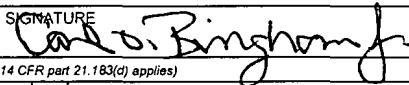
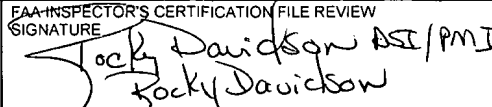


FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

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

 U.S. Department of Transportation Federal Aviation Administration		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.									
		1. REGISTRATION MARK N540H		2. AIRCRAFT BUILDER'S NAME (Make) Thomas Prewitt		3. AIRCRAFT MODEL DESIGNATION Prewitt F1		4. YR. MFR. 2005	FAA CODING				
		5. AIRCRAFT SERIAL NO. 47		6. ENGINE BUILDER'S NAME (Make) Lycoming		7. ENGINE MODEL DESIGNATION IO-540-D4A5							
I. AIRCRAFT DESCRIPTION		8. NUMBER OF ENGINES One		9. PROPELLER BUILDER'S NAME (Make) Hartzell		10. PROPELLER MODEL DESIGNATION HC-13YR-1RF		11. AIRCRAFT IS (Check if applicable) ☒ IMPORT					
		APPLICATION IS HEREBY MADE FOR: (Check applicable items)											
II. CERTIFICATION REQUESTED		A ☐ 1 STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC	TRANSPORT	COMMUTER	BALLOON	OTHER	
		B ☒ SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
		7 PRIMARY											
		9 LIGHT-SPORT (Indicate Class)		Airplane		Power-Parachute		Weight-Shift-Control		Glider		Lighter than Air	
		2 LIMITED											
		5 PROVISIONAL (Indicate class)		1 CLASS I									
				2 CLASS II									
		3 RESTRICTED (Indicate operation(s) to be conducted)		1 AGRICULTURE AND PEST CONTROL		2 AERIAL SURVEY		3 AERIAL ADVERTISING					
				4 FOREST (Wildlife conservation)		5 PATROLLING		6 WEATHER CONTROL					
				0 OTHER (Specify)									
		4 ☒ EXPERIMENTAL (Indicate operation(s) to be conducted)		1 RESEARCH AND DEVELOPMENT		2 ☒ AMATEUR BUILT		3 EXHIBITION					
				4 AIR RACING		5 CREW TRAINING		6 MARKET SURVEY					
				0 TO SHOW COMPLIANCE WITH THE CFR		7 OPERATING (Primary Category) KIT BUILT AIRCRAFT							
				8 OPERATING LIGHT-SPORT		8A Existing aircraft without an airworthiness certificate & do not meet § 103.1							
						8B Operating Light-Sport Kit-built							
				8C Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190									
		9 UNMANNED AIRCRAFT		9A RESEARCH AND DEVELOPMENT		9C CREW TRAINING							
		9B MARKET SURVEY											
8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)		1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE											
		2 EVACUATE FROM AREA OF IMPENDING DANGER											
		3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT											
		4 DELIVERING OR EXPORTING											
		5 PRODUCTION FLIGHT TESTING											
		6 CUSTOMER DEMONSTRATION FLIGHTS											
C ☐ 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)													
III. OWNER'S CERTIFICATION		A. REGISTERED OWNER (As shown on certificate of aircraft registration)											
		NAME Carl D. Bingham Jr.					IF DEALER, CHECK HERE ☐						
		ADDRESS PO Box 4434, Odessa, TX 79760-4434											
		B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)											
		AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)					AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) BW-2005-18						
AIRCRAFT LISTING (Give page number(s))					SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)								
		C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS											
		☒ CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417					TOTAL AIRFRAME HOURS 136 Hours						
		3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) 30 Hours											
		D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.											
		DATE OF APPLICATION 04-18-2012					NAME AND TITLE (Print or type) Carl D. Bingham Jr.						
		SIGNATURE 											
IV. INSPECTION AGENCY VERIFICATION		A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)											
		2 14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)					3 CERTIFICATED MECHANIC (Give Certificate No.)						
		5 AIRCRAFT MANUFACTURER (Give name or firm)					6 CERTIFICATED REPAIR STATION (Give Certificate No.)						
		DATE					TITLE						
		SIGNATURE											
V. FAA REPRESENTATIVE CERTIFICATION		(Check ALL applicable block items A and B)											
		A. I find that the aircraft described in Section I or VII meets requirements for											
		4 THE CERTIFICATE REQUESTED											
		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE											
		B. Inspection for a special flight permit under Section VII was conducted by:					FAA INSPECTOR						
		FAA DESIGNEE											
		CERTIFICATE HOLDER UNDER					☒ 14 CFR part 65						
							☐ 14 CFR part 121 OR 135						
							☐ 14 CFR part 145						
		DATE 04-18-2012					MIDO/FSDO OFFICE FSDO CE-19						
		FAA INSPECTOR'S SIGNATURE or DESIGNEE'S SIGNATURE AND NO.					FAA-INSPECTOR'S CERTIFICATION FILE REVIEW SIGNATURE 						

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER							
	NAME		ADDRESS					
	B. PRODUCTION BASIS (Check applicable item)							
	☐	PRODUCTION CERTIFICATE (Give production certificate number) _____						
	☐	TYPE CERTIFICATE						
	☐	OTHER: _____						
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS								
DATE OF APPLICATION		NAME AND TITLE (Print or type)		SIGNATURE				
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT		ADDRESS					
	REGISTERED OWNER							
	BUILDER (Make)		MODEL					
	SERIAL NUMBER		REGISTRATION MARK					
	B. DESCRIPTION OF FLIGHT							
	FROM		TO					
	VIA		DEPARTURE DATE	DURATION				
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT							
	☐	PILOT	☐	CO-PILOT	☐	FLIGHT ENGINEER	☐	OTHER (Specify)
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:							
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)							
	F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.							
DATE		NAME AND TITLE (Print or type)			SIGNATURE			
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	☐	A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable			G. Statement of Conformity, FAA Form 8130-9 (Attach when required)			
	☒	B. Current Operating Limitations Attached			H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)			
	☐	C. Data, Drawings, Photographs, etc. (Attach when required)			I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ (Original attached)			
	☒	D. Current Weight and Balance Information Available in Aircraft						
	☐	E. Major Repair and Alteration, FAA Form 337 (Attach when required)			☒	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section FAR 21.191 (G) (Copy attached)		
	☐	F. This inspection Recorded in Aircraft Records			K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 (Attach when required)			

Copy Copy Copy

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CLASSIFICATION: Experimental		
	PURPOSE: Operating Amateur-Built Aircraft		
B	MANUFACTURER	NAME	
		ADDRESS	
C	FLIGHT	FROM	
		TO	
D	N—	★ N540H	SERIAL NO. 47
	BUILDER Thomas R. Prewitt	MODEL F1	
E	DATE OF ISSUANCE 4-18-2012		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 4-18-2012 ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE Rocky Davidson CASE-PMT		DESIGNATION OR OFFICE NO. CE-FSD0-19

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.

