#### ERA22FA279

### **OPERATIONAL FACTORS**

Group Chair's Factual Report - Attachment 5
N98F Airworthiness Records
November 2, 2022

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

Form Approved O.M.B. No. 2120-0018 Expiration Date 02/28/2013

APPLICATION FOR  U.S. Department of Transportation  Federal Aviation Administration  1. REGISTRATION MARK  APPLICATION FOR  U.S. AIRWORTHINESS  CERTIFICATE  2. AIRCRAFT BUILDER'S NAME (Make)										INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.										
ΕŠ	1. REC N98		ATIO	N MARK		2. AIRCRAFT Wilco Aviat			, ,	3. AIRCRAFT MODEL DESIGNATION 4. YR. MFR					₹.	FA	A CC	DING		
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OWNER'S CERTIFICATION	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)  AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)  H3SO, Revision 15, dated 03/22/2010									7	of th	the last AD SUPPLEMI	ENT av	ail <b>a</b> ble in	the biweekly seri	183 8	ADs	are co	omplied with and give the nur e of application)	mber
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88	VI	B. Current Operating	Limitations Atta	ached			(Attach when i	requirea)			
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3	Н					┵	14 CFR Section	£1.131(u)		(Copy attached)	
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	_/	F. This inspection R	ecorded in Aircra	aft Records			K. Light-Sport Air	craft Statement	of Compliance, FA	AA Form 8130-15 (Attach when requ	uired)
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### SPECIAL AIRWORTHINESS CERTIFICATE

Α	CATEGORY/D	ESIGNATION	ON EXPE	RIMENTAL		
	PURPOSE		EXH]	BITIÔN		
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ט	FACTURER	ADDRESS	S // OY/N/A/	13-16		
^	FLIGHT	FROM			<u>,                                    </u>	
<u> </u>		TO	" N/A	11 1110		
D	N-98F		W. W.	SI	RIAL NO	0.488(62-1968)
ט	BUILDER V	ILCO AV	TATION (BELI	) /// M	ODEL	UH-1B
	DATE OF ISSI		2\05/2014\		( <u>P</u> IRY	UNLIMITED
_	OPERATING L	IMITATION	IS'DATED 12/(	)5/2014\\ AF	ĶÉ PART	OF THIS CERTIFICATE
E	SIGNATURE OF FA	A REPRESEN	ATIVE	JOE NO.	SIGNATIO	N OR OFFICE NO.
	CHARLES E	E MONOLA			EA-FSD	0-09

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).

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).
В	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.

### SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/D	ESIGNATION RESTRICTED.
_	PURPOSE ]	TITLE 14 CFR/21.25(b)(1,(b)(2),(b)(7) EXT.LOAD
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D	N-98F	SERIAL NO. 488(62-1968)
ע	BUILDER W	(LCO AVIATION (BELL) /// MODEL UH-1B
	DATE OF ISSI	JANCE 10/29/2013 / //// EXPIRY UNLIMITED
	OPERATING L	IMITATIONS DATED 10/29/2013 ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FA	A REPRESENTATIVE DESIGNATION OR OFFICE NO.
	CHARLES I	E MONOLA AEA-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).

A <sub>.</sub>	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).
В	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.





### EXPERIMENTAL EXHIBITION OPERATING LIMITATIONS Operating Experimental Exhibition Aircraft

REG. NO. MAKE: MODEL: SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

- (1) No person may operate this aircraft for other than the purpose(s) as specified on the airworthiness certificate. This aircraft must be identified in accordance with 14 CFR § 45 including the experimental markings required by 14 CFR § 45.23 located near the cabin entrance and operated in accordance with all air traffic and general operating rules of 14 CFR § 91, all limitations herein prescribed, and as described in the owner operator's program letter. These operating limitations are a part of FAA Form 8130-7, and are to be carried in the aircraft at all times.
- (2) Application must be made to the geographically responsible FSDO where the aircraft is based for any revision to these operating limitations.
- (3) The pilot in command of this aircraft must advise passengers of the experimental nature of this aircraft and that it does not meet the certification requirements of a standard certificated aircraft.
- (4) The owner operator must submit an annual program letter to the geographically responsible FSDO where the aircraft is based. All operations must be conducted in accordance with these limitations and the program letter. A copy of the current program letter and any amendments must be carried on board the aircraft any time that the aircraft is being operated.

The program letter must include the following information:

- (a) The aircraft's home base.
- (b) The name of the person responsible for the operation and maintenance of the aircraft.
- (c) A list of events at which the aircraft will be exhibited (the list may be amended as necessary).
- (5) The pilot in command of this aircraft must hold an appropriate category and class rating.
- (6) Not issued.
- (7) Not issued.

REG. NO. MAKE: MODEL: SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

- (8) Not issued.
- (9) If the pilot has not completed three takeoffs and landings within the preceding 180 days in this aircraft make and model or comparable aircraft, the pilot must receive training from a qualified instructor in this aircraft make and model or comparable aircraft prior to carrying passengers.
- (10) During Phase I test flight operations, this aircraft is to be operated under VFR, day only, and no person may be carried in this aircraft during flight unless that person is a required crewmember. The local FSDO must coordinate with AFS-800 to determine if a person is essential for the test flights.
- (11) During Phase I test flight operations, no person may flight test an aircraft except over open water or sparsely populated areas having light air traffic.
- (12) During Phase I test flight operations, this aircraft may only operate from <u>Logan</u> <u>County Airport (6L4)</u> until the requirements of 14 CFR § 91.319(b) have been met.
- (13) During Phase I test flight operations, this aircraft must be operated for at least **10 hours** with at least **5 takeoffs and landings** (to a full stop), and all operations must be conducted in the geographic area described as follows:
  - (a) The size of the test flight area must be the minimum required to safely conduct the anticipated maneuvers and tests.
  - (b) The area must be described by radius, and/or landmarks, or as depicted on an attached chart. See page 7 of these operating limitations.
  - (c) The minimum number of hours and minimum number of takeoffs and landings should be based on the aircraft's condition and records and the total time on the aircraft and its engine(s).
- (14) During Phase I test flight operations, 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 14 CFR § 91.319(b). Compliance must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours and the number of takeoffs and landings 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."
- (15) During Phase I test flight operations, aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period unless the aircraft meets the manufacturer's design which includes defined aerobatic maneuvers. In addition to the requirements of 14 CFR § 91.303, appropriate limitations identifying the aerobatic maneuvers and conditions under which they may be performed shall be included in the aircraft records.

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MAKE:

Wilco Aviation (Bell)

MODEL:

UH-1B

**SERIAL NO:** 488 (62-1968)

(16) During Phase I test flight operations, if the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the aircraft records indicating the configurations flight tested, unless the original manufacturer's flight test data for that equipment is included in the aircraft limitations.

- (17) During Phase II operations, this aircraft is prohibited from flight with any externally mounted equipment except configurations that have been tested as allowed in limitation (16).
- (18) During Phase II operations, this aircraft is prohibited from flight with any externally mounted equipment unless the equipment is mounted in a manner that will prevent in flight jettison.
- (19) Not issued.
- (20) During Phase II operations, this aircraft may be operated over densely populated or congested areas in accordance with 14 CFR § 91.319(c) only for the purpose of takeoff and landing. When exercising this authorization, the pilot in command must avoid densely populated areas and congested areas whenever possible.
- (21) Not issued.
- (22) During Phase II operations, no person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at air shows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight in accordance with FAA Order 8900.1, Volume 3, Chapter 6. Persons may be carried during flights to and from any event or during proficiency/currency flying, limited to the design seating capacity of the aircraft and subject to the regulatory prohibition on compensation.
- (23) Not issued.
- (24) Not issued.
- (25) During Phase II operations, aerobatic maneuvers that were not documented in accordance with limitation (15) may not be performed.
- (26) Not issued.
- (27) This aircraft must not be used for glider towing, banner towing, or 14 CFR § 105 parachute operations.
- (28) During Phase II operations, night and/or instrument flight is approved, provided the aircraft is equipped as described in 14 CFR § 91.205. Instruments and equipment installed for night and/or instrument flight must be inspected and maintained in accordance with the applicable requirements of 14 CFR § 91. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following

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items: date, work performed, name and certificate number of person returning aircraft to service.

(29) Not issued.

- (30) Not issued.
- (31) Not issued.
- (32) The inspections for aircraft 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 14 CFR § 43, Appendix D, 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.
- (33) No person may operate an aircraft unless within the preceding 12 calendar months it has had an inspection performed in accordance with the scope and detail of 14 CFR § 43, Appendix D, or other FAA-accepted program, as applicable, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records and include the following items: date, work performed, name and certificate number of person returning aircraft to service.
- (34) Only FAA-certificated repair stations and FAA-certificated mechanics with appropriate ratings as authorized by 14 CFR § 43.3 may perform inspections required by these operating limitations.
- (35) The geographically responsible FSDO where the aircraft is based must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change. A "minor change" is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the aircraft. All other changes are major changes" The FSDO response should be entered in the aircraft's records.
- (36) Aircraft equipped with live ejection seats must be clearly externally marked to ensure that emergency personnel are aware of the hazard presented by the system. The ejection seat system must be maintained and inspected in accordance with the manufacturer's procedures or US/NATO applicable technical orders. In addition, the ejection seat system must be secured in accordance with the manufacturer's procedures or US/NATO applicable technical orders to prevent inadvertent operation of the system any time the aircraft is parked or out of service. Pilots operating aircraft and passengers of aircraft equipped with an ejection propellant system installed, whether armed or not armed, must satisfactorily complete an FAA accepted ejection seat training program for the pilot and the passenger. An aircraft with an ejection seat must have and utilize an FAA accepted ejection seat training program for the pilot and for the passenger. Ejection seat training and briefing programs are accepted by the FAA National Program Office for Vintage and Experimental Aircraft, AFS-800, Washington, DC or by an industry group authorized by AFS-800.

REG. NO.

MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

- (37) When an aircraft's home base is changed or there is a transfer of ownership, the owner/operator will take the appropriate actions within 30 days:
  - (a) Submit a new program letter to the geographically responsible FSDO.
  - (b) If an accepted or approved inspection program is specified in these operating limitations, submit a copy to the geographically responsible FSDO.
    - i. The gaining FSDO will not change the previously accepted or approved program unless it can be substantiated that the previously accepted or approved program no longer meets FAA requirements. The gaining FSDO will not require the aircraft's airworthiness certificate or operating limitations to be reissued, unless the aircraft requires Phase I test flight operations or at owners request.
- (38) 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 country's 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..
- (39) Not issued.
- (40) FAA acceptance or approval of maintenance and inspection interval extensions requires that the owner operator submit documentation and data justifying the extension in the request to the local FSDO for evaluation and concurrence.
- (41) The aircraft may not be operated unless the replacement for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners as specified below:
  - (a) Type-Certificate Products: Replacement of life-limited parts required by 14 CFR §91.409(e) is only applicable to experimental exhibition aircraft when the required replacement times are specified in the U.S. aircraft specifications, or type certificate data sheets.
  - (b) Non-Type Certificated Products: Unless otherwise determined by the FAA, all articles installed in non-type certificated products operated in the experimental exhibition category, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. Although the FAA recommends adherence to part replacements, achieving an equivalent level of safety for non-type certificated products is acceptable. Manufacturers have historically assigned life limits to articles installed in non-type certificated products. These products were typically operated in a military environment which imposed different limitations based on the aircraft's operational and environmental use. Although these

REG. NO. **SERIAL NO:** MAKE: MODEL: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

limitations are not regulatory by the FAA we have determined that these limits must be evaluated for their current operating environment and addressed in the accepted inspection program. All articles installed in non-type certificated products operated in the experimental exhibition category, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. The article must be inspected to ensure that it is still in a serviceable condition for safe operation.

(42) Aircraft originally incorporating fatigue life recording systems must maintain the system and comply with the original manufacturer fatigue limits. If the fatigue life system is removed, or is inoperative, the aircraft cannot be operated in any group other than Group 6.

- (43) Not issued.
- (44) Former military aircraft must remain demilitarized.

These limitations are issued per Memorandum of Deviation to Order 8130.2G, Chapter 4, Section 10 dated December 21, 2011, from Airworthiness Certification Branch AIR-230, and are a part of the Special Airworthiness Certificate (FAA Form 8130-7) for N98F dated 12/05/2014.

