

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION EXPERIMENTAL	
	PURPOSE OPERATING LIGHT SPORT AIRCRAFT (WEIGHTSHIFT)	
B	MANUFACTURER	NAME N/A
		ADDRESS N/A
C	FLIGHT	FROM N/A
		TO N/A
D	N- 5152E	SERIAL NO. STSS002
	BUILDER TRICK TRIKES	MODEL STSS
E	DATE OF ISSUANCE 08-14-2009	EXPIRY UNLIMITED
	OPERATING LIMITATIONS DATED 08-14-2009 ARE PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE  DENNIS S. CARLEY	DESIGNATION OR OFFICE NO. 

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).

A	This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14 Code of Federal Regulations (CFR).
B	The 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.
C	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 CFR. 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 CFR 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.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.



U.S. Department
of Transportation
**Federal Aviation
Administration**

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407-812-5714, Fax: 407-812-7710

EXPERIMENTAL OPERATING LIMITATIONS

Light-Sport Aircraft

(These limitations are derived from the national standards contained in FAA Order 8130.2F, CHG 3)

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N 5152E	Trick Trikes	STSS	STSS002

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 the purpose of operating light-sport aircraft, 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(e). These operating limitations are a part of Form 8130-7, must be carried in the aircraft at all times, and must be available to the pilot in command of the aircraft.
2. This aircraft must display the word "experimental" in accordance with § 45.23(b).
3. 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 ASI or the CAA in the country of operation.
4. Application must be made to the geographically responsible FSDO or MIDO for any amendment to these operating limitations.
5. During phase I flight testing to meet the requirements of § 91.319(b), or as a result of the incorporation of a major change, all flights must be conducted within the assigned geographical area described below:

WITHIN A 25 NAUTICAL MILE RADIUS OF MID FLORIDA AIR SERVICE AIRPORT (X55)

6. Flight testing required for phase I operations or as a result of the incorporation of a major change will be conducted in the assigned test area. Flight operations will be conducted under VFR day only conditions, with the pilot as the sole occupant of the aircraft. This aircraft must be operated for at least **Five (5) HOURS** in the assigned geographical area. Following the satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the aircraft records that the aircraft has been shown to comply with § 91.319(b) with a statement that includes the following information:

"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 flight test was completed under the following conditions: maximum operating weight, style/set of wing or sail, maximum demonstrated airspeed, and minimum demonstrated stall speed."

All major changes or modifications will be listed in the aircraft records and the compliance statement will be restated with the changes listed. The aircraft may not be operated in excess of the weights and speeds demonstrated.

7. Any change to the flight test area location or size must be coordinated with the geographically responsible FSDO where the aircraft is based, with FAA concurrence received in writing.
8. During phase 1 operations, except for takeoffs and landings, this aircraft may not be operated over densely populated areas, or in congested airways.
9. During phase 2 operations, 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 affect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the ground.
10. This aircraft is to be operated under VFR day only.
11. N/A
12. No person may operate this aircraft for carrying persons or property for compensation or hire
13. N/A
14. N/A
15. The pilot in command of this aircraft must advise the passenger of the experimental nature of this aircraft and that it does not meet the certification requirements of a standard certificated aircraft.
16. This aircraft must contain the placards and 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 in accordance with the manufacturer's specifications during each condition inspection.
17. 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.
18. N/A
19. The pilot in command of this aircraft must hold at least-
 - (a) A student pilot certificate with a weight shift category, single engine land class, and Trick Trikes STSS make/model privilege endorsement by an authorized instructor; or
 - (b) A sport pilot certificate with a weight shift category, single engine land class, and Trick Trikes STSS make/model privilege within that set of aircraft (reference §61.1(b) (14)); or
 - (c) A recreational pilot certificate with a weight shift category, single engine land class, and Trick Trikes STSS make/model privilege within that set of aircraft (reference §61.1(b) (14)); or
 - (d) A recreational pilot certificate or higher.
20. This aircraft must not be used for banner towing operations or intentional parachute jumping.
21. 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.
22. 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.
23. No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail to 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
24. N/A

25. Condition inspections must be recorded in the aircraft 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, or the manufacturer's inspection procedures, 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 LSA owner/operator as a repairman for this aircraft under § 65.107 or an appropriately rated FAA-certificated mechanic may perform the condition inspection required by these operating limitations.


Dennis S. Carley