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
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 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.
E	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.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION <u>Experimental</u>		
	PURPOSE <u>Operating Amateur-Built Aircraft</u>		
B	MANUFACTURER	NAME	<u>N/A</u>
		ADDRESS	<u>N/A</u>
C	FLIGHT	FROM	<u>N/A</u>
		TO	<u>N/A</u>
D	N- <u>540H</u>		SERIAL NO. <u>47</u>
	BUILDER <u>Thomas R. Prewitt</u>		MODEL <u>Prewitt F1</u>
E	DATE OF ISSUANCE <u>October 06, 2005</u>		EXPIRY <u>Unlimited</u>
	OPERATING LIMITATIONS DATED <u>10-06-2005</u> ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE  <u>Robert L. Woods</u>		DESIGNATION OR OFFICE NO. <u>DART-200090-SO</u>

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.

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
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 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.
E	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.



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

Nashville Tennessee Flight Standards District
Office
FSDO-19
2 International Plaza
Suite 700
Nashville, Tennessee 37217
615-324-1300, Fax: 615-324-1360

EXPERIMENTAL OPERATING LIMITATIONS
Operating Amateur-Built Aircraft
Phase 1
Operations in the Assigned Flight Test Area

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N540H	Thomas R. Prewitt	Prewitt F1	47

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

1. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR §91.319(b) during phase 1 flight testing, and for recreation and education after meeting these requirements as stated in the program letter dated **April 18, 2012** for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of Part 91 and all additional limitations herein prescribed under the provisions of §91.319(e). These operating limitations are a part of Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
2. During phase 1 flight testing to meet the requirements of §91.319(b) all flights shall be conducted within the geographical area described as follows:

KMI McMinn County Airport and 15 miles.

Special Note: (Inspector assigned 5 hours for flying with newly installed Auto pilot)

3. This aircraft must be operated for at least **5 hours** in the assigned geographic area.
4. All test flights, as a minimum, must be conducted under VFR, day only. Guidance concerning the scope and detail of test flights can be found in AC 90-89. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with §91.319(b). Compliance with §91.319(b) must be recorded in the aircraft records with the following or a similarly worded statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso _____, Vx _____, and Vy _____, and the weight _____ and CG location _____ at which they were obtained"**.
5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
7. This aircraft is to be operated under VFR, day only.

9. Aircraft instruments and equipment installed and used under §91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
10. During the flight-testing phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.
11. No person may operate this aircraft for carrying persons or property for compensation or hire.
12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
13. The aircraft must contain the placards, markings, etc. as required by §91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with the manufacturer's specifications during each condition inspection.
14. This aircraft must display the word **EXPERIMENTAL** in accordance with §45.23(b).
16. This aircraft may conduct aerobatic flight in accordance with the provisions of §91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with §91.319(b). The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during flight testing and recorded in the aircraft maintenance records by the use of the following, or a similarly worded, statement: **"I certify that the following aerobatic maneuvers have been test flown and the aircraft is controllable throughout the maneuver's normal range of speeds and is safe for operation. The flight-tested aerobatic maneuvers are: [SPECIFY MANEUVERS HERE]."**
18. The pilot-in-command of this aircraft must hold a pilot certificate or an authorized instructor's logbook endorsement. The pilot in command also must meet the requirements of §61.31(e), (f), (g), (h), (i) and (j) as appropriate.
19. After incorporating a major change as described in § 21.93, the aircraft owner is required to reestablish compliance with § 91.319(b) **and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area.** If the major change includes installing a different make and model of engine or propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registry. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed log book entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with §91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso_____, Vx_____, and Vy_____, and weight_____, and CG location_____ at which they were obtained."**
20. This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
21. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.
22. No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or

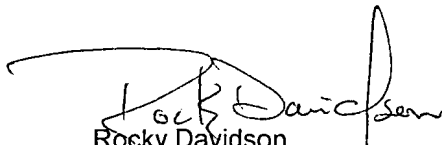
other FAA approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with § 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft maintenance records.

23. Condition inspections must be recorded in the aircraft maintenance records showing the following, or similarly worded, statement:

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

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

26. An experimental aircraft builder certificated as a repairman for this aircraft under §65.104, or an appropriately rated FAA certificated mechanic may perform the condition inspection required by these operating limitations.
27. Application must be made to the geographically responsible FSDO or MIDO for any revision to these operating limitations.
28. The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower. When filing instrument flight rules (IFR), the experimental nature of this aircraft must be listed in the remarks section of the flight plan.


Rocky Davidson
Principal Maintenance Inspector

Date Issued: April 18, 2012



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

Nashville Tennessee Flight Standards District
Office
FSDO-19
2 International Plaza
Suite 700
Nashville, Tennessee 37217
615-324-1300, Fax: 615-324-1360

EXPERIMENTAL OPERATING LIMITATIONS
Operating Amateur-Built Aircraft
Phase 2
Operations Outside the Assigned Flight Test Area

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N540H	Thomas R. Prewitt	Prewitt FI	47

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

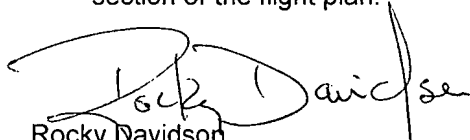
1. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR § 91.319(b) during phase 1 flight testing, and for recreation and education after meeting these requirements as stated in the program letter dated **April 18, 2012**, as amended for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of Part 91 and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of FAA Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
6. This aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by air traffic control, or unless sufficient altitude is maintained to affect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the surface.
8. After completion of Phase 1 flight testing, unless appropriately equipped for night and/or instrument flight in accordance §91.205, this aircraft is to be operated under VFR, day only.
9. Aircraft instruments and equipment installed and used under §91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
11. No person may operate this aircraft for carrying persons or property for compensation or hire.
12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
13. The aircraft must contain the placards, markings, etc. as required by §91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with the manufacturer's specifications during each condition inspection.

14. This aircraft must display the word **EXPERIMENTAL** in accordance with §45.23(B).
16. This aircraft may conduct aerobatic flight in accordance with the provisions of §91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with §91.319(b). The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during flight testing and recorded in the aircraft maintenance records by the use of the following, or a similarly worded, statement: **"I certify that the following aerobatic maneuvers have been test flown and that the aircraft is controllable throughout the maneuver's normal range of speeds and is safe for operation. The flight-tested aerobatic maneuvers are: [SPECIFY MANEUVERS HERE]."**
18. The pilot-in-command of this aircraft must hold a pilot certificate, or an authorized instructor's logbook endorsement. The pilot-in-command also must meet the requirements of §61.31(e), (f), (g), (h), (i) and (j) as appropriate.
19. After incorporating a major change as described in 14 CFR § 21.93, the aircraft owner is required to reestablish compliance with 14 CFR § 91.319(b) **and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area.** All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed log book entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with 14 CFR § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso_____, Vx_____, and Vy_____, and weight_____, and CG location_____ at which they were obtained."**
20. This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
21. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate, and upon request, be made available to an ASI or the CAA in the country of operation.
22. No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with § 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft maintenance records.
23. Condition inspections must be recorded in the aircraft maintenance records showing the following, or similarly worded, statement:

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

The entry will include the aircraft's total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.
26. An experimental aircraft builder certificated as a Repairman for this aircraft under §65.104, or an appropriately rated FAA certificated mechanic may perform the condition inspection required by these operating limitations.

27. Application must be made to the geographically responsible FSDO or MIDO for any revision to these limitations.
28. The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower. When filing instrument flight rules (IFR), the experimental nature of this aircraft shall be listed in the remarks section of the flight plan.