Date: 12/05/2014

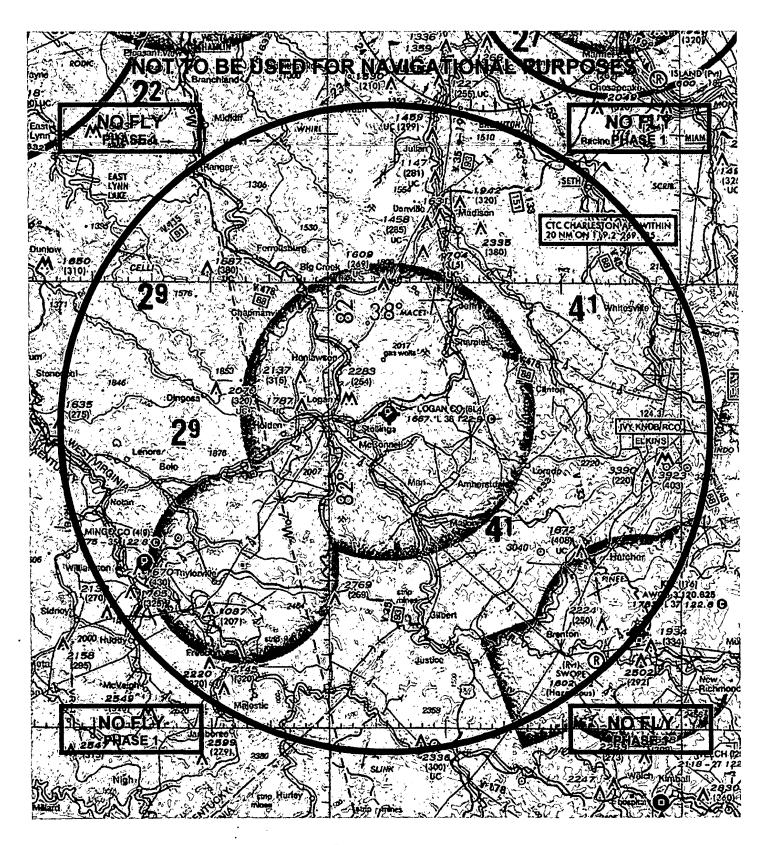
Charles E. Monola Aviation Safety Inspector AEA-FSDO-09

REG. NO. N98F MAKE:

Wilco Aviation (Bell)

MODEL:

**SERIAL NO:** 488 (62-1968)



## 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 8130-7, issued 12/05/2014.

This Airworthiness Certificate is issued for aircraft make <u>Wilco Aviation(Bell)</u> model <u>UH-1B</u>, serial number <u>488(62-1968)</u>, and registration number <u>N98F</u>.

AEA-FSDO-09 Date

## MARPAT Aviation

Switzer, WV. 25647

Mr. Larry Lagana FSDO 09 Charleston, WV.

11/17/14

Mr. Lagana,

We would like to take our Huey helicopter N98F out of restricted category and put it into Experimental Category. We intend to exhibit the Huey at veterans functions and events around the area. We have also checked the box for crew training so we can keep our pilots up and current.

If you have any questions feel free to call anytime.

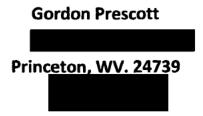
Sincerely,

Michael Holbrook

MARPAT Aviation

Phone:

Email: 1



10/25/13

To Whom it May Concern:

Re.: Agent of Service N98F

This letter is to confirm that Michael Holbrook is named as Agent of Service for any and all matters concerned with the Bell Helicopter designated as N98F. This remains in effect until revoked in writing.

Mr. Holbrook can be contacted at the following address and location.

Mailing:

MARPAT Aviation

Switzer, WV. 25647

Shipping:

MARPAT Aviation



Logan, WV. 25601

Phone:

Sincerely,

**Gordon Prescott** 



#### Federal Aviation Administration

#### Memorandum

Date:

December 16, 2014

To:

Aircraft Registration Branch, AFS-750

From:

Larry L. Lagana, Manager, AEA-FSDO-09

Prepared by:

Charlie Monola, ASI,

Subject:

Issue Experimental Exhibition - Special Airworthiness

Certificate/Operating Limitations

Attached please find a letter dated 11/17/2014 from Michael Holbrook, MARPAT Aviation, requesting a certificate change, an application for airworthiness certificate, FAA Form 8130-6 dated 12/05/2014, a duplicate copy of Experimental Exhibition - Special Airworthiness Certificate for N98F dated 12/05/2014, a Wilco Aviation (Bell) UH-1B, s/n 488 (62-1968), and a copy of the aircraft operating limitations dated 12/05/2014. The aircraft is being returned to the Experimental Exhibition Category from which it was removed on 10/29/2013. Also attached is a copy of the letter dated 10/25/2013 previously submitted by the owner, Gordon Prescott, authorizing Michael Holbrook to act as agent for all matters pertaining to N98F and the superseded Restricted - Special Airworthiness Certificate dated 10/29/2013.

If you have any questions or require clarification on this matter, please contact this office at

Attachments

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

Form Approved O.M.B. No. 2120-0018 Expiration Date 02/28/2013

U.S. Department of Transportation Federal Aviation Administration  Administration  APPLICATION FOR  U.S. AIRWORTHINESS  CERTIFICATE									INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.						nal				
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## SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/D	ESIGNATION RESTRICTED
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В	MANU-	NAME //N/A
۲	FACTURER	ADDRESS // (N) A / / (N)
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D	N-98F	SERIAL NO. 488(62-1968)
٧	BUILDER W	ILCO AVIATION (BELL) L/// MODEL UH-1B
	DATE OF ISSU	
_	OPERATING L	IMITATIONS DATED 10/29/2013 ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FA	A REPRESENTATIVE DÉSIGNATION OR OFFICE NO.
	CHARLES E	

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).
В	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.

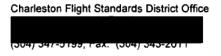
### SPECIAL AIRWORTHINESS CERTIFICATE

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	CHARLES E	MONOLA AEA-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).

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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.





## Operating Limitations for Restricted Category Aircraft

REG. NO. MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

This aircraft has been certified in the Restricted Category under the provisions of Title 14 CFR Part 21.25(a)(2).

- (1) No person may operate this rotorcraft for other than the purpose for which the Restricted Special Airworthiness Certificate was issued, and in accordance with the Restricted Category Civil Aircraft Operating Limitations contained in Title 14 CFR Part 91.313 and with the limitations noted in U.S. Army TM 55-1520-210-10. The special purposes for which this Restricted Special Airworthiness Certificate is issued are as follows:
  - (1a) <u>Agricultural Operations</u> under § 21.25(b)(1). Aircraft certificated under this type certificate are only eligible for agricultural operations excepted by § 36.1(a)(4) and defined under § 137.3.
  - (1b) Forest and Wildlife Conservation Operations under § 21.25(b)(2). Aircraft certificated under this type certificate are only eligible for dispensing fire fighting materials excepted by § 36.1(a)(4) and defined under § 133.1(b).
  - (1c) External Load Operations under § 21.25(b)(7). Aircraft certificated under this type certificate are only eligible for external load operations excepted by § 36.1(a)(4) and defined under § 133.1(b).
- (2) This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the aircraft owner/operator's business which is other than air transportation.
- (3) This aircraft is prohibited from carrying cargo for compensation or hire unless it is engaged in an FAA-approved § 133 external load operation.
- (4) This aircraft may not be operated over any foreign country without the special permission of that country. Evidence of that permission must be carried aboard the aircraft,

REG. NO.

MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

along with the U.S. airworthiness certificate, and made available to the FAA or CAA in the country of operation upon request.

- (5) This aircraft has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.
- (6) This aircraft shall not be operated in any manner which will endanger public life or property. The operator shall adjust the take-off weight to provide a safe margin of performance for the existing operating conditions, considering the take-off area, altitude, temperature, and terrain.
- (7) Maneuvers shall be limited to those normally performed in the approved operations found in paragraphs (1a), (1b), and (1c).
- (8) The approved operations shall not be conducted over densely populated areas, in congested airways, or in the vicinity of busy airports where passenger transport operations are being conducted unless the Administrator finds it in the public interest to authorize such operations.
- (9) Persons other than the minimum crew necessary for the approved operations shall not be carried during such operations.
- (10) This aircraft shall be operated in compliance with the limitations prescribed in § 91.313, <u>effective date 10/29/2013</u>, except brief operation over densely populated areas or in congested airways may be conducted during take-offs and landing necessary for refueling only.
- (11) These Operating Limitations are part of the Restricted Special Airworthiness Certificate, FAA Form 8130-7, *dated 10/29/2013* and must be displayed in accordance with § 91.203(b).
- (12) The pilot-in-command of this rotorcraft must, as applicable, hold an appropriate category/class rating.
- (13) This rotorcraft must have the markings, placards, etc., required by § 91.9 in addition to those required by Type Certificate Data Sheet No. H3SO (Originally issued to Wilco Aviation on November 21, 1974), Richards Heavylift Helo, Inc., Revision 15, dated March 22, 2010.
- (14) This rotorcraft must display nationality and registration marks in accordance with § 45.21 and that the word "RESTRICTED" is displayed in accordance with § 45.23(b).

REG. NO. MAKE: MODEL: SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

- (15) This model rotorcraft must be serviced and maintained in compliance with TM 55-1520-219-10 and TM 55-1520-219-20. Repairs to be made in accordance with TM 55-1520-219-34. Component overhaul intervals and replacement times shall be in accordance with the TBO/Replacement schedule found in TM 55-1520-219-20, unless superseded by appropriate Airworthiness Directive. Component life limits to be as specified in U.S. Army TM 55-1520-219-20. These and other applicable documents are specified in Richard's Heavylift Helo, Inc. Instructions for Continued Airworthiness Report, Report No. 001 dated May 16, 2007.
- (16) This rotorcraft shall not be operated for any special purpose operation for which modification(s) of the rotorcraft is required unless such modifications are performed in accordance with FAA approved data.
- (17) FAA Airworthiness Directives for all UH-1B, & Bell 204 series aircraft and Lycoming engine model T53-L-11 or T5311 series must be reviewed for applicability and complied with accordingly. All applicable U.S. Army Modification Work Orders (MWO'S) and technical bulletins must be accomplished.
- (18) This rotorcraft shall be operated in accordance with the General Operating and Flight Rules of § 91, and all additional limitations herein prescribed under the provisions of § 91.313, and those Type Certificate Data Sheet notes applicable to this rotorcraft.

These operating limitations, dated <u>10/29/2013</u>, are a part of the Restricted - Special Airworthiness Certificate, FAA Form 8130-7, dated <u>10/29/2013</u> and were issued in accordance with FAA Order 8130.2G, Change 1, Chapter 4, Section 2, dated 07/02/2012.

Issued By:

Charles E. Monola Aviation Safety Inspector AEA-CRW-FSDO-09

## Acknowledgement of Operating Limitations for Restricted Category Aircraft

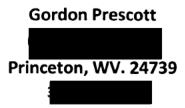
#### To whom it may concern:

I certify that I have read and understand the Operating Limitations for Restricted Category Aircraft which are a part of the Restricted - Special Airworthiness Certificate, FAA Form 8130-7, dated 10/29/2013.

This Restricted – Special Airworthiness Certificate is issued for aircraft make <u>Wilco Aviation (Bell)</u> model <u>UH-1B</u>, serial number <u>488(62-1968)</u>, and registration number <u>N98F</u>.

| 10-29-13 | Date

AEA-FSDO-09 Date



10/25/13

To Whom it May Concern:

Re.: Agent of Service N98F

This letter is to confirm that Michael Holbrook is named as Agent of Service for any and all matters concerned with the Bell Helicopter designated as N98F. This remains in effect until revoked in writing.

Mr. Holbrook can be contacted at the following address and location.

Mailing:

**MARPAT Aviation** 

S. 'harra MANA 25647

Switzer, WV. 25647

Shipping:

**MARPAT** Aviation

R

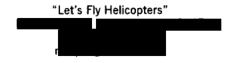
Logan County Airport Logan, WV. 25601

Phone: 3

Sincerely,

**Gordon Prescott** 

#### **MARPAT Aviation**



10/7/13

Mr. Charles Monola FSDO 09 Charleston, WV.

Re: Putting helicopter N98F into Restricted Category

Once again we need to bring our UH-1B (Huey) out of experimental and into restricted category. We can do this anytime, at your convenience. As we have discussed, our 133 certificate is up for renewal on the 31<sup>st</sup>. of October, so any time before then will be fine with us.

Enclosed with this letter you will find the 8130-6. I did not put dates into the form. I figured we could do that when needed.

Thanks for your help.

Sincerely,

Michael Holbrook

Owner



### Federal Aviation Administration

### Memorandum

Date:

October 31, 2013

To:

Aircraft Registration Branch AFS 750

From:

for Larry L. Lagana, Manager, AEA FSDO-09

Prepared by:

Charlie Monola, ASI

Subject:

Issue Restricted - Special Airworthiness Certificate/Operating Limitations

Attached please find application for airworthiness certificate, FAA Form 8130-6 dated 10/29/2013, a duplicate copy of Restricted – Special Airworthiness Certificate for N98F, a Wilco Aviation (Bell) UH-1B, s/n 488 (62-1968) dated 10/29/2013, and a copy of the aircraft operating limitations dated 10/29/2013. The aircraft is being returned to the Restricted Category from which it was removed on 05/17/2013 as referenced in the attached letter dated 10/07/2013. In addition, attached is a letter dated 10/25/2013 from the owner authorizing Michael Holbrook to act as agent for all matters pertaining to N98F and the superseded Special Airworthiness Certificate dated 05/17/2013.

