



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

Memphis Flight Standards District Office  
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**EXPERIMENTAL OPERATING LIMITATIONS**  
**Operating Amateur-Built Aircraft**  
**Phase 2**  
**Operations Outside the Assigned Flight Test Area**

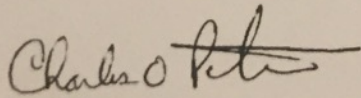
*(These limitations are derived from the national standards contained in FAA Order 8130.2D, Change 1, 2/15/00.)*

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N727RH	RICHARD M. HENRY III	BUSHBY MUSTANG II	M-II-1209

**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 09/10/2001 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 14 CFR § 91.319(e). 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.
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 effect 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 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.
13. The aircraft shall contain the placards, markings, etc. as required by §91.9.
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 shall 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 shall hold a category/class rating, or an authorized instructor's logbook endorsement. The pilot-in-command 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 re-establish compliance with 14 CFR § 91.319(b). 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. Persons non-essential to the flight will 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 14 CFR § 91.319(b). Compliance with 14 CFR §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<sub>so</sub>\_\_\_\_\_, V<sub>x</sub>\_\_\_\_\_, and V<sub>y</sub>\_\_\_\_\_, and 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 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.
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 found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.
23. Condition inspections shall 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 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 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.



Charles O. Peters  
Aviation Safety Inspector

Date issued: October 5, 2001