

Aircraft Record General Information

Manufacturer SAMUEL R Prachey Model Acro Sport II
Serial 7174 Registration Number N43032
Date of Manufacture 5/05

Engine(s) currently installed:

Manufacturer Lycoming Model O-320-H2AD Serial 2-3311-76
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer McCauley Model _____
HUB Model K160107M Serial 731190 Serial _____
Blade Model _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____

sed with Name, Rating and Certificate Number of Technician or Repair
es for other specific entries.)

That This Airplane has been
on 7/16/06 in accordance with the
rule of Appendix D to FAR
I was found to be in a condition
Rating Samuel R. Peachey.

[illegible]

rsed with Name, Rating and Certificate Number of Technician or Repair
ges for other specific entries.)



U.S. Department
of Transportation

**Federal Aviation
Administration**

Engine and Propeller Directorate
New England Region: ANE-MIDO-44

Bldg 201 Room 102
400 Airport Drive
New Cumberland, Pennsylvania 17070-3419
(717) 782-4425, Fax: (717) 782-2231

EXPERIMENTAL OPERATING LIMITATIONS **AMATEUR BUILT AIRPLANE**

MODEL: ACRO-SPORT II

SERIAL NO.: 774

DATE of ISSUE: AUGUST 5, 2006

OWNER: PEACHEY SAMUEL R

REGISTRATION NO.: N43032

EXPIRATION DATE: UNLIMITED

PHASE I

(Operations in the Assigned Flight Test Area)

NOTE

No person may operate outside the assigned flight test area prior to the completion of Phase I flight testing and the entry in the aircraft maintenance records as required by Limitation Number 4.

1. No person may operate this airplane for other than the purpose of meeting the requirements of FAR 91.319(b) during Phase I flight testing and for "**Recreation and Education**" after meeting these requirements as stated in the Program Letter, dated 07/26/06 for this airplane. In addition, this airplane must be operated in accordance with applicable air traffic and general operating rules of FAR 91 and all additional limitations herein prescribed under the provisions of FAR 91.319(e). These Operating Limitations and accompanying "marked-up" Pennsylvania Aeronautical Chart" showing the Flight Test Area are a part of FAA Form 8130-7 (**Special Airworthiness Certificate**), are to be carried in the aircraft at all times, and, be available to the Pilot in Command of the airplane.
2. During Phase I Flight Testing to meet the requirements of FAR 91.319(b), all flights must be conducted within the geographical area defined on the "marked-up" Pennsylvania Aeronautical Chart".
3. This airplane must be operated for at least **Twenty Five (25) hours** in the assigned geographic area.
4. All test flights, at 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 airplane has been shown to comply with FAR 91.319(b). Compliance with FAR 91.319(b) must be recorded in the aircraft records with the following, or similarly worded, statement:

"I certify that the prescribed flight test hours have been completed and the airplane 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 airplane operating data has been demonstrated during the flight testing: Speeds, V_{so} ____, V_x ____, V_y ____, Weight ____ and CG ____ at which the values were obtained.

PHASE I

(Operations in the Assigned Flight Test Area - Continued)

5. Except for takeoffs and landings, this airplane may not be operated over densely populated areas or in congested airways.
7. This airplane is to be operated under VFR, day conditions 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 the airplane during flight unless that person is essential to the purpose of the flight.
11. No person may operate this airplane for carrying persons or property for compensation or hire.
13. This airplane must contain the placards, markings, etc., as required by Para. 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 builder/owner during each condition inspection.
14. This airplane must display the word "**EXPERIMENTAL**" in accordance with FAR 45.23(b).
16. This airplane may conduct aerobatic flight in accordance with the provisions of FAR 91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the airplane is satisfactorily controllable and in compliance with FAR 91.319(b). The airplane may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during flight testing and recorded in the aircraft 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 airplane is controllable throughout the maneuvers' normal range of speeds and is safe for operation. The flight tested maneuvers are _____, _____, _____ and _____.***" During Phase I, aerobatic maneuvers may not be conducted below 5,000 feet AGL. The pilot shall wear a parachute which has a current packing date.