If you have any questions or require clarification on this matter, please contact this office at

Attachments

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

Form Approved O.M.B. No. 2120-0018 Expiration Date 02/28/2013

U.S. Department of Transportation Federal Aviation Administration  Administration  APPLICATION FOR  U.S. AIRWORTHINESS  CERTIFICATE							INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.													
			ATIO	N MARK	2. AIRCRAFT BUILDER'S NAME (Make)					3. AIRCRAFT MODEL DESIGNATION 4. YR. MFF					R.	FAA CODING				
I. AIRCRAFT Description			T SF	RIAL NO.	Wilco Aviation (Bell) 6. ENGINE BUILDER'S NAME (Make)				1 -		E MODEL DES	IGNA	TION	1962	$\dashv$					
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	5/17				Michael Ho	_	_													
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IV. INSPECTION AGENCY VERIFICATION	2 Certificate No.)									6   CERTIFICATED REPAIR STATION (SWe Commonto										
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	A. MANUFACTURER													
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SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	E. `	THE F	OLLOWING RE	STRICTIONS ARI	E CONSIDER	RED NECESSARY FOR S	AFE OPERA	TION: (Use attachme	ent if necessau	ע				
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	Ad	ministr	FICATION - 1 h ation in accorda ne flight describ	ance with Title 49 o	am the regist of the United :	ered owner (or his agent) States Code 44101 et seq	of the aircrat , and applica	t described above; th ble Federal Aviation I	at the aircraft Regulations; a	is registered with the Fe and that the aircraft has t	deral Aviation been inspected and is			
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VIIL AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	A. Operating Limitations and Markings in Compliance With 14 CFR Sec.     As Applicable						G. Statement of Conformity, FAA Form 8130-9 (Attach when required)  H. Foreign Airworthiness Certification for Import Aircraft							
	B. Current Operating Limitations Attached							(Attach when required)						
HT (년		C. C	ata, Drawings,	Photographs, etc.	hotographs, etc. (Attach when required)				evious Airworthiness Certificate Issued in Accordance With					
ATION (	D. Current Weight and Balance Information Available in Aircraft						<b>-</b>	14 CFR Section 21. 185 (b) CAR (Original attached)						
VIIL /	E. Major Repair and Alteration, FAA Form 337 (Attach when required)						✓		J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21. 1916 (Copy attached)					
DOC	F. This inspection Recorded in Aircraft Records									of Compliance, FAA Fo				

FAA Form 8130-6 (4/11) All Previous Editions Superseded

Electronic Format -PDF

Page 2 of 2

### SPECIAL AIRWORTHINESS CERTIFICATE

A CATEGORY/DESIGNATION EXPERIMENTAL  PURPOSE EXHIBITION  MANU-FACTURER ADDRESS // N/A // ADDRESS // N/	
FACTURER ADDRESS // N/A / N/A / TO N/A / SERIAL NO. 488 (62–1968)  BUILDER WILCO AVIATION (BELL) // MODEL UH-1B	
C FLIGHT FROM TO N/A SERIAL NO. 488 (62–1968)  BUILDER WILCO AVIATION (BELL) MODEL UH-1B	
D N-98F BUILDER WILCO AVIATION (BELL) // MODEL UH-1B	
D N-98F BUILDER WILCO AVIATION (BELL) MODEL UH-1B	
BUILDER WILCO AVIATION (BELL) / MODEL UH-1B	
BUILDER WILCO AVIATION (BELL) / MODEL UH-1B	
A THE LOAD AND THE PROPERTY OF	
DATE OF ISSUANCE 05/17/2013 \ / /// EXPIRY UNLIMITED	
OPERATING LIMITATIONS DATED 05/17/2013 ARE PART OF THIS CERTIFICA	[E
E SIGNATURE OF FAA REPRESENTATIVE AND SIGNATION OR OFFICE NO.	
CHARLES E MONOLA AEA-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).

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).
В	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.

## SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/D	ESIGNATION RESTRICTED							
_	PURPOSE ]	TITLE 14 CFR/21, 25(b) (1)	b)(2),(b)(7) EXT.LOAD						
В	MANU-	NAME ///N/A							
ט	FACTURER	ADDRESS // (N) ACCOUNT							
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	N-98F		SERIAL NO. 488(62-1968)						
ט	BUILDER V	VILCO AVIATION (BELL)	MODEL UH-1B						
	DATE OF ISSU		EXPIRY UNLIMITED						
E		IMITATIONS DATED 04/10/2013	ARÉ PART OF THIS CERTIFICATE						
	SIGNATURE OF FAA REPRESENTATION OR OFFICE NO.								
	CHARLES F	E MONOILA Y	AEA-FSDO-09						
١,			<b>1</b>						

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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.

# Tim Skip, Inc. Princeton, WV. 24740

11 May 2010

Re: Agent of Service

To Whom it May Concern:

This document is for the purpose of naming Michael Holbrook the AGENT for Tim Skip, Inc., in all matters pertaining to the Wilco Aviation helicopter, N98F, Ser. #: 488.

All correspondence, mailings, phone calls, and matters directed to and for the afore mentioned helicopter, are to be conveyed to Michael Holbrook, at the following numbers and address.

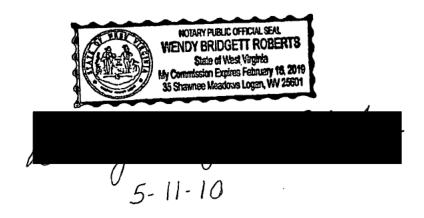
Michael Holbrook
MARPAT Aviation LLC

Switzer, wv. 25647

Michael Holbrook is here by authorized to act in all matters pertaining to the helicopter designated as N98F.

Sincerely,

Gordon Prescott Tim Skip, Inc.







### EXPERIMENTAL EXHIBITION OPERATING LIMITATIONS Operating Experimental Exhibition Aircraft

REG. NO. MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

- (1) No person may operate this aircraft for other than the purpose(s) as specified on the airworthiness certificate. This aircraft must be identified in accordance with 14 CFR § 45 including the experimental markings required by 14 CFR § 45.23 located near the cabin entrance and operated in accordance with all air traffic and general operating rules of 14 CFR § 91, all limitations herein prescribed, and as described in the owner operator's program letter. These operating limitations are a part of FAA Form 8130-7, and are to be carried in the aircraft at all times.
- (2) Application must be made to the geographically responsible FSDO where the aircraft is based for any revision to these operating limitations.
- (3) The pilot in command of this aircraft must advise passengers of the experimental nature of this aircraft and that it does not meet the certification requirements of a standard certificated aircraft.
- (4) The owner operator must submit an annual program letter to the geographically responsible FSDO where the aircraft is based. All operations must be conducted in accordance with these limitations and the program letter. A copy of the current program letter and any amendments must be carried on board the aircraft any time that the aircraft is being operated.

The program letter must include the following information:

- (a) The aircraft's home base.
- (b) The name of the person responsible for the operation and maintenance of the aircraft.
- (c) A list of events at which the aircraft will be exhibited (the list may be amended as necessary).
- (5) The pilot in command of this aircraft must hold an appropriate category and class rating.
- (6) Not issued.
- (7) Not issued.

)

REG. NO.

MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

(8) Not issued.

- (9) If the pilot has not completed three takeoffs and landings within the preceding 180 days in this aircraft make and model or comparable aircraft, the pilot must receive training from a qualified instructor in this aircraft make and model or comparable aircraft prior to carrying passengers.
- (10) During Phase I test flight operations, this aircraft is to be operated under VFR, day only, and no person may be carried in this aircraft during flight unless that person is a required crewmember. The local FSDO must coordinate with AFS-800 to determine if a person is essential for the test flights.
- (11) During Phase I test flight operations, no person may flight test an aircraft except over open water or sparsely populated areas having light air traffic.
- (12) During Phase I test flight operations, this aircraft may only operate from <u>Logan</u> <u>County Airport (6L4)</u> until the requirements of 14 CFR § 91.319(b) have been met.
- (13) During Phase I test flight operations, this aircraft must be operated for at least **10 hours** with at least **5 takeoffs and landings** (to a full stop), and all operations must be conducted in the geographic area described as follows:
  - (a) The size of the test flight area must be the minimum required to safely conduct the anticipated maneuvers and tests.
  - (b) The area must be described by radius, and/or landmarks, or as depicted on an attached chart. See page 7 of these operating limitations.
  - (c) The minimum number of hours and minimum number of takeoffs and landings should be based on the aircraft's condition and records and the total time on the aircraft and its engine(s).
- (14) During Phase I test flight operations, 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 14 CFR § 91.319(b). Compliance must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours and the number of takeoffs and landings 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."
- (15) During Phase I test flight operations, aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period unless the aircraft meets the manufacturer's design which includes defined aerobatic maneuvers. In addition to the requirements of 14 CFR § 91.303, appropriate limitations identifying the aerobatic maneuvers and conditions under which they may be performed shall be included in the aircraft records.

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B **SERIAL NO:** 

488 (62-1968)

(16) During Phase I test flight operations, if the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the aircraft records indicating the configurations flight tested, unless the original manufacturer's flight test data for that equipment is included in the aircraft limitations.

- (17) During Phase II operations, this aircraft is prohibited from flight with any externally mounted equipment except configurations that have been tested as allowed in limitation (16).
- (18) During Phase II operations, this aircraft is prohibited from flight with any externally mounted equipment unless the equipment is mounted in a manner that will prevent in flight jettison.
- (19) Not issued.
- (20) During Phase II operations, this aircraft may be operated over densely populated or congested areas in accordance with 14 CFR § 91.319(c) only for the purpose of takeoff and landing. When exercising this authorization, the pilot in command must avoid densely populated areas and congested areas whenever possible.
- (21) Not issued.
- (22) During Phase II operations, no person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at air shows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight in accordance with FAA Order 8900.1, Volume 3, Chapter 6. Persons may be carried during flights to and from any event or during proficiency/currency flying, limited to the design seating capacity of the aircraft and subject to the regulatory prohibition on compensation.
- (23) Not issued.
- (24) Not issued.
- (25) During Phase II operations, aerobatic maneuvers that were not documented in accordance with limitation (15) may not be performed.
- (26) Not issued.
- (27) This aircraft must not be used for glider towing, banner towing, or 14 CFR § 105 parachute operations.
- (28) During Phase II operations, night and/or instrument flight is approved, provided the aircraft is equipped as described in 14 CFR § 91.205. Instruments and equipment installed for night and/or instrument flight must be inspected and maintained in accordance with the applicable requirements of 14 CFR § 91. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following

REG. NO.

MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

items: date, work performed, name and certificate number of person returning aircraft to service.

- (29) Not issued.
- (30) Not issued.
- (31) Not issued.
- (32) The inspections for aircraft 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 14 CFR § 43, Appendix D, 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.
- (33) No person may operate an aircraft unless within the preceding 12 calendar months it has had an inspection performed in accordance with the scope and detail of 14 CFR § 43, Appendix D, or other FAA-accepted program, as applicable, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records and include the following items: date, work performed, name and certificate number of person returning aircraft to service.
- (34) Only FAA-certificated repair stations and FAA-certificated mechanics with appropriate ratings as authorized by 14 CFR § 43.3 may perform inspections required by these operating limitations.
- (35) The geographically responsible FSDO where the aircraft is based must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change. A "minor change" is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the aircraft. All other changes are major changes" The FSDO response should be entered in the aircraft's records.
- (36) Aircraft equipped with live ejection seats must be clearly externally marked to ensure that emergency personnel are aware of the hazard presented by the system. The ejection seat system must be maintained and inspected in accordance with the manufacturer's procedures or US/NATO applicable technical orders. In addition, the ejection seat system must be secured in accordance with the manufacturer's procedures or US/NATO applicable technical orders to prevent inadvertent operation of the system any time the aircraft is parked or out of service. Pilots operating aircraft and passengers of aircraft equipped with an ejection propellant system installed, whether armed or not armed, must satisfactorily complete an FAA accepted ejection seat training program for the pilot and the passenger. An aircraft with an ejection seat must have and utilize an FAA accepted ejection seat training program for the pilot and for the passenger. Ejection seat training and briefing programs are accepted by the FAA National Program Office for Vintage and Experimental Aircraft, AFS-800, Washington, DC or by an industry group authorized by AFS-800.

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B **SERIAL NO:** 

488 (62-1968)

(37) When an aircraft's home base is changed or there is a transfer of ownership, the owner/operator will take the appropriate actions within 30 days:

- (a) Submit a new program letter to the geographically responsible FSDO.
- (b) If an accepted or approved inspection program is specified in these operating limitations, submit a copy to the geographically responsible FSDO.
  - i. The gaining FSDO will not change the previously accepted or approved program unless it can be substantiated that the previously accepted or approved program no longer meets FAA requirements. The gaining FSDO will not require the aircraft's airworthiness certificate or operating limitations to be reissued, unless the aircraft requires Phase I test flight operations or at owners request.
- (38) 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 country's 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..
- (39) Not issued.
- (40) FAA acceptance or approval of maintenance and inspection interval extensions requires that the owner operator submit documentation and data justifying the extension in the request to the local FSDO for evaluation and concurrence.
- (41) The aircraft may not be operated unless the replacement for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners as specified below:
  - (a) Type-Certificate Products: Replacement of life-limited parts required by 14 CFR §91.409(e) is only applicable to experimental exhibition aircraft when the required replacement times are specified in the U.S. aircraft specifications, or type certificate data sheets.
  - (b) Non-Type Certificated Products: Unless otherwise determined by the FAA, all articles installed in non-type certificated products operated in the experimental exhibition category, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. Although the FAA recommends adherence to part replacements, achieving an equivalent level of safety for non-type certificated products is acceptable. Manufacturers have historically assigned life limits to articles installed in non-type certificated products. These products were typically operated in a military environment which imposed different limitations based on the aircraft's operational and environmental use. Although these

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL:

UH-1B

**SERIAL NO:** 

488 (62-1968)

limitations are not regulatory by the FAA we have determined that these limits must be evaluated for their current operating environment and addressed in the accepted inspection program. All articles installed in non-type certificated products operated in the experimental exhibition category, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. The article must be inspected to ensure that it is still in a serviceable condition for safe operation.