Rocky Davidson
Principal Maintenance Inspector

Date Issued: April 18, 2012

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 4/18/2012.

This Airworthiness Certificate is issued for aircraft make Thomas Prewitt model F1, serial number 47, and registration number N540H.

<u>Carol D. Brighy</u>	<u>4/18/11</u>
APPLICANT	DATE

Robert L. Woods
256 B Aviation Road
Pikeville, NC 27863
919-581-0640

**EXPERIMENTAL - AMATEUR - BUILT
PHASE II - OPERATING LIMITATIONS**

ISSUE DATE: Oct. 06, 2005

MAKE / MODEL: Thomas R. Prewitt / Prewitt F1

REGISTRATION: N540H

SERIAL NUMBER: 47

1. No person may operate this aircraft for other than the purpose for which this special airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA air traffic and General Operating Rules of FAR part 91 and additional limitations herein. These operating limitations are a part of the Form 8130-7 and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
8. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.205, this aircraft is to be operated under VFR, day only.
11. No person may operate this aircraft for carrying persons or property for compensation or hire
12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
13. This aircraft must contain the placards, markings, etc. As required by FAR 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with manufacturer's specifications during each condition inspection.
14. This aircraft must display the word **EXPERIMENTAL** in accordance with FAR 45.23(b).
16. The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during testing and recorded in the aircraft maintenance records.
17. The pilot in command of this aircraft shall, as applicable, hold an appropriate category / class rating and type rating per 14 CFR, part 61. If required, the pilot in command must also hold a "Letter of Authorization" issued by an FAA Flight Standards Operations Inspector.
19. After incorporating a major change as described in FAR 21.93, the aircraft owner is required to reestablish compliance with FAR 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. If the major change includes installing a different make and model of engine or propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registry. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed logbook entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with FAR 91.319(b). Compliance with FAR 91.319 (b) must be recorded in the aircraft records with the following, or similarly worded, statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: Speed Vso _____, Vx _____, and Vy _____, and the weight _____, and CG location _____, at which they were obtained."**
20. This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.

21. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation. This aircraft is not to be operated over any other country without permission of that country.

22. No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of Appendix D to Part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be marked appropriately and needed placards installed in accordance with FAR 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This condition inspection will be recorded in the aircraft maintenance records.

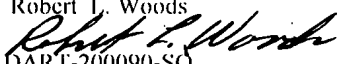
23. Condition inspections shall be recorded in aircraft maintenance records showing the following or a similarly worded statement: **"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D to Part 43 and found to be in a condition for safe operations."** The entry will include the aircraft total time in service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

26. An experimental aircraft builder certificated as Repairman for this aircraft under 65.104, or an appropriately rated FAA certificated mechanic, may perform the condition inspection required by these operating limitations.

28. The pilot in command of this aircraft shall notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower.

Note: This aircraft shall not be operated without a properly installed Emergency Locator Transmitter in accordance with FAR 91.207.

Robert L. Woods


DART-200090-SC)

Oct. 06, 2005

U.S. Department
of Transportation
Federal Aviation
AdministrationAPPLICATION FOR
AIRWORTHINESS
CERTIFICATEINSTRUCTIONS - 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.

I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N540H	2. AIRCRAFT BUILDER'S NAME (Make) Thomas Prewitt	3. AIRCRAFT MODEL DESIGNATION Prewitt F1	4. YR. MFR 2005	FAA CODING 65617W0
	5. AIRCRAFT SERIAL NO. 47	6. ENGINE BUILDER'S NAME (Make) Lycoming	7. ENGINE MODEL DESIGNATION IO-540-D4A5		41602
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (Make) Hartzell	10. PROPELLER MODEL DESIGNATION HC-13YR-1RF		

APPLICATION IS HEREBY MADE FOR: (Check applicable items)												
A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL	UTILITY	ACROBATIC	TRANSPORT	COMMUTER	BALLOON	OTHER		
B	X	SPECIAL AIRWORTHINESS CERTIFICATE (Check ABOVE: "Restricted Operations" and "Standard" or "Limited" as applicable)										
II. CERTIFICATION REQUESTED	7	PRIMARY										
	2	LIMITED										
	5	PROVISIONAL (Indicate class)										
	3	RESTRICTED (Indicate operations to be conducted)										
		1	CLASS I									
		2	CLASS II									
		1	AGRICULTURE AND PEST CONTROL		2	AERIAL		3	AERIAL ADVERTISING			
	4	FOREST (Wildlife Conservation)		5	PATROLLING		6	WEATHER CONTROL				
	0	OTHER (Specify)										
	4	X	EXPERIMENTAL (Indicate operations to be conducted)									
1			RESEARCH AND DEVELOPMENT		2	X AMATEUR BUILT		3	EXHIBITION			
4	AIR RACING		5	CREW TRAINING		6	MARKET SURVEY					
0	TO SHOW COMPLIANCE WITH THE CFR											
7	OPERATING (Primary Category) KIT BUILT AIRCRAFT											
8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)											
	1	FERRY FLIGHT FOR REPAIRS ALTERATIONS, MAINTENANCE OR STORAGE										
	2	EVACUATE FROM AREA OF IMPENDING DANGER										
	3	OPERATION IN EXCESS OF MAXIMUM CERTIFIED TAKE OFF WEIGHT										
	4	DELIVERING OR EXPORT		5	PRODUCTION FLIGHT TESTING							
8	CUSTOMER DEMONSTRATION FLIGHTS											
C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE: "Restricted Operation" and "Standard" or "Limited" as applicable)										

III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration)		IF DEALER, CHECK HERE	
	NAME Thomas R. Prewitt		ADDRESS 2126 Cypress Lakes Rd., Hope Mills NC 28348	
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)			
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A		X AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest Biweekly Supplement) BW- 2005-18	
	AIRCRAFT LISTING (Give Page Number(s)) N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A	
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS			
X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 00.0 hrs.	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) 00.0 hrs.
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.				
DATE OF APPLICATION 09-21-2005		NAME AND TITLE (Print or Type) Thomas R. Prewitt (Owner)		SIGNATURE <i>Thomas R. Prewitt</i>

IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if 14 CFR part 21.183(d) applies)					
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFIED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
	5	AIRCRAFT MANUFACTURER (Give Name of Firm)				
	DATE		TITLE		SIGNATURE	

V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable blocks in items A and B)		X	THE CERTIFICATE REQUESTED	
	A. I find that the aircraft described in Section I or VII meets requirements for		4	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE	
	B. Inspection for a special flight permit under Section VII was conducted by:		FAA INSPECTOR		
			FAA DESIGNEE		
			CERTIFICATE HOLDER UNDER		
DATE 10/06/2005		DISTRICT OFFICE FSDO #05	DESIGNEE'S SIGNATURE AND NO. <i>Robert L. Woods</i> <i>Robert L. Woods</i> PART - 200090-80	1	FAA INSPECTOR'S SIGNATURE

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER				
	NAME			ADDRESS	
	B. PRODUCTION BASIS (Check applicable item)				
	☐	PRODUCTION CERTIFICATE (Give production certificate number)			
	☐	TYPE CERTIFICATE ONLY			
	☐	APPROVED PRODUCTION INSPECTION SYSTEM			
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →					
DATE OF APPLICATION		NAME AND TITLE (Print or Type)		SIGNATURE	

