG= solo weight 1094 211 0 0 252 5 1562	arm 78.5747806 97.48 97.48 0 80 126.78 80.9316689 arm 78.5747806 97.48 97.48 0 80 126.78	Merobatic moment 85960.81 16571.6 0 20160 0 122692.41 moment 85960.81 20568.28 0 0 20160 633.9	Extreme Aft weight 1094 170 170 0 50 100 1584 CG= duel weight 1094 210 210 0 252 1000 1866	arm 78.57478062 97.48 97.48 0 80 126.78 85.72096591 arm 78.57478062 97.48 97.48 0 80 126.78	85961 16572 0 4000 12678 135782 135782 moment 85961 20471 20471 20471 20160 12678	

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US Department
of Transportation
Federal Aviation
Administration

ELIGIBILITY STATEMENT

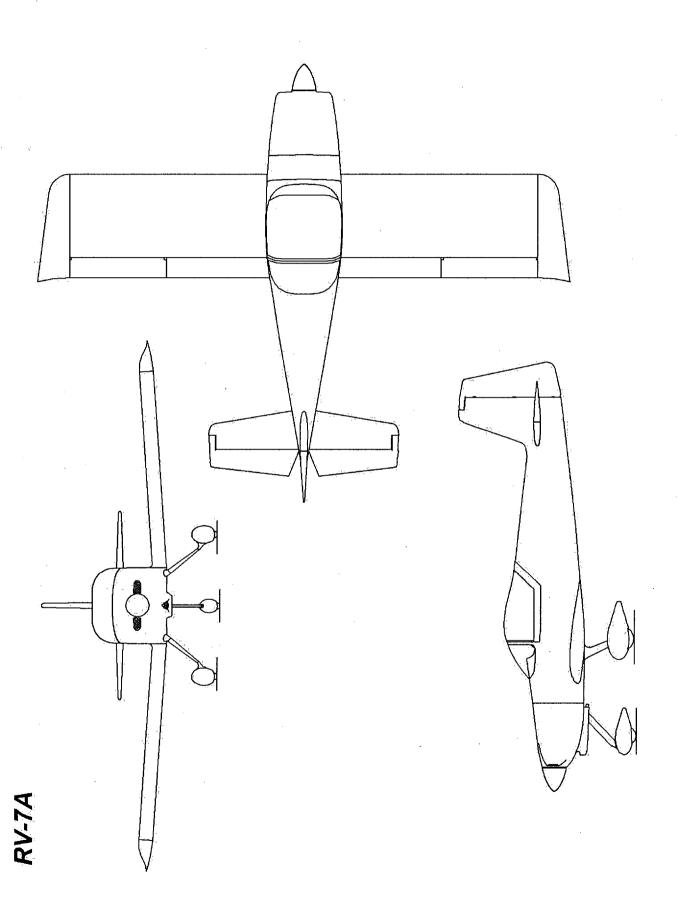
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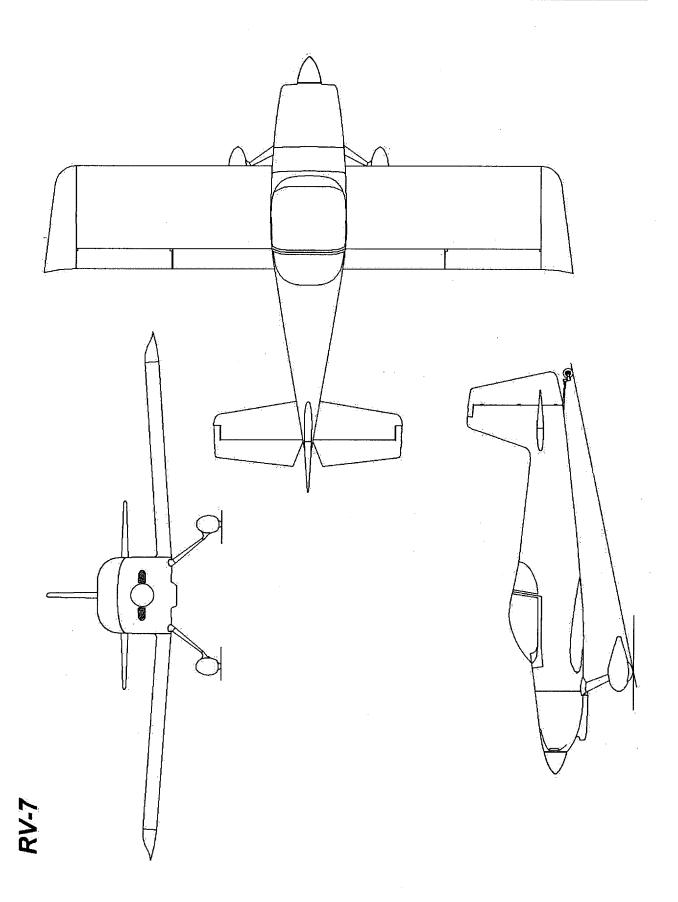
Instructions: Print or type all information except signature. Submit original to an authorized FAA representative.

Applicant completes Section I thru III.

Federal Aviation AMATEUR-BUILT AIRCRAFT Administration	Notary Public Completes Section IV.			
' I. REGISTERED OWNE	R INFORMATION			
Name(s) Pichard E. GRIFF				
Address(es) 2354E 2900W 10	WIN FALLS ID 83301 State Zip			
Telephone No.(s) 208-734-6499 Residence	208 · 733 - 4077 Business			
II. AIRCRAFT INFO	DPMATION			
	Engine(s) Make 10/00 MATTITUK TMX			
	Engine(s) Serial No. 43 - 1			
Registration No	Prop./Rotor(s) Make			
Aircraft Fabricated: Plan Kit	Prop./Rotor(s) Serial No.(s) K13923			
III. MAJOR PORTION ELIGIBILITY S	STATEMENT OF APPLICANT			
I certify the aircraft identified in Section II above was fabricate and assembled by Name of Person(s)(Please Print) for my (their) education or recreation. I (we) have records to support this statement and will make them available to the FAA upon request. -NOTICE- Whoever in any matter within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or who makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years, or both (U.S. Code, Title 18, Sec. 1001.) APPLICANT'S DECLARATION I hereby certify that all statements and answers provided by me in this statement form are complete and true to the best of my knowledge, and I agree that they are to be considered part or the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.				
Signature o) Applicant (In Int)	Date 10-17-06			
IV. NOTARIZATION				
DATED 10-17-06 STATE OF Montang COUNTY OF League ON-THIS 17th DAY OF OCK., IN THE YEAR TWO THOUSAND AND SIX, BEFORE ME + am Dah (PERSONALLY APPEARED, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT, AND ACKNOWLEDGED THAT HE/SHE EXECUTED THE SAME				
FAA Form \$130, COMMISSION EXPIRES: 4/15/2009	NSN:0052-00-889-900:			
M YCOMMISSION EXPIRES: 4/15/2009				

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Notes I built this arplane inaccordance with vanis the prints and instructions. Builder in accordance with the reapond datal of Appara sake operation. Operational Check the evging on Power Check Good Pul Thave inspected this sircraft and found it complies the installed Transporder a automatic pressure with the requirments of FAR 21, 191(9) altitude reporting againment will set bused until EXPENIMENTA Cortificate of Airworthniess Dated /0//8/06 was issued Tested on accordance with 91.413(AK b(c). Rebel Shoff