- (42) Aircraft originally incorporating fatigue life recording systems must maintain the system and comply with the original manufacturer fatigue limits. If the fatigue life system is removed, or is inoperative, the aircraft cannot be operated in any group other than Group 6.
- (43) Not issued.
- (44) Former military aircraft must remain demilitarized.

These limitations are issued per Memorandum of Deviation to Order 8130.2G, Section 10 dated December 21, 2011, from Airworthiness Certification Branch AIR-230, are a part of the Special Airworthiness Certificate (FAA Form 8130-7) for N98F dated 05/17/2013.

Date: 05/17/2013

Issued By:

Charles E. Monola

Aviation Safety Inspector

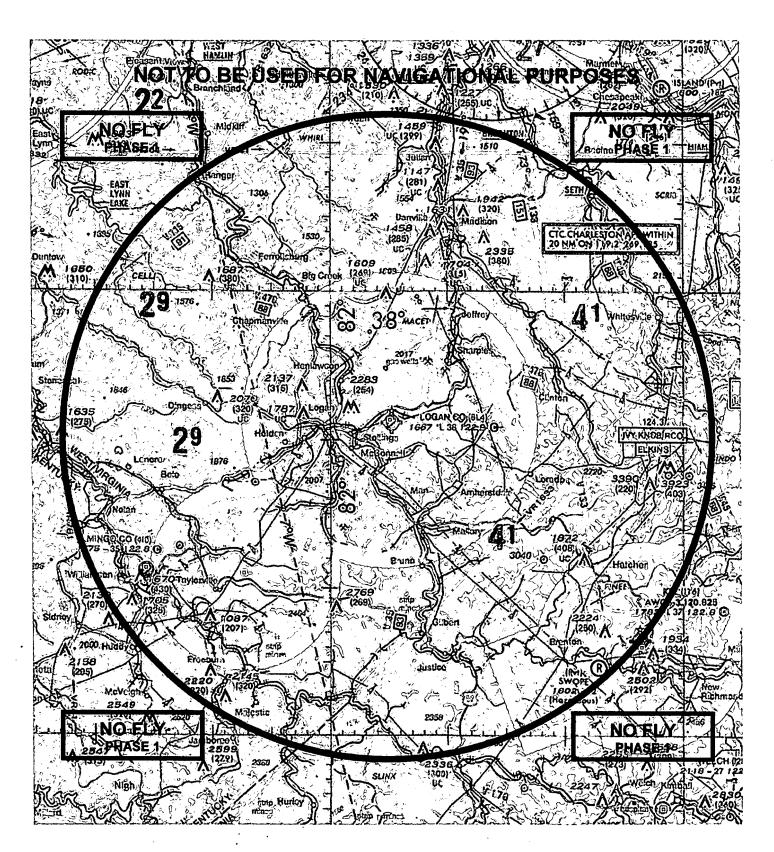
AEA-FSDO-09

MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B

**SERIAL NO:** 488 (62-1968)



## 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 8130-7, issued <u>05/17/2013</u>.

This Airworthiness Certificate is issued for aircraft make <u>Wilco Aviation(Bell)</u> model <u>UH-1B</u>, serial number <u>488(62-1968)</u>, and registration number <u>N98F</u>.



### Federal Aviation Administration

### Memorandum

Date:

May 21, 2013

To:

Aircraft Registration Branch, AFS-750

From:

Larry L. Lagana, Manager, AEA-FSDO-09

Prepared by:

Charlie Monola, ASI

Subject:

Issue Experimental Exhibition - Special Airworthiness

Certificate/Operating Limitations

Attached please find application for airworthiness certificate, FAA Form 8130-6 dated 05/17/2013, a duplicate copy of Experimental Exhibition - Special Airworthiness Certificate for N98F dated 05/17/2013, a Wilco Aviation (Bell) UH-1B, s/n 488 (62-1968), and a copy of the aircraft operating limitations dated 05/17/2013. The aircraft is being returned to the Experimental Exhibition Category from which it was removed on 04/10/2013. In addition, attached is a letter dated 05/11/2010 from the owner authorizing Michael Holbrook to act as agent for Tim Skip, Inc. for all matters pertaining to N98F and the superseded Restricted - Special Airworthiness Certificate dated 04/10/2013.

If you have any questions or require clarification on this matter, please contact this office at

Attachments

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

Form Approved O.M.B. No. 2120-0018 Expiration Date 02/28/2013

U.S. Department of Transportation Federal Aviation Administration  1. REGISTRATION MARK  APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE  2. AIRCRAFT BUILDER'S NAME (Moke)							INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.												
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				es Code 44101 et seg. and app	plicable Federal	Aviat	on Regulations; and			d is safe for the flight de:	scribed.			
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<u></u>	V	A. Operating Limitat	ions and Marking	s in Compliance With 14 CFR 5	Section 91.9,	П	G. Statement of Co	nformity, FAA	Form 8130-9 (Attach wi	nen required)				
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VIII, AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)		E. Major Repair and	Alteration, FAA I	Form 337 (Attach when require	d)	X	14 CFR Section 2	1.185	te Issued in Accordance	(Copy attached)				
ŏ	V	F. This inspection R	ecorded in Aircra	R Records			K. Light-Sport Aircr	aft Statement	of Compliance, FAA For	m 8130-15 (Attach wher	ı required)			

## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

### SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/D	ESIGNATION RESTRICTED.
_	PURPOSE T	TLE 14 CFR 21.25(b)(1).(b)(2),(b)(7) EXT.LOAD
В	MANU-	NAME // N/A-3 COMM
	FACTURER	ADDRESS // (N/A/)
_	FLIGHT	FROM SEE ATTACHED OPERATING LIMITATIONS
٥	LIGHT	TO SEE ITEM D'REVERSE SIDE OF THIS CERTIFICATE
D	N-98F	SERIAL NO. 488(62-1968)
ע	BUILDER V	VILCO AVIATION(BELL) /// MODEL UH-1B
		JANCE 04/10/2013 \ / //// EXPIRY UNLIMITED
_		IMITATIONS DATED 04/10/2013 ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FA	A REPRESENTATIVE DESIGNATION OR OFFICE NO.
	CHARLES I	E MONOLA AEA-FSDO-09
١.		The state of the s

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).
В	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.

## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

### SPECIAL AIRWORTHINESS CERTIFICATE

Δ	CATEGORY/DESIGNATION EXPERIMENTAL												
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E	SIGNATURE OF FA	A REPRESENT	TIVE	1/S	A.A.	DESIGNATIO	N OR OFFICE NO.	14					
	CHARLES E	MONOZA				AEA-FSI	0-09						
			_		<del>7</del>								

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).

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). 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. This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. 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 D 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. 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.





### Operating Limitations

#### Restricted Category Aircraft

REG. NO. MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

This aircraft has been certified in the Restricted Category under the provisions of Title 14 CFR Part 21.25(a)(2).

- (1) No person may operate this rotorcraft for other than the purpose for which the Restricted Special Airworthiness Certificate was issued, and in accordance with the Restricted Category Civil Aircraft Operating Limitations contained in Title 14 CFR Part 91.313 and with the limitations noted in U.S. Army TM 55-1520-210-10. The special purposes for which this Restricted Special Airworthiness Certificate is issued are as follows:
  - (1a) <u>Agricultural Operations</u> under § 21.25(b)(1). Aircraft certificated under this type certificate are only eligible for agricultural operations excepted by § 36.1(a)(4) and defined under § 137.3.
  - (1b) <u>Forest and Wildlife Conservation Operations</u> under § 21.25(b)(2). Aircraft certificated under this type certificate are only eligible for dispensing fire fighting materials excepted by § 36.1(a)(4) and defined under § 133.1(b).
  - (1c) External Load Operations under § 21.25(b)(7). Aircraft certificated under this type certificate are only eligible for external load operations excepted by § 36.1(a)(4) and defined under § 133.1(b).
- (2) This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the aircraft owner/operator's business which is other than air transportation.
- (3) This aircraft is prohibited from carrying cargo for compensation or hire unless it is engaged in an FAA-approved § 133 external load operation.
- (4) This aircraft may not be operated over any foreign country without the special permission of that country. Evidence of that permission must be carried aboard the aircraft,

REG. NO. MAKE: MODEL: SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

along with the U.S. airworthiness certificate, and made available to the FAA or CAA in the country of operation upon request.

- (5) This aircraft has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.
- (6) This aircraft shall not be operated in any manner which will endanger public life or property. The operator shall adjust the take-off weight to provide a safe margin of performance for the existing operating conditions, considering the take-off area, altitude, temperature, and terrain.
- (7) Maneuvers shall be limited to those normally performed in the approved operations found in paragraphs (1a), (1b), and (1c).
- (8) The approved operations shall not be conducted over densely populated areas, in congested airways, or in the vicinity of busy airports where passenger transport operations are being conducted unless the Administrator finds it in the public interest to authorize such operations.
- (9) Persons other than the minimum crew necessary for the approved operations shall not be carried during such operations.
- (10) This aircraft shall be operated in compliance with the limitations prescribed in § 91.313, <u>effective date 04/10/2013</u>, except brief operation over densely populated areas or in congested airways may be conducted during take-offs and landing necessary for refueling only.
- (11) These Operating Limitations are part of the Restricted Special Airworthiness Certificate, FAA Form 8130-7, <u>dated 04/10/2013</u> and must be displayed in accordance with § 91.203(b).
- (12) The pilot-in-command of this rotorcraft must, as applicable, hold an appropriate category/class rating.
- (13) This rotorcraft must have the markings, placards, etc., required by § 91.9 in addition to those required by Type Certificate Data Sheet No. H3SO (Originally issued to Wilco Aviation on November 21, 1974), Richards Heavylift Helo, Inc., Revision 15, dated March 22, 2010.
- (14) This rotorcraft must display nationality and registration marks in accordance with § 45.21 and that the word "RESTRICTED" is displayed in accordance with § 45.23(b).

REG. NO. MAKE: MODEL:

SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

(15) This model rotorcraft must be serviced and maintained in compliance with TM 55-1520-219-10 and TM 55-1520-219-20. Repairs to be made in accordance with TM 55-1520-219-34. Component overhaul intervals and replacement times shall be in accordance with the TBO/Replacement schedule found in TM 55-1520-219-20, unless superseded by appropriate Airworthiness Directive. Component life limits to be as specified in U.S. Army TM 55-1520-219-20. These and other applicable documents are specified in Richard's Heavylift Helo, Inc. Instructions for Continued Airworthiness Report, Report No. 001 dated May 16, 2007.

- (16) This rotorcraft shall not be operated for any special purpose operation for which modification(s) of the rotorcraft is required unless such modifications are performed in accordance with FAA approved data.
- (17) FAA Airworthiness Directives for all UH-1B, & Bell 204 series aircraft and Lycoming engine model T53-L-11 or T5311 series must be reviewed for applicability and complied with accordingly. All applicable U.S. Army Modification Work Orders (MWO'S) and technical bulletins must be accomplished.
- (18) This rotorcraft shall be operated in accordance with the General Operating and Flight Rules of § 91, and all additional limitations herein prescribed under the provisions of § 91.313, and those Type Certificate Data Sheet notes applicable to this rotorcraft.

These operating limitations, dated 04/10/2013, are a part of the Restricted - Special Airworthiness Certificate, FAA Form 8130-7, dated 04/10/2013 and were issued in accordance with FAA Order 8130.2G, Change 1, dated 07/02/2012.

Issued By:

Charles E. Monola Aviation Safety Inspector AEA-FSDO-09

## Acknowledgement of Operating Limitations for Restricted Category Aircraft

#### To whom it may concern:

I certify that I have read and understand the Operating Limitations for Restricted Category Aircraft which are a part of the Restricted - Special Airworthiness Certificate, FAA Form 8130-7, dated <u>04/10/2013</u>.

This Restricted – Special Airworthiness Certificate is issued for aircraft make <u>Wilco Aviation(Bell)</u> model <u>UH-1B</u>, serial number <u>488(62-1968)</u>, and registration number <u>N98F</u>.

| M-10-1 3 | Date | Dat

#### **MARPAT Aviation**



04/08/2013

Mr. Charles Monola FSDO 09 Charleston, WV. 25311

Re: Helicopter N98F Restricted Category

Mr. Monola:

Enclosed you will find an application for a restricted category certificate for our UH-1B helicopter. We would like to take it out of experimental category and place it into restricted category. It has previously held the restricted category requested.