NOTE

After satisfactory completion of the aerobatic maneuvers and all other requirements of Phase I the airplane may conduct aerobatic maneuvers outside the assigned flight test area. These maneuvers must be conducted in strict accordance with the provisions of FAR 91.303. The FAA may witness aerobatic maneuvers if deemed necessary

18. The pilot in command of the airplane must hold a pilot certificate or an authorized instructor's logbook endorsement. The pilot in command also must meet the requirements of Para. 61.31(e), (f), (g), (h), (i) and (j) as appropriate.
19. After incorporating a major change as described in Para. 21.93, the airplane owner is required to reestablish compliance with Para. 91.319(b) and **notify the geographically responsible FSDO of the location of the proposed test area. The airplane owner must obtain concurrence from the FSDO as to the suitability of the proposed test area.** If the major change includes installing a

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(Operations in the Assigned Flight Test Area - Continued)

different type of engine (reciprocating to turbine) or a change of a fixed-pitch from or to a controllable propeller, the airplane 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 airplane 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 airplane owner must make a detailed logbook 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 airplane has been shown to comply with Para. 91.319(b). Compliance with Para. 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 airplane 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 airplane 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.**

20. This airplane must not be used for glider towing, banner towing or intentional parachute jumping.
22. No person may operate this airplane 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 FAR 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 FAR 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 airplane has been inspected on _____
in accordance with the scope and detail of Appendix D to FAR
Part 43 and was found to be in a condition for safe operation."***

NOTE

The above entry will include the airplane's total time-in-service, 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 airplane under FAR 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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PHASE I

(Operation in the Assigned Flight Test Area - Continued)

28. The Pilot in Command of this airplane must notify air traffic control of the experimental nature of this airplane when operating into, or out of, airports with an operational control tower. When filing instrument flight rules (IFR), the experimental nature of this airplane must be listed in the remarks section of the Flight Plan.
29. The owner/operator of this airplane shall comply with all FAA Airworthiness Directives and mandatory service information issued for the airplane, engine, propeller or appliance. A Logbook entry must be entered attesting to compliance with these mandatory data

NOTE

LIMITATIONS 1, 5, 9, 11, 13, 14, 16, 18, 19, 20, 22, 23, 26, 27, 28 and 29 ARE APPLICABLE TO PHASES 1 & 2.

GAPS IN LIMITATION ITEM NUMBERS INDICATE LIMITATIONS WHICH ARE NOT APPLICABLE TO THIS AIRPLANE

- END OF PHASE I OPERATING LIMITATIONS -

PHASE II

(Operations Outside the Assigned Flight Test Area)

NOTE

No person may operate this airplane outside the assigned flight test area prior to the completion of PHASE I flight testing. This includes the entry in the aircraft maintenance records as required by PHASE I, Limitation #4.

6. This airplane 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.

NOTE

This limitation is applicable to the airplane after it has satisfactorily completed all requirements of PHASE I flight testing, has the endorsement in the aircraft Log Book and is operating in PHASE II.

8. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.205, this airplane is to be operated under VFR, day only conditions.
12. The Pilot in Command of this airplane must advise each passenger of the experimental nature of this airplane and explain that it does not meet the certification requirements of a standard certificated aircraft.
21. This airplane 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 airplane must obtain written permission from another CAA prior to operating this airplane in, or over, that country. That written permission must be carried aboard the airplane together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.

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Issued by:


Paul E. Everly DAR-F 

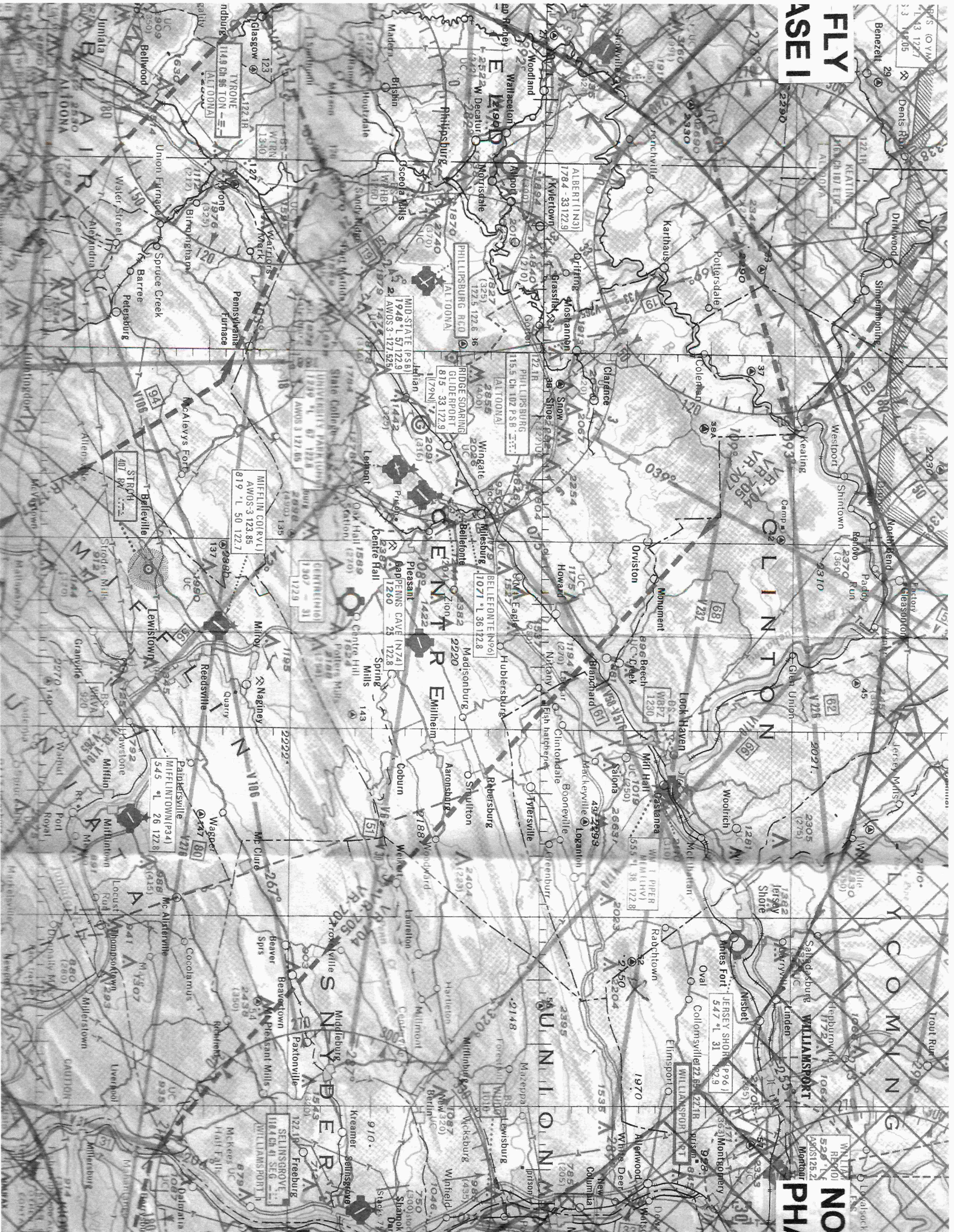
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NO



Experimental Aircraft Builders

LOG

Builder's Name

Name WILLIAM J. KING

Street [REDACTED]

City [REDACTED] State [REDACTED] Zip [REDACTED]

Name DEAN A. HOLT

Street [REDACTED]

City [REDACTED] State [REDACTED] Zip [REDACTED]

Name RON MATHER

Street [REDACTED]

City [REDACTED] State [REDACTED] Zip [REDACTED]

Name SAM PEACHEY

Street [REDACTED]

City [REDACTED] State [REDACTED] Zip [REDACTED]

Make

ACRO-SPORT

Aircraft
Model

II

Serial Number

774

Make

LYCOMING

Engine
Model

O-320-112AD

Serial Number

L-311-76

Make

Sensenich

Propeller
Model

W74EM7-58

Serial Number

254-051100-6