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TESTS	A. DESCRIPTION OF AIRCRAFT				
	REGISTERED OWNER			ADDRESS	
	BUILDER (Make)			MODEL	
	SERIAL NUMBER			REGISTRATION MARK	
	B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS (Check if applicable)				
	FROM			TO	
	VIA			DEPARTURE DATE	DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND IT'S EQUIPMENT				
	☐	PILOT	☐	CO-PILOT	☐
	☐		☐	FLIGHT ENGINEER	☐
	OTHER (Specify)				
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIRMENTS AS FOLLOWS:				
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)				
F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.					
DATE		NAME AND TITLE (Print or Type)		SIGNATURE	

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	☐	A. Operating Limitations and Markings in compliance with 14 CFR section 91.9, as Applicable	☐	G. Statement of Conformity, FAA Form 8130-9 (Attach When Required)
	☒	B. Current Operating Limitations Attached	☐	H. Foreign Airworthiness Certification For Import Aircraft (Attach When Required)
	☒	C. Data, Drawings, Photographs, etc. (Attach When Required)	☐	I. Previous Airworthiness Certificate Issued In Accordance With
	☒	D. Current Weight and Balance Information Available in Aircraft	☐	14 CFR Section _____ CAR _____ (Original Attached)
	☐	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 21.191(g) (Copy Attached)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Experimental	
	PURPOSE	Operating Amateur-Built Aircraft	
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N-540H		SERIAL NO. 47
	BUILDER Thomas R. Prewitt		MODEL Prewitt F1
E	DATE OF ISSUANCE October 06, 2005		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 10/06/2005 ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE  Robert L. Woods		DESIGNATION OR OFFICE NO. DART-200090-SO

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.

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
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 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.
E	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.

Robert L. Woods
256 B Aviation Road
Pikeville, NC 27863
919-581-0640

**EXPERIMENTAL - AMATEUR - BUILT
PHASE I - OPERATING LIMITATIONS**

ISSUE DATE: 10-06-2005

EXPIRATION DATE: Completion of 40 hrs. In flight test area

MAKE / MODEL: Thomas P. Prewitt / Prewitt F1

REGISTRATION: N540H

SERIAL NUMBER: 47

1. No person may operate this aircraft for other than the purpose of meeting the requirements of FAR 91.319 (b) during the phase I flight testing, and for recreation and education after meeting these requirements as stated in the program letter (required by FAR 21.193) for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of FAR 91.319 (c). 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.
2. During phase I flight testing to meet the requirements of FAR 91.319(b), all flights must be conducted within the geographical area described as follows: Starting at the Flyers Strip (Pvt) north of Fayetteville, Southeast to the Sky Manor Airport (N22), Southwest to the Brunswick Co. Airport (SUT), Northwest to the Columbus Co. Airport (CFC), Northwest to the Lumberton Airport (LBT), North back to Flyers Strip. With home base being Fayetteville-Regional / Grannis Airport in Fayetteville NC. (See Attached Chart)
3. This aircraft must be operated for at least 40 hours in the assigned geographic area.
4. All test flights, at a minimum, must be conducted day VFR to the scope and detail of Advisory Circular 90-89, Amateur-built Aircraft and Ultralight Flight Testing Handbook. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the records that the aircraft has been shown to comply with FAR 91.319(b). Compliance with FAR 91.319(b) recorded in the aircraft records with the following or similarly worded statement:
"I certify that the prescribed flight hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing:
Vso _____, Vx _____, and Vy _____ and CG location _____
At which they were obtained."
5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
6. This aircraft is prohibited from operating in congested airways or over densely populated area unless directed by air traffic control, or unless sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without Hazard to persons or property on the ground.
7. This aircraft is to be operated under Visual Flight Rules (VFR), day only.
9. Aircraft instruments and equipment installed and used under FAR 91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
10. During the flight test phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight
11. No person may operate this aircraft for carrying persons or property for compensation or hire
13. This aircraft must contain the placards, markings, etc. As required by FAR 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with manufacturer's specifications during each condition inspection.

Oct. 06, 2005

Robert L. Woods
256 B Aviation Road
Pikeville, NC 27863
919-581-0640

**EXPERIMENTAL - AMATEUR - BUILT
PHASE II - OPERATING LIMITATIONS**

ISSUE DATE: Oct. 06, 2005

MAKE / MODEL: Thomas R. Prewitt / Prewitt FI

REGISTRATION: N540H

SERIAL NUMBER: 47

1. No person may operate this aircraft for other than the purpose for which this special airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA air traffic and General Operating Rules of FAR part 91 and additional limitations herein. These operating limitations are a part of the Form 8130-7 and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
8. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.205, this aircraft is to be operated under VFR, day only.
11. No person may operate this aircraft for carrying persons or property for compensation or hire
12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
13. This aircraft must contain the placards, markings, etc. As required by FAR 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with manufacturer's specifications during each condition inspection.
14. This aircraft must display the word **EXPERIMENTAL** in accordance with FAR 45.23(b).
16. The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during testing and recorded in the aircraft maintenance records.
17. The pilot in command of this aircraft shall, as applicable, hold an appropriate category / class rating and type rating per 14 CFR, part 61. If required, the pilot in command must also hold a "Letter of Authorization" issued by an FAA Flight Standards Operations Inspector.
19. After incorporating a major change as described in FAR 21.93, the aircraft owner is required to reestablish compliance with FAR 91.319(b) **and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area.** If the major change includes installing a different make and model of engine or propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registry. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed logbook entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with FAR 91.319(b). Compliance with FAR 91.319 (b) must be recorded in the aircraft records with the following, or similarly worded, statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: Speed Vso _____, Vx _____, and Vy _____, and the weight _____, and CG location _____, at which they were obtained."**
20. This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.

21. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation. This aircraft is not to be operated over any other country without permission of that country.

22. No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of Appendix D to Part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be marked appropriately and needed placards installed in accordance with FAR 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This condition inspection will be recorded in the aircraft maintenance records.

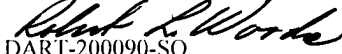
23. Condition inspections shall be recorded in aircraft maintenance records showing the following or a similarly worded statement: **"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D to Part 43 and found to be in a condition for safe operations."** The entry will include the aircraft total time in service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

26. An experimental aircraft builder certificated as Repairman for this aircraft under 65.104, or an appropriately rated FAA certificated mechanic, may perform the condition inspection required by these operating limitations.

28. The pilot in command of this aircraft shall notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower.

Note: This aircraft shall not be operated without a properly installed Emergency Locator Transmitter in accordance with FAR 91.207.

Robert L. Woods



DART-200090-SO

Oct. 06, 2005



ELIGIBILITY STATEMENT AMATEUR-BUILT AIRCRAFT

Instructions: Print or type all information except signature.
Submit original to an authorized FAA representative.
Applicant completes Section I thru III.
Notary Public Completes Section IV.