If you have any questions, please feel free to contact me at the number listed. Your help in this matter is greatly appreciated.

Sincerely,

Michael Holbrook

Owner

MARPAT Aviation

# Tim Skip. Inc. Princeton, WV. 24740

11 May 2010

Re: Agent of Service

To Whom it May Concern:

This document is for the purpose of naming Michael Holbrook the AGENT for Tim Skip, Inc., in all matters pertaining to the Wilco Aviation helicopter, N98F, Ser. #: 488.

All correspondence, mailings, phone calls, and matters directed to and for the afore mentioned helicopter, are to be conveyed to Michael Holbrook, at the following numbers and address.

Michael Holbrook

MARPAT Aviation LLC

Michael Holbrook is here by authorized to act in all matters pertaining to the helicopter designated as N98F.

Sincerely, /

Gordon Prescott Tim Skip, Inc.

WENDY BRIDGETT ROBERTS
State of West Virginta

My Commission Expires February 18, 2019
35 Shawnee Meadows Logen, WV 25501



### Federal Aviation Administration

### Memorandum

Date:

April 16, 2013

To:

Aircraft Registration Branch, AFS-750

From:

Larry L. Lagana, Manager, AEA-FSDO-09

Prepared by:

Charlie Monola, ASI

Subject:

Issue Restricted - Special Airworthiness Certificate/Operating Limitations

Attached please find application for airworthiness certificate, FAA Form 8130-6, a duplicate copy of Restricted - Special Airworthiness Certificate for N98F dated 04/10/2013, a Wilco Aviation (Bell) UH-1B, s/n 488 (62-1968), and a copy of the aircraft operating limitations dated 04/10/2013. The aircraft is being returned to the Restricted Category from which it was removed on 05/15/2012 as referenced in the attached letter dated 04/08/2013. In addition, attached is a letter dated 05/11/2010 from the owner authorizing Michael Holbrook to act as agent for Tim Skip, Inc. for all matters pertaining to N98F and the superseded Special Airworthiness Certificate dated 05/15/2012.

If you have any questions or require clarification on this matter, please contact this office at

Attachments

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

Form Approved O.M.B. No. 2120-0018 Expiration Date 02/28/2013

U.S. Department of Transportation Federal Aviation Administration  Administration  APPLICATION FOR  U.S. AIRWORTHINESS  CERTIFICATE							INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.													
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	NAME Tim Skip, Inc.									l î										
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	F. 0	CERTIFICATION - I	nereby certify that I	I am the registered owner (or his agent) of	of the aircra	ft described above; th	at the aircraft is registered with the Federal Aviation Administration in						
	DA				ederal Aviat	tion Regulations; and	that the aircraft has been inspected and is safe for the flight described.						
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FAA Form 8130-6 (04-2011) All Previous Editions Superseded

Electronic Format - PDF

Page 2 of 2

## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

### SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION EXPERIMENTAL								
	PURPOSE	EXHIBITION							
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٥	N- 98F	SERIAL NO. 488(62-1968)							
ע	BUILDER W	LCO AVIATION (BELL) MODEL UH-1B							
	DATE OF ISSU	ANCE 05/15/2012 / //// EXPIRY UNLIMITED							
_		IMITATIONS DATED $05/15/2012$ ARE PART OF THIS CERTIFICATE							
E	SIGNATURE OF FA	REPRESENTATIVE DESIGNATION OR OFFICE NO.							
	CHARLES E	MONOLA AEA-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).

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).
В	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.
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 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.

## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

## SPECIAL AIRWORTHINESS CERTIFICATE

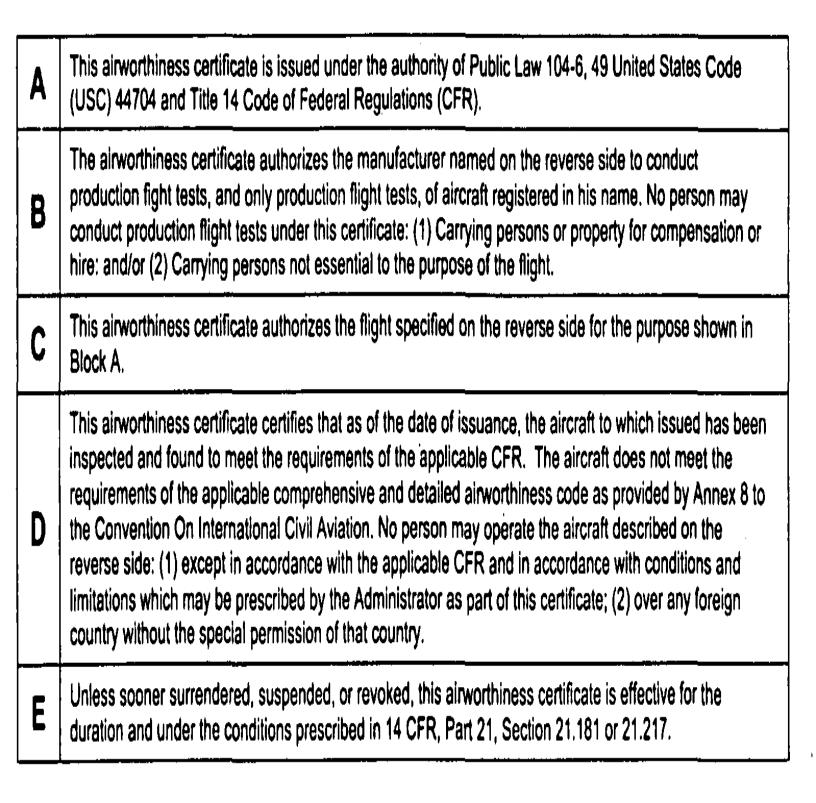
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E	SIGNATURE OF FAA	REPRESENTATIVE	DESIGNATION OR OFFICE NO.								
	CHARLES E	MONOIA	AEA-FSDO-09								
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Any alteration, reproduction or misuse of this certificate may be purishable by a fine not 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







### EXPERIMENTAL EXHIBITION OPERATING LIMITATIONS Operating Experimental Exhibition Aircraft

REG. NO. MAKE: MODEL: SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

- (1) No person may operate this aircraft for other than the purpose(s) as specified on the airworthiness certificate. This aircraft must be identified in accordance with 14 CFR § 45 including the experimental markings required by 14 CFR § 45.23 located near the cabin entrance and operated in accordance with all air traffic and general operating rules of 14 CFR § 91, all limitations herein prescribed, and as described in the owner operator's program letter. These operating limitations are a part of FAA Form 8130-7, and are to be carried in the aircraft at all times.
- (2) Application must be made to the geographically responsible FSDO where the aircraft is based for any revision to these operating limitations.
- (3) The pilot in command of this aircraft must advise passengers of the experimental nature of this aircraft and that it does not meet the certification requirements of a standard certificated aircraft.
- (4) The owner operator must submit an annual program letter to the geographically responsible FSDO where the aircraft is based. All operations must be conducted in accordance with these limitations and the program letter. A copy of the current program letter and any amendments must be carried on board the aircraft any time that the aircraft is being operated.

The program letter must include the following information:

- (a) The aircraft's home base.
- (b) The name of the person responsible for the operation and maintenance of the aircraft.
- (c) A list of events at which the aircraft will be exhibited (the list may be amended as necessary).
- (5) The pilot in command of this aircraft must hold an appropriate category and class rating.
- (6) Not issued.
- (7) Not issued.

)

REG. NO.

MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

- (8) Not issued.
- (9) If the pilot has not completed three takeoffs and landings within the preceding 180 days in this aircraft make and model or comparable aircraft, the pilot must receive training from a qualified instructor in this aircraft make and model or comparable aircraft prior to carrying passengers.
- (10) During Phase I test flight operations, this aircraft is to be operated under VFR, day only, and no person may be carried in this aircraft during flight unless that person is a required crewmember. The local FSDO must coordinate with AFS-800 to determine if a person is essential for the test flights.
- (11) During Phase I test flight operations, no person may flight test an aircraft except over open water or sparsely populated areas having light air traffic.
- (12) During Phase I test flight operations, this aircraft may only operate from <u>Logan</u> <u>County Airport (6L4)</u> until the requirements of 14 CFR § 91.319(b) have been met.
- (13) During Phase I test flight operations, this aircraft must be operated for at least **10 hours** with at least **5 takeoffs and landings** (to a full stop), and all operations must be conducted in the geographic area described as follows:
  - (a) The size of the test flight area must be the minimum required to safely conduct the anticipated maneuvers and tests.
  - (b) The area must be described by radius, and/or landmarks, or as depicted on an attached chart. See page 7 of these operating limitations.
  - (c) The minimum number of hours and minimum number of takeoffs and landings should be based on the aircraft's condition and records and the total time on the aircraft and its engine(s).
- (14) During Phase I test flight operations, 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 14 CFR § 91.319(b). Compliance must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours and the number of takeoffs and landings 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."
- (15) During Phase I test flight operations, aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period unless the aircraft meets the manufacturer's design which includes defined aerobatic maneuvers. In addition to the requirements of 14 CFR § 91.303, appropriate limitations identifying the aerobatic maneuvers and conditions under which they may be performed shall be included in the aircraft records.

REG. NO. MAKE: MODEL: SERIAL NO: 488 (62-1968)

- (16) During Phase I test flight operations, if the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the aircraft records indicating the configurations flight tested, unless the original manufacturer's flight test data for that equipment is included in the aircraft limitations.
- (17) During Phase II operations, this aircraft is prohibited from flight with any externally mounted equipment except configurations that have been tested as allowed in limitation (16).
- (18) During Phase II operations, this aircraft is prohibited from flight with any externally mounted equipment unless the equipment is mounted in a manner that will prevent in flight jettison.
- (19) Not issued.
- (20) During Phase II operations, this aircraft may be operated over densely populated or congested areas in accordance with 14 CFR § 91.319(c) only for the purpose of takeoff and landing. When exercising this authorization, the pilot in command must avoid densely populated areas and congested areas whenever possible.
- (21) Not issued.
- (22) During Phase II operations, no person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at air shows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight in accordance with FAA Order 8900.1, Volume 3, Chapter 6. Persons may be carried during flights to and from any event or during proficiency/currency flying, limited to the design seating capacity of the aircraft and subject to the regulatory prohibition on compensation.
- (23) Not issued.
- (24) Not issued.
- (25) During Phase II operations, aerobatic maneuvers that were not documented in accordance with limitation (15) may not be performed.
- (26) Not issued.
- (27) This aircraft must not be used for glider towing, banner towing, or 14 CFR § 105 parachute operations.
- (28) During Phase II operations, night and/or instrument flight is approved, provided the aircraft is equipped as described in 14 CFR § 91.205. Instruments and equipment installed for night and/or instrument flight must be inspected and maintained in accordance with the applicable requirements of 14 CFR § 91. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following

REG. NO. MAKE: MODEL: SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

items: date, work performed, name and certificate number of person returning aircraft to service.

- (29) Not issued.
- (30) Not issued.
- (31) Not issued.
- (32) The inspections for aircraft 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 14 CFR § 43, Appendix D, 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.
- (33) No person may operate an aircraft unless within the preceding 12 calendar months it has had an inspection performed in accordance with the scope and detail of 14 CFR § 43, Appendix D, or other FAA-accepted program, as applicable, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records and include the following items: date, work performed, name and certificate number of person returning aircraft to service.
- (34) Only FAA-certificated repair stations and FAA-certificated mechanics with appropriate ratings as authorized by 14 CFR § 43.3 may perform inspections required by these operating limitations.
- (35) The geographically responsible FSDO where the aircraft is based must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change. A "minor change" is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the aircraft. All other changes are major changes" The FSDO response should be entered in the aircraft's records.
- (36) Aircraft equipped with live ejection seats must be clearly externally marked to ensure that emergency personnel are aware of the hazard presented by the system. The ejection seat system must be maintained and inspected in accordance with the manufacturer's procedures or US/NATO applicable technical orders. In addition, the ejection seat system must be secured in accordance with the manufacturer's procedures or US/NATO applicable technical orders to prevent inadvertent operation of the system any time the aircraft is parked or out of service. Pilots operating aircraft and passengers of aircraft equipped with an ejection propellant system installed, whether armed or not armed, must satisfactorily complete an FAA accepted ejection seat training program for the pilot and the passenger. An aircraft with an ejection seat must have and utilize an FAA accepted ejection seat training program for the pilot and for the passenger. Ejection seat training and briefing programs are accepted by the FAA National Program Office for Vintage and Experimental Aircraft, AFS-800, Washington, DC or by an industry group authorized by AFS-800.

