

OPERATING LIMITATIONS

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

**EXPERIMENTAL OPERATING LIMITATIONS
OPERATING AMATEUR-BUILT AIRCRAFT**

BUILDER	<u>Latham, William</u>	ENGINE:	<u>Rotax</u>	S/N	<u>3950378</u>
REG. NO.	<u>N6613Z</u>	MODEL	<u>503-DC</u>	SERIAL NO.	<u>CH206900535</u>
MAKE	<u>Challenger</u>	MODEL	<u>II</u>		

Phase I. Initial Flight Test in Restricted Area:

1. No person may operate this aircraft for other than the purpose of operating amateur-built aircraft to accomplish the operation and flight test outline in the applicant's letter dated 1-2-92 in accordance with FAR section 21.193. Phase I and II amateur-built operations shall be conducted in accordance with applicable air traffic and general operating rules of FAR Part 91 and the additional limitations herein prescribed under the provisions of FAR section 91.42 (new FAR section 91.319).

2. The initial 10 hours of flight shall be conducted within the geographical area described as follows:

25 mile radius of Avon Park airport, Avon Park, Fl. At least five take off and landings to be accomplished during this time.

3. Except for takeoffs and landings, no person may operate this aircraft over densely populated areas or in congested airways, or into or out of airports having heavy Aircarrier Operations.

4. This aircraft is approved for day VFR operation only.

5. Unless prohibited by design, acrobatics are permitted in the assigned flight test area. All acrobatics are to be conducted under the provisions of FAR section 91.71 (new FAR section 91.303).

6. No person may be carried in this aircraft during flight. Occupants shall be limited to the pilot only.

7. The cognizant FAA office must be notified and their response received in writing prior to flying this aircraft after incorporating a major change as defined by FAR section 21.93.

8. The operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.

OPERATING LIMITATIONS (CONT'D)

9. The pilot-in-command of this aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's logbook endorsement or possess a "Letter of Authorization" issued by an FAA Flight Standards Operations Inspector.

10. 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. This aircraft may not be operated over any other country without the permission of that country.

Phase II: CONTINENTAL UNITED STATES

Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the logbook that the aircraft has been shown to comply with FAR section 91.42(b) (new FAR section 91.319). Compliance with FAR section 91.42(b) (new FAR section 91.319) shall be recorded in the aircraft logbook with the following or similarly worded statement:

"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its 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 Limitations Apply Outside of Flight Test Area:

1. Limitations 1, 3, 7, 8, 9, and 10 from Phase I are applicable.
2. This aircraft is approved for day VFR only, unless equipped for night VFR and/or IFR in accordance with FAR section 91.33 (new FAR section 91.205).
3. This aircraft shall contain the placards, markings, etc., required by FAR section 91.31 (new FAR section 91.9).
4. This aircraft is prohibited from acrobatic flight, unless such flights were satisfactorily accomplished and recorded in the aircraft logbook during the flight test period.

OPERATING LIMITATIONS (CONT'D)

5. No person may operate this aircraft for carrying persons or property for compensation or hire.

6. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

7. This aircraft shall not be operated for glider towing or parachute jumping operations, unless so equipped and authorized.

8. No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with FAR Part 43, appendix D, and has been found to be in a condition for safe operation. In addition, this inspection shall be recorded in accordance with limitation 10 listed below.

9. The builder of this aircraft, if certificated as a repairman, FAA certified mechanic holding an Airframe and Powerplant rating and/or appropriately rated repair stations may perform condition inspections in accordance with FAR Part 43, appendix D.

10. Condition inspections shall 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 of Part 43 and found to be in a condition for safe operation."

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

I have read and understand the requirements of these Operating Limitations.

SIGNED [Signature]

Emil C. Holtz
Aviation Safety Inspector
1-6-92
Date Issued

FAA DAR-22-FS-SO

Designation