I. REGISTERED OWNER INFORMATION

Name(s) Thomas R. Prewitt
Address(es) 2126 Cypress Lakes Rd Hope Mills NC 28348
No. & Street City State Zip
Telephone No.(s) 910-484-7920 910-483-1144
Residence Business

II. AIRCRAFT INFORMATION

Model PREWITT F1 Engine(s) Make Lycoming IO540 D4A5
Assigned Serial No. 47 Engine(s) Serial No. 0451
Registration No. N 540H Prop./Rotor(s) Make MERTZELL HC I3YR-1RE
Aircraft Fabricated: Plan ☐ Kit ☒ Prop./Rotor(s) Serial No.(s) A51239B

III. MAJOR PORTION ELIGIBILITY STATEMENT OF APPLICANT

I certify the aircraft identified in Section II above was fabricate and assembled by Thomas R. Prewitt

Name of Person(s)(Please Print)

for my (their) education or recreation. I (we) have records to support this statement and will make them available to the FAA upon request.

-NOTICE-

Whoever in any matter within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or who makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years, or both (U.S. Code, Title 18, Sec. 1001.)

APPLICANT'S DECLARATION

I hereby certify that all statements and answers provided by me in this statement form are complete and true to the best of my knowledge, and I agree that they are to be considered part or the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.

Signature of Applicant (In Ink)

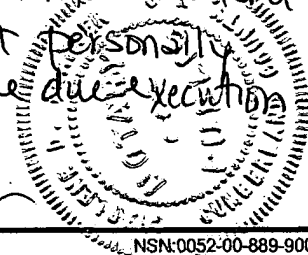
Thomas R Prewitt

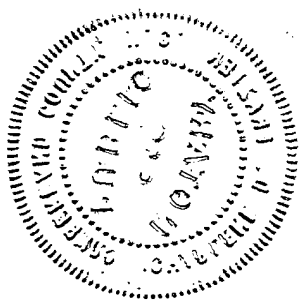
Date

10/06/05

IV. NOTARIZATION STATEMENT

I Charlene D Frazier a notary public of North Carolina Cumberland County do hereby certify that Thomas R Prewitt personally appeared before me this day and acknowledged the due execution of the foregoing instrument
My commission expires 6 Jan 2007
Charlene D Frazier





FLIGHT TEST PLAN

N 540 H

James R. Pruitt

THIS SECTION WILL NOW COVER SEVERAL RECOMMENDED FLIGHT TESTS, STARTING WITH LOW SPEED TAXI TESTS AND CULMINATING IN THE FINAL FLIGHT TEST HOURS WHERE THE NAVIGATION, FUEL CONSUMPTION AND NIGHT FLYING CAPABILITIES OF YOUR ROCKET ARE FLIGHT TESTED.

FOR EACH OF THE FOLLOWING PHASES, SMALL FLIGHT TEST PROCEDURE CARDS SHOULD BE PREPARED WHICH LIST THE TESTS TO BE COMPLETED FOR EACH TEST AND HAVE SPACE FOR ANY RESULTS TO BE NOTED. EAA FLIGHT ADVISORS HAVE SOME EXAMPLE CARDS WHICH CAN BE USED TO DEVELOP YOUR CARDS. PREPARATION OF THESE PLANS AND CARDS ALLOW YOU TO COMPLETE THE FLIGHT TESTING OF YOUR ROCKET WITH THE SAME LEVEL OF PROFESSIONALISM WHICH YOU USED DURING THE CONSTRUCTION OF YOUR SHIP. IN SOME TEST PHASES MULTIPLE TEST PERIODS ARE REQUIRED TO ACCOMPLISH THE TEST PHASE.

LOW SPEED TAXI TEST

THIS TEST WILL BE USED TO CHECK YOUR ROCKET GROUND HANDLING AND TRACKING AND ENGINE COOLING. ADDITIONALLY, IT ALLOWS THE TEST PILOT TO BECOME PROFICIENT IN THE HANDLING OF THE ROCKET. DURING THESE TEST, A GROUND OBSERVER, EQUIPPED WITH A HANDHELD RADIO TO COMMUNICATE WITH THE TEST PILOT, SHOULD BE USED TO WATCH FOR SMOKE, FIRE, OR ANY OTHER INDICATION OF PROBLEMS DURING THE TEST.

THESE TEST CONSISTS OF SLOW TAXIS WITH 90, 180, AND 360 DEGREE TURNS WITH BRAKING TESTS. MONITOR ENGINE INSTRUMENTS FOR ANY INDICATION OF PROBLEMS, INCLUDING OVERHEATING. ADHERE TO ANY BRAKE OR ENGINE MANUFACTURERS RECOMMENDATIONS FOR BREAK-IN OPERATION. ALSO USE THESE OPERATIONS TO CHECK INITIAL OPERATION OF FLIGHT INSTRUMENTS SUCH AS THE COMPASS AND GYROS FOR CORRECT INDICATION. AFTER EACH TEST, CHECK FOR LEAKS AND CORRECT AS REQUIRED BEFORE PROCEEDING TO SUBSEQUENT TESTS.

HIGH SPEED TAXI TEST

THE OBJECTIVE OF THIS TEST SERIES IS TO CHECK THE HIGH SPEED HANDLING OF YOUR ROCKET ON THE GROUND. NOTE THAT THE ROCKET IS A HIGH POWER-TO-WEIGHT AIRCRAFT AND ACCELERATION UNDER MODERATE OR HIGH POWER SETTINGS IS VERY FAST. FLYING SPEEDS CAN BE REACHED IN VERY SHORT TIMES (4-5 SECONDS ON AVERAGE). THUS, MANY EXPERTS ADVISE THAT THIS STEP BE SKIPPED; THE FINAL DECISION RESTS WITH THE TEST PILOT.

CONDUCT SEVERAL TAXI RUNS, STARTING WITH SLOWER SPEEDS AND PROGRESS TO APPROXIMATELY 40 MPH MAX. NOTE THE RUDDER AND BRAKE RESPONSIVENESS AND CHECK THAT AILERON OPERATION IS GOOD. IF POSSIBLE, RAISE THE TAIL AND CHECK STEERING. BE AWARE OF PROPELLOR CLEARANCE ON THIS SHIP WHEN RAISING THE TAIL.

THESE TESTS SHOULD ALSO GIVE THE TEST PILOT AN INDICATION OF A PROPER GO/NO-GO POINT FOR LATER TESTS AND THE REQUIRED DISTANCE TO STOP THE ROCKET IN AN ABORTED TAKEOFF SITUATION.

PLEASE UNDERSTAND THAT THIS GO/NO GO MANEUVER IS NOT SOMETHING AN AIRCRAFT NORMALLY DOES -- IT IS VERY POSSIBLE TO LOSE CONTROL WHEN THE THROTTLE IS CHOPPED FROM A HIGH SPEED TAXI. PLEASE BE CAREFUL!

THE FIRST FLIGHT

THIS IS A VERY IMPORTANT EVENT. IT REQUIRES A PROFESSIONAL APPROACH AND SHOULD NOT BE A SOCIAL EVENT. COMPLETE THIS TEST AND POSSIBLY SEVERAL FOLLOWING TESTS BEFORE HOLDING A PARTY TO SHOW OFF THE FLIGHT CAPABILITIES OF YOUR ROCKET.