REG. NO. MAKE: MODEL: SERIAL NO: N98F Wilco Aviation (Bell) UH-1B 488 (62-1968)

- (37) When an aircraft's home base is changed or there is a transfer of ownership, the owner/operator will take the appropriate actions within 30 days:
  - (a) Submit a new program letter to the geographically responsible FSDO.
  - (b) If an accepted or approved inspection program is specified in these operating limitations, submit a copy to the geographically responsible FSDO.
    - i. The gaining FSDO will not change the previously accepted or approved program unless it can be substantiated that the previously accepted or approved program no longer meets FAA requirements. The gaining FSDO will not require the aircraft's airworthiness certificate or operating limitations to be reissued, unless the aircraft requires Phase I test flight operations or at owners request.
- (38) 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 country's 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..
- (39) Not issued.
- (40) FAA acceptance or approval of maintenance and inspection interval extensions requires that the owner operator submit documentation and data justifying the extension in the request to the local FSDO for evaluation and concurrence.
- (41) The aircraft may not be operated unless the replacement for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners as specified below:
  - (a) Type-Certificate Products: Replacement of life-limited parts required by 14 CFR §91.409(e) is only applicable to experimental exhibition aircraft when the required replacement times are specified in the U.S. aircraft specifications, or type certificate data sheets.
  - (b) Non-Type Certificated Products: Unless otherwise determined by the FAA, all articles installed in non-type certificated products operated in the experimental exhibition category, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. Although the FAA recommends adherence to part replacements, achieving an equivalent level of safety for non-type certificated products is acceptable. Manufacturers have historically assigned life limits to articles installed in non-type certificated products. These products were typically operated in a military environment which imposed different limitations based on the aircraft's operational and environmental use. Although these

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B SERIAL NO:

488 (62-1968)

limitations are not regulatory by the FAA we have determined that these limits must be evaluated for their current operating environment and addressed in the accepted inspection program. All articles installed in non-type certificated products operated in the experimental exhibition category, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. The article must be inspected to ensure that it is still in a serviceable condition for safe operation.

(42) Aircraft originally incorporating fatigue life recording systems must maintain the system and comply with the original manufacturer fatigue limits. If the fatigue life system is removed, or is inoperative, the aircraft cannot be operated in any group other than Group 6.

- (43) Not issued.
- (44) Former military aircraft must remain demilitarized.

These limitations are issued per Memorandum of Deviation to Order 8130.2G, Section 10 dated December 21, 2011, from Airworthiness Certification Branch AIR-230, are a part of the Special Airworthiness Certificate (FAA Form 8130-7) for N98F dated 05/15/2012.

Date: 05/15/2012

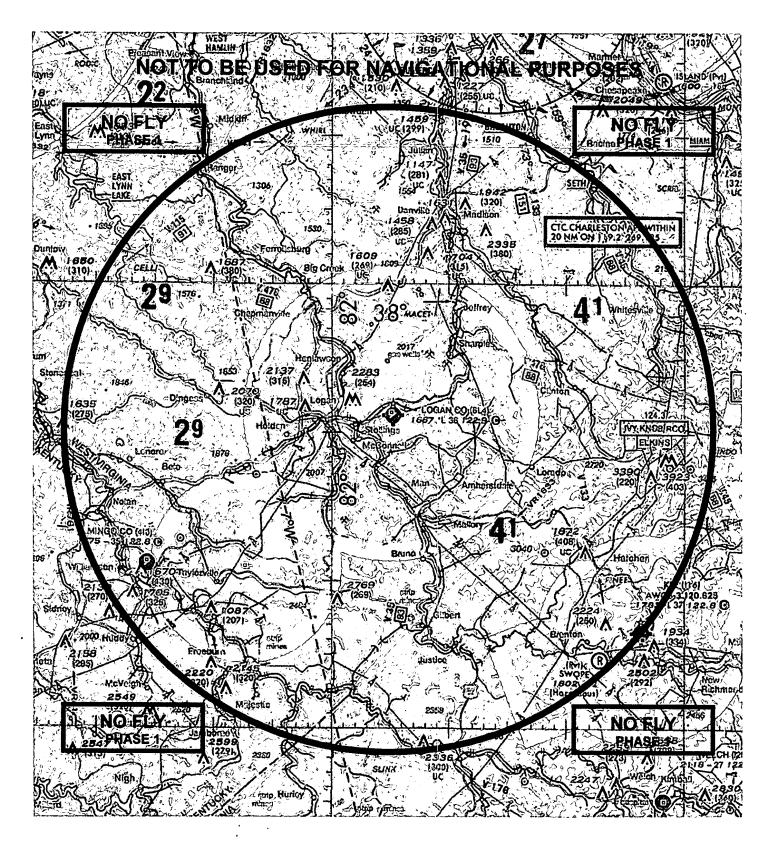
Charles E. Monola
Aviation Safety Inspector
AEA-FSDO-09

REG. NO. N98F MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B

**SERIAL NO:** 488 (62-1968)



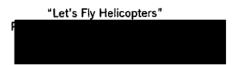
## ACKNOWLEDGMENT OF SPECIAL OPERATING LIMITATIONS

#### 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 8130-7, issued 05/15/2012.

This Airworthiness Certificate is issued for aircraft make <u>Wilco Aviation(Bell)</u> model <u>UH-1B</u>, serial number <u>488(62-1968)</u>, and registration number <u>N98F</u>.

#### **MARPAT Aviation**





Mr. Charles Monola Assistant PMI FSDO-09 Charleston, WV.

Mr. Monola,

We would like to, once again, take the Huey Helicopter (N98F), out of Restricted Category and place it into Experimental Exhibition so we can show it at various fairs and festivals around the area.

We will keep it in Experimental until our fall fire season, and then put it back into Restricted.

The last time we did this it went well. I see no problem with doing it again, as a matter of fact, the process should be a little easier.

If you have any questions please feel free to contact me anytime.

Sincerely,

Michael Holbrook

MARPAT Aviation LLC

Tim Skip, Inc.
Princeton, WV. 24740

11 May 2010

Re: Agent of Service

To Whom it May Concern:

This document is for the purpose of naming Michael Holbrook the AGENT for Tim Skip, Inc., in all matters pertaining to the Wilco Aviation helicopter, N98F, Ser. #: 488.

All correspondence, mailings, phone calls, and matters directed to and for the afore mentioned helicopter, are to be conveyed to Michael Holbrook, at the following numbers and address.

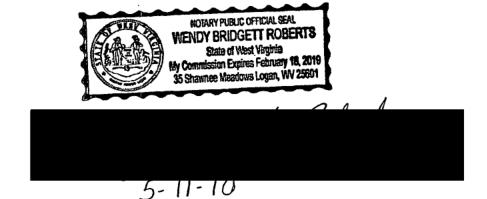
Michael Holbrook
MARPAT Aviation LLC



Michael Holbrook is here by authorized to act in all matters pertaining to the helicopter designated as N98F.

Sincerely,

Gordon Prescott Tim Skip, Inc.





#### Federal Aviation Administration

#### Memorandum

Date:

May 16, 2012

To:

Aircraft Registration Branch, AFS-750

From:

Larry L. Lagana, Manager, AEA-FSDO-09

Prepared by:

Charlie Monola, ASI

Subject:

Issue Experimental Exhibition - Special Airworthiness

Certificate/Operating Limitations

Attached please find application for airworthiness certificate, FAA Form 8130-6 dated 05/15/2012, a duplicate copy of Experimental Exhibition - Special Airworthiness Certificate for N98F dated 05/15/2012, a Wilco Aviation (Bell) UH-1B, s/n 488 (62-1968), and a copy of the aircraft operating limitations dated 05/15/2012. The aircraft is being returned to the Experimental Exhibition Category from which it was removed on 09/24/2010 as referenced in the attached letter dated 04/26/2012. In addition, attached is a letter dated 05/11/2010 from the owner authorizing Michael Holbrook to act as agent for Tim Skip, Inc. for all matters pertaining to N98F and the superseded Restricted - Special Airworthiness Certificate dated 09/24/2010.

If you have any questions or require clarification on this matter, please contact this office at

Attachments

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

of Trans	partment portation Aviation stration			U.S.	PLICATION AIRWOR	THIN	ESS	only. Su	u u	nit original se attachn	only to	an authori	ized	FAA Repr	resental	tive. If addit	e for FAA use ional space is ns II, VI and
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## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

## SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/D	
A	PURPOSE T.	[TLE 14 CFR 21.25(b)(1),(b)(2),(b)(7) EXT.LOAD
В	MANU-	NAME // ON/A
D	FACTURER	ADDRESS N/A
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6	FLIGHT	TO SEE ITEM D, REVERSE SIDE OF THIS CERTIFICAT
n	N-98F	SERIAL NO. 488 (62–1968)
ע	BUILDER \	VILCO AVIATION (BELL) // MODEL UH-1B
	DATE OF ISSU	JANCE 09/24/2010 // EXPIRY UNLIMITED
	OPERATING L	IMITATIONS DATED 09/24/2010 ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FAA	REPRESENTATIVE DESIGNATION OR OFFICE NO.
	CHARLES 1	E MONOI A CALA-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

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).
В	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production fight 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.

## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

### SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/D	ESIGNATION EXPERIMENTAL
A	PURPOSE	EXHIBITION
В	MANU-	NAME // N/A
D	FACTURER	ADDRESS N/A
^	FLIGHT	FROM N/A
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ם	N-98F	SERIAL NO. 488 (62–1968)
ט	BUILDER W.	ILCO AVIATION (BELL) MODEL UH-1B
	DATE OF ISSU	JANCE 05/21/2010 /// EXPIRY UNLIMITED
	OPERATING L	IMITATIONS DATED 05/21/2010 ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FAA	REPRESENTATIVE DESIGNATION OR OFFICE NO.
	CHARLES I	E MONOLA AEA-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).

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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.

, :





### Operating Limitations

**Restricted Category Aircraft** 

REG. NO. MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

This aircraft has been certified in the Restricted Category under the provisions of Title 14 CFR Part 21.25(a)(2).

- (1) No person may operate this rotorcraft for other than the purpose for which the Restricted Special Airworthiness Certificate was issued, and in accordance with the Restricted Category Civil Aircraft Operating Limitations contained in Title 14 CFR Part 91.313 and with the limitations noted in U.S. Army TM 55-1520-210-10. The special purposes for which this Restricted Special Airworthiness Certificate is issued are as follows:
  - (1a) <u>Agricultural Operations</u> under § 21.25(b)(1). Aircraft certificated under this type certificate are only eligible for agricultural operations excepted by § 36.1(a)(4) and defined under § 137.3.
  - (1b) Forest and Wildlife Conservation Operations under § 21.25(b)(2). Aircraft certificated under this type certificate are only eligible for dispensing fire fighting materials excepted by § 36.1(a)(4) and defined under § 133.1(b).
  - (1c) External Load Operations under § 21.25(b)(7). Aircraft certificated under this type certificate are only eligible for external load operations excepted by § 36.1(a)(4) and defined under § 133.1(b).
- (2) This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the aircraft owner/operator's business which is other than air transportation.
- (3) This aircraft is prohibited from carrying cargo for compensation or hire unless it is engaged in an FAA-approved § 133 external load operation.
- (4) This aircraft may not be operated over any foreign country without the special permission of that country. Evidence of that permission must be carried aboard the aircraft,

REG. NO.

MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

along with the U.S. airworthiness certificate, and made available to the FAA or CAA in the country of operation upon request.

- (5) This aircraft has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.
- (6) This aircraft shall not be operated in any manner which will endanger public life or property. The operator shall adjust the take-off weight to provide a safe margin of performance for the existing operating conditions, considering the take-off area, altitude, temperature, and terrain.
- (7) Maneuvers shall be limited to those normally performed in the approved operations found in paragraphs (1a), (1b), and (1c).
- (8) The approved operations shall not be conducted over densely populated areas, in congested airways, or in the vicinity of busy airports where passenger transport operations are being conducted unless the Administrator finds it in the public interest to authorize such operations.
- (9) Persons other than the minimum crew necessary for the approved operations shall not be carried during such operations.
- (10) This aircraft shall be operated in compliance with the limitations prescribed in § 91.313, *effective date 09/24/2010*, except brief operation over densely populated areas or in congested airways may be conducted during take-offs and landing necessary for refueling only.
- (11) These Operating Limitations are part of the Restricted Special Airworthiness Certificate, FAA Form 8130-7, <u>dated 09/24/2010</u> and must be displayed in accordance with § 91.203(b).
- (12) The pilot-in-command of this rotorcraft must, as applicable, hold an appropriate category/class rating.
- (13) This rotorcraft must have the markings, placards, etc., required by § 91.9 in addition to those required by Type Certificate Data Sheet No. H3SO (Originally issued to Wilco Aviation on November 21, 1974), Richards Heavylift Helo, Inc., Revision 15, dated March 22, 2010.
- (14) This rotorcraft must display nationality and registration marks in accordance with § 45.21 and that the word "RESTRICTED" is displayed in accordance with § 45.23(b).

