



U.S. Department of Transportation
Federal Aviation Administration

Mel Asberry DART-710500-SW
2464 County Rd. 655
Farmersville, TX 75442-6014
(972) 784-7544

EXPERIMENTAL OPERATING LIMITATIONS

Operating Amateur-Built Aircraft

REG. NO.
N258DC

MAKE:
CHARLTON L SCOTT


MODEL:
BERKUT

SERIAL NO:
0024

- (1) No person may operate this aircraft for other than the purpose of meeting the requirements of part 91.319(b) during phase I flight testing, and for recreation and education after meeting these requirements as stated in the program letter (required by 14 CFR, part 21.193) for this aircraft. In addition, this aircraft shall 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 part 91.319(i). These operating limitations are a part of the FAA Form 8130-7, special airworthiness certificate, and are to be carried in the aircraft at all times for availability to the pilot in command of the aircraft.
- (2) During phase I flight testing to meet the requirements of part 91.319(b) all flights shall be conducted within the geographic area described as follows: Within an 85 nautical mile radius of Collin County Regional Airport (TKI). All flights must be conducted outside of Class B airspace.
- (3) This aircraft shall be operated for at least 40 hours in the assigned geographic area for phase I flight-testing.
- (4) All test flights as a minimum shall be conducted day VFR to the scope and detail of Advisory Circular 90-89A. 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 part 91.319(b) 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 V_{so} _____, V_x _____, and V_y _____, 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 for the duration of phase I flight testing. After the satisfactory completion of phase I, and the appropriate endorsement has been entered in the aircraft logs, this aircraft may be operated in congested airways or over densely populated areas only if directed by Air Traffic Control or sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the surface.
- (6) This aircraft is to be operated under Visual Flight Rules (VFR), day only.
- (7) After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with part 91.205, this aircraft is to be operated under day only VFR.

- (8) Aircraft instruments and equipment installed and used under part 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.
- (9) 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.
- (10) No person may operate this aircraft for carrying persons or property for compensation or hire.
- (11) The pilot in command of this aircraft shall advise each person carried of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
- (12) This aircraft shall contain the placards, markings, etc. as required by part 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function as intended by the builder/owner during each condition inspection.
- (13) This aircraft must display the word **EXPERIMENTAL** in accordance with part 45.23(b).
- (14) This aircraft may conduct aerobatic flight in accordance with the provisions of part 91.303. Aerobatics shall not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with part 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 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: _____, _____, _____, and _____."**
- (15) The pilot in command of this aircraft shall hold a category/class rating, or an authorized instructor's logbook endorsement. The pilot in command must meet the requirements of part 61.31(e), (f), (g), (h), (i), and (j) as appropriate.
- (16) After incorporating a major change as described in part 21.93, the aircraft owner is required to reestablish compliance with part 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 type of engine (reciprocating to turbine) or a change of a fixed pitch from or to a controllable 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 will be conducted day VFR in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours. The FSDO may require additional time (more than 5 hours) depending on the extent of the modification. Persons non-essential to the flight shall not be carried. The aircraft owner shall make a detailed log book entry describing the change prior to the test flight. 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 part 91.319(b). Compliance with part 91.319(b) shall 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 V_{so} _____, V_x _____, and V_y _____, and the weight _____ and CG location _____ at which they were obtained."**

- (17) This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.
- (18) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Civil Aviation Organization (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Aviation Authority (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 FAA inspector or the CAA in the country of operation.
- (19) 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 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 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.
- (20) Condition inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of appendix D to part 43 and found to be in a condition for safe operation." 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.
- (21) An experimental aircraft builder certificated as a Repairman for this aircraft under part 65.104, or an appropriately rated FAA certificated mechanic may perform the condition inspection required by these operating limitations.
- (22) Application must be made to the geographically responsible FSDO or MIDO for any revision to these operating limitations.
- (23) 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. When filing IFR the experimental nature of this aircraft shall be listed in the remarks section of the flight plan.


Mel Asberry
DART-710500-SW

Date issued: 27 DECEMBER 2007

I have read and understand the above operating limitations.