THIS FLIGHT MUST BE CONDUCTED UNDER VERY GOOD CONDITIONS. THE ROCKET, THE TEST PILOT, THE WEATHER, THE AIRPORT, AND THE FLIGHT TEST CREW MUST BE IN TOP CONDITION. USE RECORDERS, VIDEO CAMERAS AND SUPPORT CREW TO HELP RECORD EVENTS AND DATA. MANY PEOPLE GIVE AN IMPARTIAL MEMBER OF THE CREW THE AUTHORITY TO ABORT THE FIRST FLIGHT TEST AT ANY STAGE IN WHICH THERE IS CONCERN ABOUT ITS SAFE CONCLUSION.

A COMPLETE PREFLIGHT IS OBVIOUSLY REQUIRED BEFORE THE FIRST FLIGHT. IT SHOULD BE CONDUCTED BY NOT ONLY THE TEST PILOT, BUT ALSO BY ANOTHER EXPERIENCED PILOT. THE FOLLOWING IS A GENERAL LIST OF CHECKS WHICH SHOULD BE PERFORMED:

1. WEIGHT AND BALANCE CHECKED WITH THE PREFERRED CG BEING FORWARD IMPROVED STABILITY.
2. OIL, FUEL, AND BRAKE FLUID QUANTITY CORRECT (RECOMMEND 20 GALLONS FUEL ON BOARD).
3. CANOPY LATCHED.
4. FUEL SELECTOR ON PROPER TANK
5. TRIM SET
6. ALTIMETER SET
7. CONTROL SYSTEM CHECK (CORRECT CONTROL THROWS SHOULD BE SET AT ASSEMBLY).
8. RADIO COMMUNICATION VERIFIED WITH GROUND CREW.
9. ENGINE COWLING AND OIL DOOR SECURED.

ADDITIONALLY, IT IS SUGGESTED THAT A TEMPORARY PLACARD BE FIXED TO THE PANEL WITH THE FOLLOWING:

BEST ANGLE OF CLIMB	85 MPH
BEST GLIDE SPEED	100 MPH
MANEUVERING SPEED	145 MPH

A CHASE PLANE CAN BE HELPFUL IF THE TEST PILOT AGREES. THE CHASE PLANE PILOT PLAN SHOULD BE PART OF THE DETAILS OF THE FTP FOR THIS PHASE, INCLUDING A FULL PRE AND POST FLIGHT BRIEFING. AN IDEAL CHASE PLANE WOULD HAVE THE SAME PERFORMANCE AS THE ROCKET. THE CHASE PLANE SHOULD BE MANNED BY TWO PILOTS IF AVAILABLE AND SHOULD MONITOR THE TEST PILOTS RADIO FREQUENCY. IN-CLOSE FORMATIONS SHOULD NOT BE USED AND ALL MANEUVERS MUST BE COMMUNICATED BY BOTH THE TEST AND CHASE PILOTS.

THE FOLLOWING EMERGENCY PROCEDURES SHOULD BE DETAILED OUT FOR YOUR ROCKET AND COMMITTED TO CHECKLISTS WHICH CAN BE USED BY THE TEST PILOT:

1. ENGINE FAILURE
2. ENGINE VIBRATION
3. ENGINE FIRE
4. SMOKE IN COCKPIT
5. CANOPY OPENING
6. LOSS OF COMMUNICATION
7. STUCK THROTTLE
8. OIL ON WINDSHIELD
9. PROP FAILURE

AFTER COMPLETING THE PREFLIGHT TESTS, THE TEST PILOT SHOULD PROCEED WITH THE FIRST FLIGHT FOLLOWING THE PRE-SCRIPTED FTP. THE RUNUP IS COMPLETED USING THE PRE-TAKEOFF CHECKLISTS. COMMON OVERSIGHTS, SUCH AN UNLOCKED CANOPY, ETC. OCCUR WHEN CHECKLISTS ARE NOT USED/FOLLOWED.

THE FIRST TAKEOFF SHOULD USE FULL THROTTLE AND A LIFT OFF SPEED OF APPROXIMATELY 70 MPH. CLIMB AT APPROXIMATELY 120 MPH TO ALLOW GOOD COOLING AND VISIBILITY. IT IS RECOMMENDED THAT TAKEOFF (FULL) POWER BE USED UNTIL AT LEAST 1000 FT OF ALTITUDE IS REACHED. REMAIN IN THE VICINITY OF THE AIRPORT FOR THE ENTIRE FIRST FLIGHT. USE THE EMERGENCY CHECKLISTS FOR ANY PROBLEMS AND LAND AT THE FIRST INDICATIONS OF ANY PROBLEMS. NOTE ALL CONDITIONS FOR LATER PROBLEM ANALYSIS.

AFTER CLIMBING TO 3000 FEET, COMPLETE THE CRUISE CHECKLIST, AND NOTE ANY UNUSUAL INSTRUMENT INDICATIONS. LIMIT SPEEDS TO 150 MPH AND BEGIN TO CHECK THE CONTROL RESPONSE OF YOUR ROCKET WITH GENTLE INPUTS. EXECUTE VARIOUS TURNS, CLIMBS AND DESCENTS AS PLANNED ON YOUR FTP. COMMUNICATE WITH THE CHASE PLANE AND GROUND CREW AT REGULAR INTERVALS.

THE FTP WILL NORMALLY HAVE THE TEST PILOT PERFORM A LIMITED STALL TEST TO VERIFY THE SPEEDS PLANNED TO BE USED FOR THE FIRST LANDING. THE STALL CHARACTERISTICS OF THE ROCKET ARE GENTLE, BUT ABRUPT. EASING THE BACKPRESSURE WILL ALLOW THE SHIP TO START FLYING AGAIN

THE FIRST FLIGHT SHOULD LAST FROM 30 MINUTES TO NO MORE THAT 1 HOUR. THE FIRST LANDING SHOULD USE THE FOLLOWING SPEEDS AND CONFIGURATIONS:

DOWNWIND: 120 MPH, PRE-LANDING CHECKLIST
BASE: 100 MPH, PARTIAL FLAPS
FINAL: 85 MPH, FULL FLAPS (IF NEEDED), FINAL LANDING CHECK
TOUCHDOWN: 60 MPH, MODERATE BRAKING

AFTER SHUTDOWN, COMPLETE A FIRST FLIGHT DEBRIEFING WITH THE GROUND CREW AND PERFORM A THOROUGH POST-FLIGHT INSPECTION.

FIRST 10 HOURS

OVER THE NEXT 10 HOURS, THE FTP CHECKS THE OPERATION OF THE ENGINE AND FLIGHT INSTRUMENTS AND EXPANDS THE FLIGHT ENVELOPE OF YOUR ROCKET. THESE FLIGHTS SHOULD BE CONDUCTED IN THE IMMEDIATE VICINITY OF THE AIRPORT. CROSS COUNTRY FLIGHTS SHOULD NOT BE CONDUCTED. REMEMBER, THE FLIGHT TEST PERIOD IS THE TIME TO FULLY CHECKOUT YOUR ROCKET AND ESTABLISH SAFE OPERATIONAL CHARACTERISTICS.

THE SECOND FLIGHT SHOULD BE THE SAME AS THE FIRST FLIGHT TEST AFTER ALL FIRST FLIGHT TEST DISCREPANCIES ARE CORRECTED. IF PROBLEMS STILL EXIST ON THIS FLIGHT, THEY MUST BE CORRECTED BEFORE ANY FURTHER FLIGHTS ARE CONDUCTED.