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B **SERIAL NO:** 488 (62-1968)

(15) This model rotorcraft must be serviced and maintained in compliance with TM 55-1520-219-10 and TM 55-1520-219-20. Repairs to be made in accordance with TM 55-1520-219-34. Component overhaul intervals and replacement times shall be in accordance with the TBO/Replacement schedule found in TM 55-1520-219-20, unless superseded by appropriate Airworthiness Directive. Component life limits to be as specified in U.S. Army TM 55-1520-219-20. These and other applicable documents are specified in Richard's Heavylift Helo, Inc. Instructions for Continued Airworthiness Report, Report No. 001 dated May 16, 2007.

- (16) This rotorcraft shall not be operated for any special purpose operation for which modification(s) of the rotorcraft is required unless such modifications are performed in accordance with FAA approved data.
- (17) FAA Airworthiness Directives for all UH-1B, & Bell 204 series aircraft and Lycoming engine model T53-L-11 or T5311 series must be reviewed for applicability and complied with accordingly. All applicable U.S. Army Modification Work Orders (MWO'S) and technical bulletins must be accomplished.
- (18) This rotorcraft shall be operated in accordance with the General Operating and Flight Rules of § 91, and all additional limitations herein prescribed under the provisions of § 91.313, and those Type Certificate Data Sheet notes applicable to this rotorcraft.

These limitations, dated  $\underline{09/24/2010}$ , are a part of the Restricted - Special Airworthiness Certificate, FAA Form 8130-7, dated  $\underline{09/24/2010}$ .

Issued By:

Charles E. Monola Aviation Safety Inspector AEA-FSDO-09

## Acknowledgement of Operating Limitations for Restricted Category Aircraft

#### To whom it may concern:

I certify that I have read and understand the Operating Limitations for Restricted Category Aircraft which are a part of the Restricted - Special Airworthiness Certificate, FAA Form 8130-7, dated 09/24/2010.

This Restricted – Special Airworthiness Certificate is issued for aircraft make <u>Wilco Aviation(Bell)</u> model <u>UH-1B</u>, serial number <u>488(62-1968)</u>, and registration number N98F.

 Applicant
 9-24-10

 Date
 09/24/2010

 AEA-FSDO-09
 Date

# Tim Skip, Inc. Princeton, WV. 24740

11 May 2010

Re: Agent of Service

To Whom it May Concern:

This document is for the purpose of naming Michael Holbrook the AGENT for Tim Skip, Inc., in all matters pertaining to the Wilco Aviation helicopter, N98F, Ser. #: 488.

All correspondence, mailings, phone calls, and matters directed to and for the afore mentioned helicopter, are to be conveyed to Michael Holbrook, at the following numbers and address.

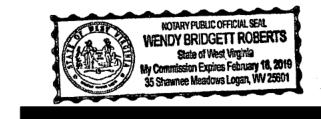
Michael Holbrook
MARPAT Aviation LLC



Michael Holbrook is here by authorized to act in all matters pertaining to the helicopter designated as N98F.

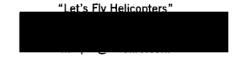
Sincerely,

Gordon Prescott Tim Skip, Inc.



5-11-10

#### **MARPAT Aviation**



09-20-10P01:06 RCVD

09/17/2010

Mr. Charles Monola FSDO 09 Charleston, WV. 25311

RE: Helicopter N98F Restricted Category

Mr. Monola:

Enclosed you will find an application for a restricted category certificate for our UH-1B helicopter. We would like to take it out of experimental category and place it into restricted category. It has previously held the restricted category requested.

If you have any questions, please feel free to contact me at the number listed. Your help in this matter is greatly appreciated.

Sincerely,

Michael Holbrook

Owner

MARPAT Aviation

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

NSN: 0052-00-024-7006

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## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

## SPECIAL AIRWORTHINESS CERTIFICATE

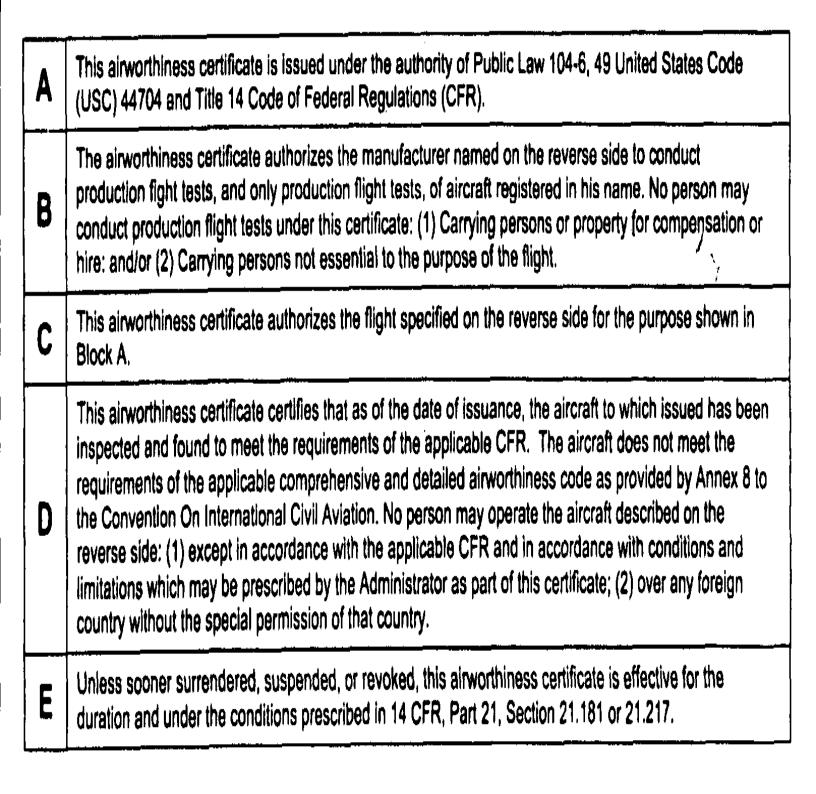
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E	SIGNATURE OF FAA	REPRESENTATIVE DESIGNATION OR OFFICE NO.
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Any alteration, reproduction or misuse of this certificate may be purishable by a fine not exceeding \$1,000 or imprisonment not exceeding 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



## UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

### SPECIAL AIRWORTHINESS CERTIFICATE

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E	SIGNATURE OF	FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.
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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.

FAA FORM 8130-7 (10/82)

SEE REVERSE SIDE

This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR). 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 B 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. This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. 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. 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 Experimental Exhibition Aircraft

REG. NO. MAKE:

MODEL:

**SERIAL NO:** 

N98F

Wilco Aviation (Bell)

UH-1B

488 (62-1968)

#### **Phase I Operating Limitations:**

- (1) No person may operate this aircraft unless Form 8130-7 is displayed at the cabin or cockpit entrance so that it is visible to passengers or flight-crew members.
- (2) No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b), as stated in the <u>Michael Holbrook / MARPAT Aviation LLC</u> program letter for this aircraft. This aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, as well as all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of the special airworthiness certificate, and are to be carried in the aircraft at all times and made available to the pilot in command of the aircraft.
- (3) In accordance with § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant address. Such notification is to be made by submitting Aeronautical Center Form 8050-1 to AFS-750 in Oklahoma City.
- (4) This aircraft must be operated for at least  $\underline{5 \text{ hours}}$  with at  $\underline{\text{least 10 takeoffs and landings}}$  (to a full stop), and all operations must be conducted in the geographic area defined on the "Cincinnati Sectional Aeronautical Chart" located on page  $\underline{6}$  of these limitations until the requirements of § 91.319(b) have been met.
- (5) Application must be made to the geographically responsible FSDO for any revision to these operating limitations.
- (6) This aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by air traffic control.
- (7) This aircraft is to be operated under VFR, day only.
- (8) During the test flight phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.

REG. NO.

MAKE:

MODEL:

**SERIAL NO:** 488 (62-1968)

N98F Wilco Aviation (Bell)

UH-1B

(9) No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at airshows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. Passengers may be carried during flights to and from any event outlined in the program letter or during proficiency flying, limited to the design seating capacity of the aircraft.

- (10) 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.
- (11) No person may operate this aircraft for carrying persons or property for compensation or hire.
- (12) This aircraft is prohibited from aerobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, an abnormal acceleration not necessary for normal flight, or prohibited maneuvers listed in the aircraft Flight Manual TM 55-1520-210-10, as revised.
- (13) This aircraft may not be operated unless the replacement times for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with. This aircraft, including its related articles, must be inspected in accordance with an approved inspection program selected under the provisions of § 91.409(e). This inspection program must be recorded in the aircraft maintenance records.
- (14) This aircraft must not be operated unless it is inspected and maintained in accordance with appropriate military technical publications and/or manufacturer's recommendations. The owner/operator must select, establish, identify, and use an inspection program as set forth in § 91.409(e), (f), (g), and (h). This inspection program must be recorded in the aircraft maintenance records.
- (15) 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 TM-55-1520-219-10 and TM 55-1520-219-20, as revised, and 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 or agency performing the inspection.
- (16) FAA-certificated repair stations and FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.
- (17) The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93.

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B **SERIAL NO:** 488 (62-1968)

(18) This aircraft must display the word "EXPERIMENTAL" in accordance with § 45.23(b).

- (19) This aircraft must contain the placards, markings, etc., required by § 91.9.
- (20) The pilot in command of this aircraft must hold an appropriate category/class rating.
- (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 operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR.
- (22) 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."

#### **End of Phase I Limitations**

#### **Phase II Operating Limitations:**

The following Limitations from Phase I are applicable: 1, 3, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17,18, 19, 20, and 21.

- (1) No person may operate this aircraft for other than the purpose of exhibition, to exhibit the aircraft, or participate in events outlined in <u>Michael Holbrook / MARPAT Aviation LLC</u> program letter (or any amendments) describing compliance with § 21.193(d). 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, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
- (2) All proficiency/practice flights must be conducted within the geographical area described in the applicant's program letter and any modifications to that letter, but that area will not be more than 300 nautical miles from the aircraft's home base airport. Proficiency flights are limited to a nonstop flight that begins and ends at the aircraft's home base airport. An alternate airport selection is not permitted for this aircraft. However, an exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL:

UH-1B

**SERIAL NO:** 488 (62-1968)

(3) This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by air traffic control.

- (4) The owner/operator of this aircraft must submit an annual program letter update to the local FSDO that lists airshows, fly-ins, etc., that will be attended during the next year, commencing at the time this aircraft is released into Phase II operation. This list of events may be amended, as applicable, by letter or fax to the FSDO prior to the intended operation amendments. A copy of the highlighted aeronautical chart, when applicable, must be carried aboard this aircraft and be available to the pilot.
- (5) This aircraft is authorized for flights or static display at airshows, air races, and in motion pictures conducted under a waiver issued in accordance with § 91.903.
- (6) After completion of Phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is only to be operated under day VFR.
- (7) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the applicable requirements of parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
- (8) The special airworthiness certificate and attached operating limitations for this aircraft have no expiration date. However, when an aircraft's base of operation is changed or there is a transfer of ownership, the new owner/operator will provide the local FSDO with a copy of the approved inspection program, identifying the person responsible for scheduling and performing the inspections. New flight test area and/or proficiency area must be described in accordance with Phase I operating limitation (4) and Phase II operating limitations (1) and (2), as applicable.
- (9) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
- (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. The owner/operator of this aircraft must obtain written permission from another country's 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.

REG. NO.

N98F

MAKE:

Wilco Aviation (Bell)

MODEL: UH-1B

**SERIAL NO:** 488 (62-1968)

(11) Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for maintenance of the aircraft. (Maintenance, as defined in § 1.1, is the reference for the purpose of these flights.) Before the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographic responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight must be recorded in the aircraft records in accordance with part 43.

(12) Additional Limitations: None.

These limitations, dated  $\underline{05/21/2010}$ , are a part of the Special Airworthiness Certificate (FAA Form 8130-7) dated  $\underline{05/21/2010}$ .

Issued By:

Charles E. Monola

Aviation Safety Inspector

AEA-FSDO-09

## 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 8130-7, issued <u>05/21/2010</u>.

This Airworthiness Certificate is issued for aircraft make <u>Wilco Aviation(Bell)</u> model <u>UH-1B</u>, serial number <u>488(62-1968)</u>, and registration number *N98F*.

5-21-70
Applicant

Date

5/21/2010
Date

# Tim Skip, Inc. Princeton, WV. 24740

11 May 2010

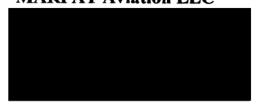
Re: Agent of Service

To Whom it May Concern:

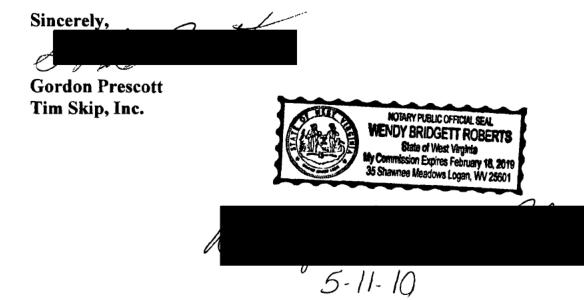
This document is for the purpose of naming Michael Holbrook the AGENT for Tim Skip, Inc., in all matters pertaining to the Wilco Aviation helicopter, N98F, Ser. #: 488.

All correspondence, mailings, phone calls, and matters directed to and for the afore mentioned helicopter, are to be conveyed to Michael Holbrook, at the following numbers and address.

Michael Holbrook MARPAT Aviation LLC



Michael Holbrook is here by authorized to act in all matters pertaining to the helicopter designated as N98F.



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#### Tim Skin Inc.

Princeton, WV. 24740

11 May 2010

Re: Agent of Service

To Whom it May Concern:

This document is for the purpose of naming Michael Holbrook the AGENT for Tim Skip, Inc., in all matters pertaining to the Wilco Aviation helicopter, N98F, Ser. #: 488.

All correspondence, mailings, phone calls, and matters directed to and for the afore mentioned helicopter, are to be conveyed to Michael Holbrook, at the following numbers and address.

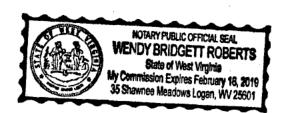
Michael Holbrook

**MARPAT Aviation LLC** 

Michael Holbrook is here by authorized to act in all matters pertaining to the helicopter designated as N98F.

Sincerely.

Gordon Prescott Tim Skip, Inc.



€
US Department
of Transportation

	Electronic Tracking Number
OMB No. 2120-0020	_
11/30/2007	
	as EAA Han Only

**MAJOR REPAIR AND ALTERATION** (Airframe, Powerplant, Propeller, or Appliance) Federal Aviation Administration INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Fallure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a)) Nationality and Registration Mark Serial No. 072 N-98F 1. Aircraft Make Model Series Bell Helicopter UH-1B Name (As shown on registration certificate) Address (As shown on realstration certificate) TIM SKIP INC 2. Owner City State UNITED STATES 24740-2143 Country 3. For FAA Use Only "The data identified herein complies with applicable the airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.7. 5. Unit Identification 4. Type Serial No. Repair Alteration Unit Make Model (As described in Item 1 above) **AIRFRAME** X **POWERPLANT** PROPELLER APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency U. S. Certificated Mechanic John Grace Manufacturer Address Logan County Airport / Marpat Aviation Foreign Certificated Mechanic C. Certificate No. Logan wv Certificated Repair Station Clty 25601 USA Żφ Certificated Maintenance Organization Đ. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Signature/Date of Au Extended range fuel per 14 CFR Part 43 1555708 Арр. В JOHN M 6 RACE 7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected FAA Flt. Standards Persons Approved by Canadian Manufacturer Maintenance Organization Department of Transport Inspector BY Other (Specify) Inspection Authorization FAA Designee Repair Station Certificate or Signature/Date of Author Desig 1554708 THEN M GRACE In.

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#### NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

#### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N-98F

Nationality and Registration Mark

Date

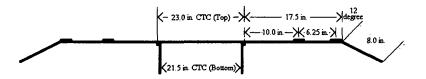
Description of Work for Operational Change;

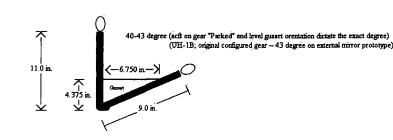
Construct an externally mounted quick change install / removal mirror(s) and a mirror system for Pilot and Co-Pilot to provide better viewing of the cargo hook and mission essentials.

The mirror system shall be constructed of mild steel (4130 chromium-molybdenum seamless tubing, MIL-T 6736) and be a welded assembly. It shall include fastening yokes (4) which match the affiliated eyebolts installed on the aircraft. They shall be threaded to allow for proper mirror adjustment and structural security. The mirror system shall be fabricated using industry standards, corrosion control and AC 43.13 publication, Aircraft Inspection, Repair and Alterations (Acceptable Methods, Techniques and Practices) as guidelines.

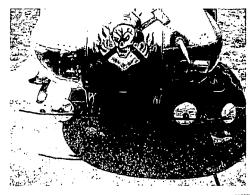
Mirror system installation shall include fastening along existing screw/ rivet lines on the nose of the aircraft. Current fasteners (4) shall be changed to eyebolts (AN42 through AN46 series). The mirror system shall have the option to be fastened to the aircraft with standard hardware (AN, MS or NAS bolts and nuts) or quick release pins (removable pins; similar to MS17985 series) in the four (4) locations of attachment.

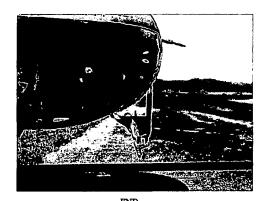
Helicopter weight and balance shall be updated upon utilization of the mirror system as applicable.





Instructions for Continued Airworthiness (ICA) in checklist form is attached.





Note;

Picture included for reference and visual perception only.

X Additional Sheets Are Attached

### ICA Check List; 8900.1 Change 0, Volume 4, Chapter 9 Section 1; 18AUG08 Re; Bell Helicopter UH-1B, SN 072, N-98F

#### ICA Check List:

- Introduction; Externally mounted quick change install / removal mirror system for UH-1B helicopter (as posted on FAA Form 337 (10-06) page 1).
   Purpose; Enable viewing of the cargo hook by either (or both) Pilot and Copilot
  - during missions (as posted on FAA Form 337 (10-06) page 2.
  - Referenced Publications; AC43-18 (3/24/06)
- 2. Description; Quick change mirror system shall be constructed as sketched and posted on FAA Form 337 (10-06) page 2.
- 3. Control, Operation Information; NA
- 4. Servicing information; NA
- 5. Maintenance instructions; NA
- 6. Troubleshooting Information; NA
- 7. Removal and replacement information; Use standard practices on associated hardware.
- 8. Diagrams; There are no diagrams or access plates access for mirror system inspection.
- 9. Special inspection requirements; There are no special inspection requirements for mirror system inspection.
- 10. Application of protective treatments; There are no applications of protective treatments for this mirror system.
- 11. Data; There is not change in structural fasteners or installation requirements for this mirror system.
- 12. List of special tools; There are no special tools required.
- 13. For commuter category aircraft; The UH-1B is not a commuter category aircraft.
- 14. Recommended overhaul periods; There is no overhaul period. The mirror system is a safety accessory with on condition maintenance.
- 15. Airworthiness limitation section; There are no airworthy limitations identified with this mirror system or in it's use.
- 16. Revision of ICA; Letter of suggestion is not applicable at this time.

of T	U.S. Department of Transportation  Federal Aviation Administration  APPLICATION FOR AIRWORTHINESS  CERTIFICATE							INSTRUCTIONS - Print or Type. Do not write in shaded areas. These are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required use an attachment. For special flight permits complete Sections II and VI or VII as applicable.																	
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C. Data, Drawings, Photographs, etc. (Attach When Required)													
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Ĭ	E. Major Repair and Alteration, FAA Form 337 (Attach When Required)							J. Current Airworthiness Certificate Issued In Accordance With					
	F. This inspection Recorded In Aircraft Records							14 CFR Section(Copy Attached)					

# UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

## SPECIAL AIRWORTHINESS CERTIFICATE

	CATECODY	UPPOLONATION DESTRICTED									
Α	CATEGORY/DESIGNATION RESTRICTED										
	PURPOSE	Title 14,CFR 21.25(b)(1)/21.	25(b)(2)/21.25(b)(7) Ext. Cargo								
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D	N- 98F		SERIAL NO. 488 (62-1968)								
	BUILDER	Wilco Aviation	MODEL UH-1B								
	DATE OF ISS	SUANCE Nov. 20.03.	EXPIRY N/A								
Ε	OPERATING	LIMITATIONS DATEDNOV. 20.03.	ARE A PART OF THIS CERTIFICATE								
_	SIGNAZIDE OF	EAN DEDDECENTATIVE	DESIGNATION OR OFFICE NO.								
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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.

This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR). 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 B property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight. This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. 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 D 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. Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for E the duration and under the conditions prescribed in FAR Part 21. Section 21.181 or 21.217.



Federal Aviation Administration

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#### **OPERATING LIMITATIONS**

#### RESTRICTED CATEGORY AIRCRAFT

MAKE: WILCO AVIATION

MODEL: UH-1B

**REGISTRATION NUMBER: N98F** 

**SERIAL NUMBER: 488 (62-1968)** 

This aircraft has been certified in the restricted category under the provisions of 14 CFR Part 21.25 (a) (2).

- No person may operate this helicopter for other than the purposes for which the Special Airworthiness Certificate (Restricted) was issued, and in accordance with the Operating Limitations contained in 14 CFR Part 91.313 and the U.S. Army TM 55-1520-219-10, Operator's Manual UH-1B. The special purposes for which this Restricted Category Airworthiness Certificate is issued are as follows:
- 1a. <u>Agricultural Operations</u> under 14 CFRR 21.25 (b) (1). Aircraft certificated under this type certificate are only eligible for agricultural operations excepted by 14 CFR Part 36.1 (a) (4) and defined under 14 CFR Part 137.3.
- 1b. Forest and Wildlife Conservation Operations under 14 CFR Part 21.25 (b) (2). Aircraft certificated under this type certificate are only eligible for dispensing fire fighting materials excepted by 14 CFR Part 36.1 (a) (4) and defined under 14 CFR Part 133.1(b).
- 1c. External Cargo Operations under 14 CFR Part 21.25 (b) (7). Aircraft certificated under this type certificate are only eligible for external load operations excepted by 14 CFR Part 36.1 (a) (4) and defined under 14 CFR Part 133.1(b).
- 2. This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the aircraft owner/operator's business which is other than air transportation.

#### **REGISTRATION NUMBER: N98F**

MODEL: UH-1B

SERIAL NUMBER: 488 (62-1968)

- 3. This rotorcraft is prohibited from carrying cargo for compensation or hire unless it is engaged in an FAA-Approved Part 133 External Load Operation.
- 4. This aircraft has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.
- 5. This aircraft shall not be operated in any manner which will endanger public life or property. The operator shall adjust the take-off weight to provide a safe margin of performance for the existing operating conditions, considering the take-off area, altitude, temperature and terrain.
- 6. Maneuvers shall be limited to those normally performed in the above listed operations.
- 7. The above listed operations shall not be conducted over densely populated areas, in congested airlines or in the vicinity of busy airports where passenger transport operations are being conducted unless the Administrator finds it in the public interest to authorized such operation.
- 8. Persons other than the minimum crew necessary for the above operations shall not be carried during these operations.
- 9. This aircraft shall be operated in compliance with the limitations prescribed in 14 CFR Part 91.313, <u>effective date 11.20.03</u>, except brief operation over densely populated areas or in congested airways may be conducted during take-offs and landing necessary for refueling only.
- 10. These Operating Limitations are part of the FAA Form 8130-7, Special Airworthiness Certificate, dated, Nov 20.03 and must be displayed in accordance with 14 CFR Part 91.203(b).
- 11. The pilot-in-command of this rotorcraft must, as applicable, hold an appropriate category/class rating.
- 12. This rotorcraft must have the markings, placards, etc., required by 14 CFR Part 91.9 in addition to those described in the restricted type certificate applicable to this rotorcraft.
- 13. This rotorcraft must be operated and maintained in accordance with Rotorcraft Flight Manual TM 55-1520-219-10; TM 55-1520-219-23P (Parts Manual); TM 55-1520-219-20 Maintenance Manual, and Repairs are to be made in accordance with TM 55-1520-219-34.
- 14. A restricted category helicopter may not be operated in a foreign country without the express written approval of that country. Evidence of that permission must be carried aboard the aircraft,

REGISTRATION NUMBER: N98F MODEL: UH-1B

SERIAL NUMBER: 488 (62-1968)

along with the U.S. airworthiness certificate, and made available to the FAA or CAA in the country of operation upon request.

- 15. This helicopter shall not be operated for any special purpose operation for which modification (s) of the helicopter is required unless such modifications are performed in accordance with FAA Approved Data.
- 16. This helicopter shall contain the placards required by the Type Certificate Data Sheet No. H3SO, Wilco Aviation, dated April 15, 1981, Revision 5 and revised by Type Certificate Data Sheet Number H3SO, S.M. & T. Aircraft, dated July 30, 2003, Revision 13, pertaining to the model UH-1B helicopter.
- 17. The operator must show records of applicable forthcoming technical bulletins, maintenance work orders, and compliance with safety of flight messages as part of the continuing airworthiness requirements for this rotorcraft certificate.

Additionally, this rotorcraft shall be operated in accordance with the applicable Air Traffic and General Operating rules of 14 CFR Part 91, and all additional limitations herein prescribed under the provisions of 14 CFR Part 91.313, and those Type Certificate Data Sheet notes applicable to this rotorcraft.

Douglas B. Lowry DART319001EA	
Date Issued: NOV. 20.03.	~~
Taranh B. Aleiman	
Joseph F. Altizer  Marpat Aviation, LLC	
Dated:	

# 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 8130-7, issued No. 20.03.
This Airworthiness Certificate is issued for aircraft make AVIATION model 19662-1968, serial number 19862-1968, and registration number N98F
APPLICANT DATE
JOSEPH ALTIZER/CHIEF PILOT/MARPAT AVIATION