THE THIRD FLIGHT IS USED TO VERIFY ENGINE OPERATION THROUGH OUT ITS NORMAL OPERATING RANGE. ENGINE INSTRUMENT INDICATIONS ARE NOTED AND ANALYZED FOR ANY POTENTIAL PROBLEMS. ENGINE CONTROL STOPS CHECKED AND ADJUSTED.

THE REMAINING TIME OF THIS PHASE SHOULD BE USED TO FULLY TEST AND DOCUMENT THE NORMAL OPERATING RANGES OF YOUR ROCKET AND TO DETERMINE THE AIRSPEED AND INSTRUMENT ACCURACY'S.

HOURS 11 THROUGH 20

AT THE BEGINNING OF THIS PHASE, IT IS RECOMMENDED THAT A COMPLETE CONDITION INSPECTION BE COMPLETED BEFORE THE OPERATION ENVELOPE OF YOUR ROCKET IS EXPANDED.

AGAIN, HAVE A FTP FOR THESE FLIGHTS AND PROCEED SLOWLY AND CAUTIOUSLY. THE FOLLOWING TEST ARE DONE IN THIS PHASE:

- * STALL TESTS (AT HIGHER ALTITUDES)
- * BEST RATE OF CLIMB TESTS
- * BEST ANGLE OF CLIMB TESTS
- * SLOW FLIGHT TESTS (WATCH ENGINE COOLING HERE)

HOURS 21 THROUGH 36

THE PERIOD OF THE FLIGHT TEST IS USED TO CHECK THE STABILITY AND CONTROL OF YOUR ROCKET. THESE TESTS SATISFY THE FAA REQUIREMENTS THAT YOUR ROCKET IS CONTROLLABLE THROUGHOUT THE NORMAL RANGE OF SPEEDS. AGAIN, PERFORM AN EXTENSIVE CHECK OF THE CONDITION OF THE ENGINE AND AIRFRAME BEFORE ATTEMPTING THIS PHASE.

THE FOLLOWING TESTS ARE PERFORMED IN THIS PHASE:

- * STABILITY AND CONTROL TESTS
- * AEROBATICS

THE FAA REQUIRES THAT ALL EXPECTED MANEUVERS MUST BE PERFORMED, LOGGED, AND EVALUATED. THIS MEANS THAT YOU OR YOUR TEST PILOT SHOULD PERFORM THE ANTICIPATED MANEUVERS AND MAKE THE PROPER LOGBOOK ENTRIES ABOUT THE RESPONSE OF THE SHIP TO THESE MANEUVERS.

SOME RECOMMENDED ENTRY SPEEDS:

CHANDELLE: 180-220 MPH

LOOP: 140-220 MPH

SPLIT-S: 85-100 MPH

ALL SNAP MANEUVERS SHOULD BE ENTERED BELOW 85 MPH



COMPLETING THE FLIGHT TEST PROGRAM

THE LAST SECTION OF THE FLIGHT TEST PROGRAM FOR YOUR ROCKET IS USED TO TEST THE FOLLOWING:

- * MAXIMUM GROSS WEIGHT TESTS
- * SERVICE CEILING TESTS
- * NAVIGATION EQUIPMENT TESTS
- * FUEL CONSUMPTION TESTS
- * NIGHT FLYING TESTS

AT THIS POINT THE RECOMMENDED FLIGHT TESTS HAVE BEEN COMPLETED AND YOUR ROCKET IS READY FOR PRACTICAL USE. COMPLETE THE LOGBOOK NOTATIONS AS PRESCRIBED BY THE FAA. BE SURE TO DOCUMENT THE RESULTS OF YOUR FLIGHT TESTING AND DEVELOP A GOOD PILOT OPERATING HANDBOOK FOR YOUR PARTICULAR AIRCRAFT.

ENJOY YOUR ROCKET! FLY SAFE.

[illegible]

WEIGHT AND BALANCE COMPUTATIONS

MAKE PREVITT MODEL F1

S/N 47 REGISTRATION N540H

DATUM: 80" FWD OF WING LEADING EDGE

LEVELING MEANS: COCKPIT LONGERON

MAIN WHEEL AXLE CENTERLINE IS LOCATED 77.75" AFT OF DATUM

MEASURED DISTANCE BETWEEN MAIN WHEEL AXLE CENTERLINE AND TAILWHEEL AXLE CENTERLINE: 181.74

OIL OVER AND ABOVE ZERO READING: 2 1/2 US GALS/LITERS 20 LBS/KILOS

ACTUAL EMPTY WEIGHT

RIGHT MAIN 600

LEFT MAIN 603

TAILWHEEL 56

NET WEIGHT 1259

Cg RELATIVE TO MAIN WHEEL WEIGHING POINT:

TAILWHEEL MEASURED DISTANCE 181.44 X TAILWHEEL WEIGHT 56 / NET WEIGHT =
8.1 TAILWHEEL CG

CG RELATIVE TO DATUM:

TAILWHEEL CG 8.1 + MAINWHEEL CENTERLINE LOCATION 77.75 = 85.8 EW CG

COMPUTE IF AIRCRAFT WEIGHED WITH OIL:

AIRCRAFT WEIGHT _____ X ARM _____ = MOMENT _____

LESS OIL _____ X ARM 49 = MOMENT _____

EMPTY TOTALS _____ MOMENT _____

TOTAL MOMENT _____ / EMPTY WEIGHT _____ = EW CG _____

COMPUTED BY Tom R Previtt DATE 8-17-05

Thomas R Previtt

WEIGHT AND BALANCE EXTREME CONDITION COMPUTATIONS

APPROVED FWD LIMIT: 87.7"
 APPROVED AFT LIMIT: 97.4"
 APPROVED MAX WEIGHT: 2000 LBS

ITEM FWD CHECK

	WEIGHT	X	ARM	=	MOMENT
A/C EMPTY WEIGHT	<u>1259</u>		<u>85.8</u>		<u>10822</u>
OIL	<u>24</u>		49		<u>1176</u>
PILOT	<u>200</u>		110		<u>22000</u>
FUEL (52 GAL)	312		90		28080
PASSENGER	<u>0</u>		136		<u>0</u>
FWD BAGGAGE	<u>0</u>		161		<u>0</u>
REAR BAGGAGE	<u>0</u>		186		<u>0</u>
TOTALS	<u>1795</u>				

TOTAL MOMENT/TOTAL WEIGHT = 88.6 MOST FWD CG (LIMIT 87.7")

ITEM AFT CHECK

	WEIGHT	X	ARM	=	MOMENT
A/C EMPTY WEIGHT	<u>1259</u>		<u>85.8</u>		<u>108022</u>
OIL	<u>8</u>		49		<u>392</u>
PILOT	<u>200</u>		110		<u>22000</u>
FUEL (5 GAL)	30		90		2700
PASSENGER	<u>200</u>		136		<u>27200</u>
FWD BAGGAGE	<u>80</u>		161		<u>12880</u>
REAR BAGGAGE	<u>70</u>		186		<u>3720</u>
TOTALS	<u>1827</u>				<u>176891</u>

TOTAL MOMENT/TOTAL WEIGHT = 96.8 MOST AFT CG (LIMIT 94.7")

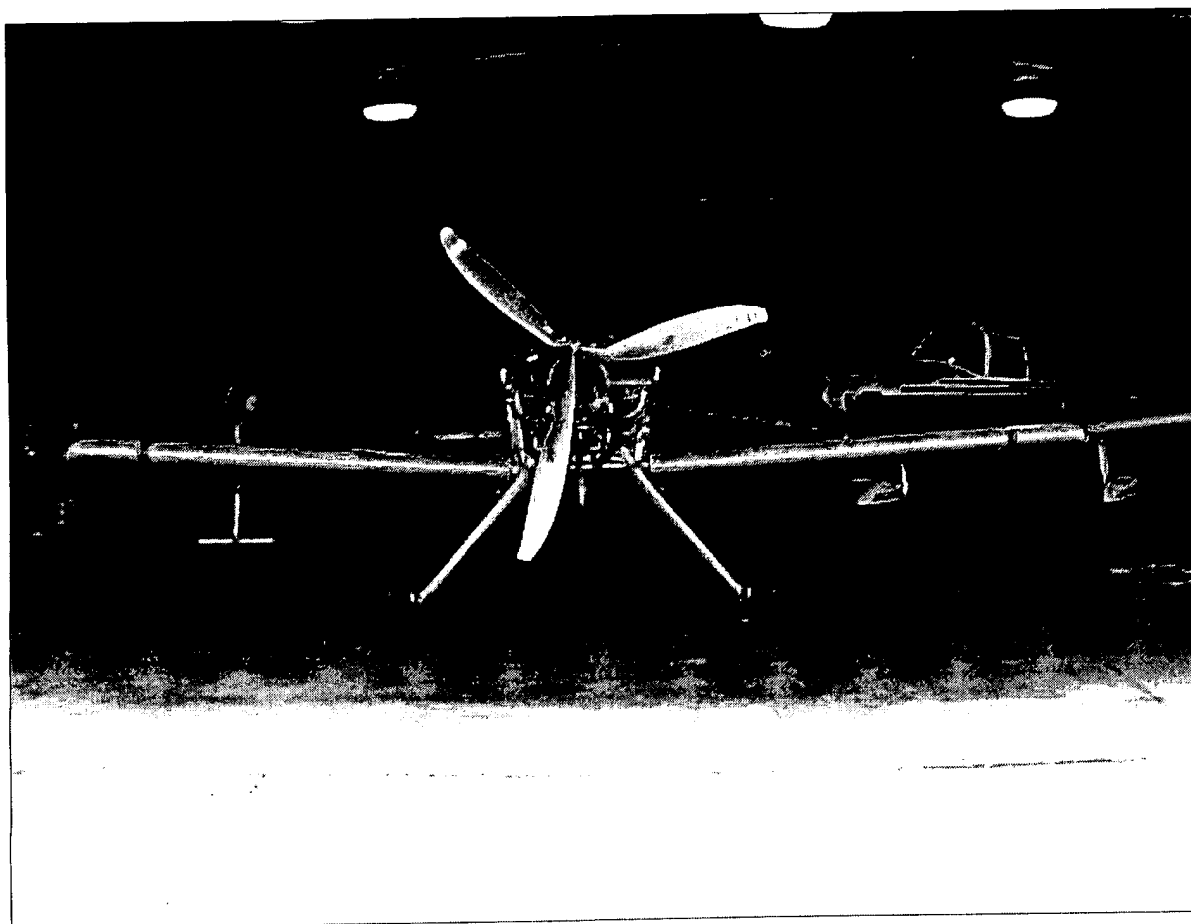
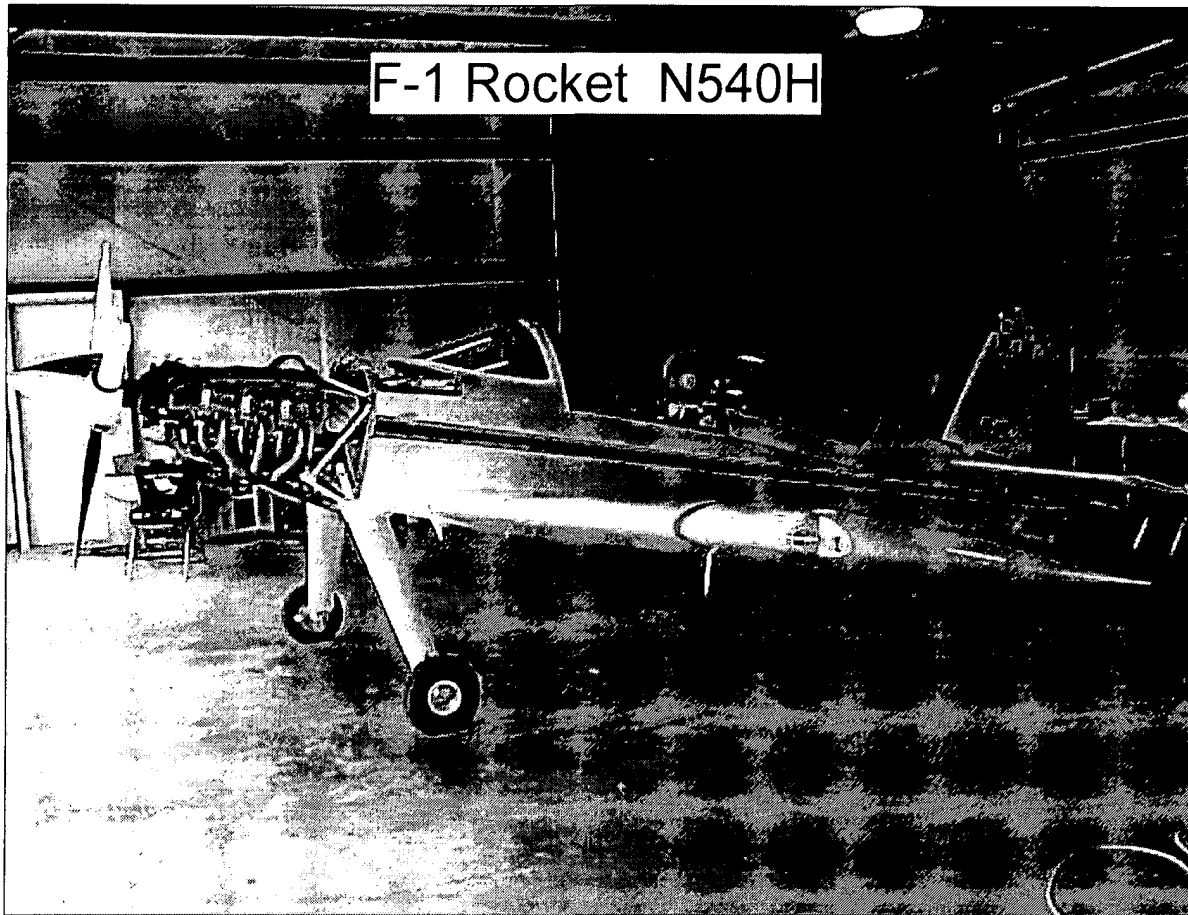
COMPUTED BY

Thomas R. Prewitt
 Thomas R. Prewitt

DATE

8-17-05

F-1 Rocket N540H



F-1 Rocket N540H

