

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

A	CATEGORY/DESIGNATION	Experimental		
	PURPOSE	Operating Amateur-Built Aircraft		
B	MANUFACTURER	NAME	N/A	
		ADDRESS	N/A	
C	FLIGHT	FROM	N/A	
		TO	N/A	
D	N-128BM	SERIAL NO.	LIV-434	
	BUILDER Perry	MODEL	Lancair IV-P	
E	DATE OF ISSUANCE	R-12/02/2000	EXPIRY	Unlimited
	OPERATING LIMITATIONS DATED 11/22/2006			ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.	
Gerald A. Boots		WP05 LGB FSDO		

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**

Long Beach Flight Standards District Office
5001 Airport Plaza Drive
Suite 100
Long Beach, California 90815
(562) 420-1755, Fax: (562) 420-6765

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 8130.2F, CHG 1)

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N128BM	PERRY	LANCAIR IV-P	LIV-434

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 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 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 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).
15. This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.

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 V_{so}_____, V_x_____, and V_y_____, 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:

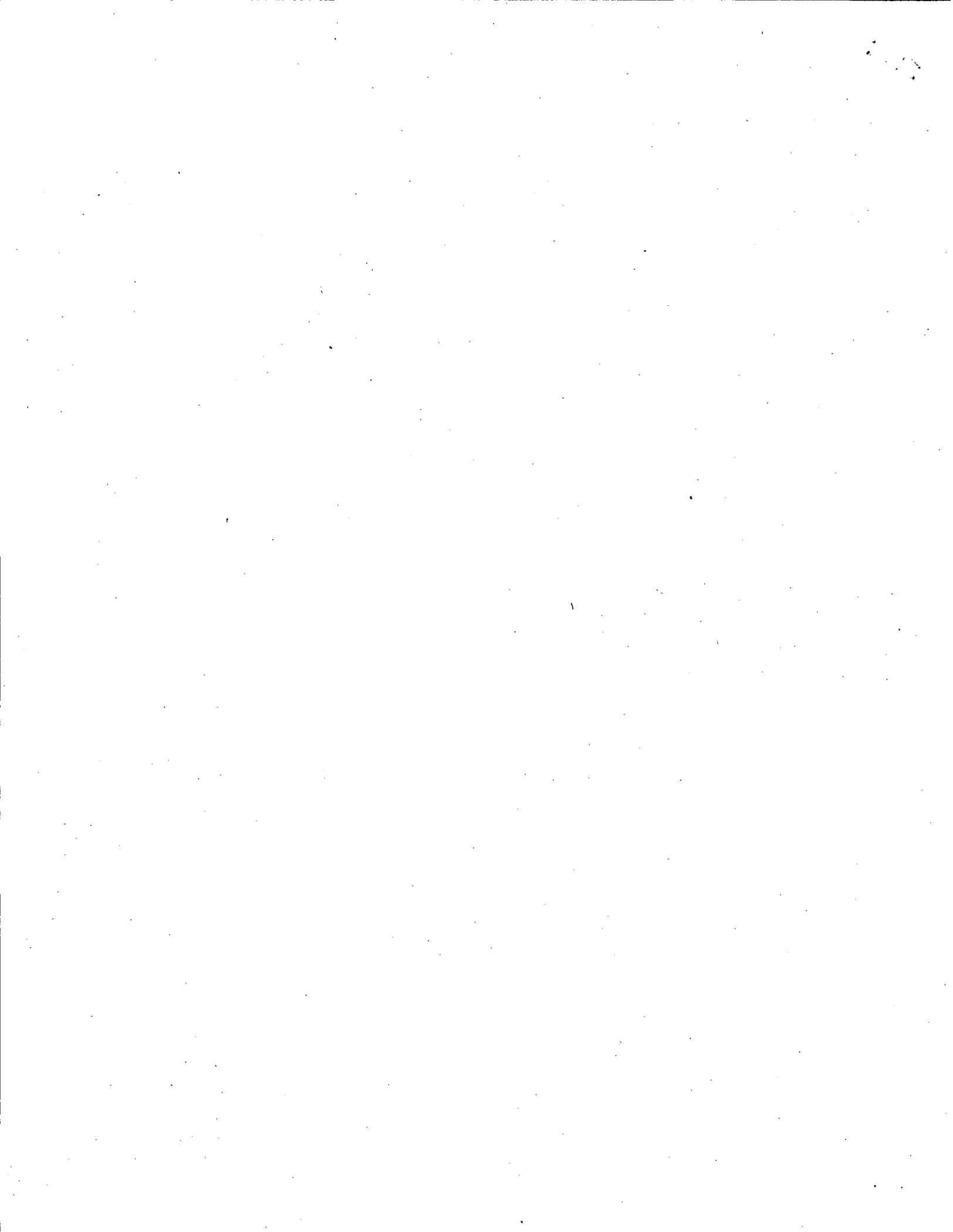
"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation."

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.



Gerald A. Boots
Principal Maintenance Inspector

Original Issue: December 02, 2000
Date Replaced: November 22, 2006



Replacement Airworthiness Certificate

I am requesting a replacement Airworthiness Certificate for the following aircraft:

Description of Aircraft

Registered Owner <i>Dennis Adams</i>	
Make <i>Lawcair</i>	Model <i>4P</i>
Serial Number <i>LIV-434</i>	Registration Mark <i>128 BM</i>

My Airworthiness Certificate:

- Was lost (explain the circumstances below)
- Is mutilated (remains attached)
- Is unreadable (certificate attached)
- Other (explain the circumstances below)

Explain the circumstances:

I LOST THE ORIGINAL COPY

I hereby declare that all of the above statements are true.

11-22-06

[Signature] *Dennis Adams*

Date

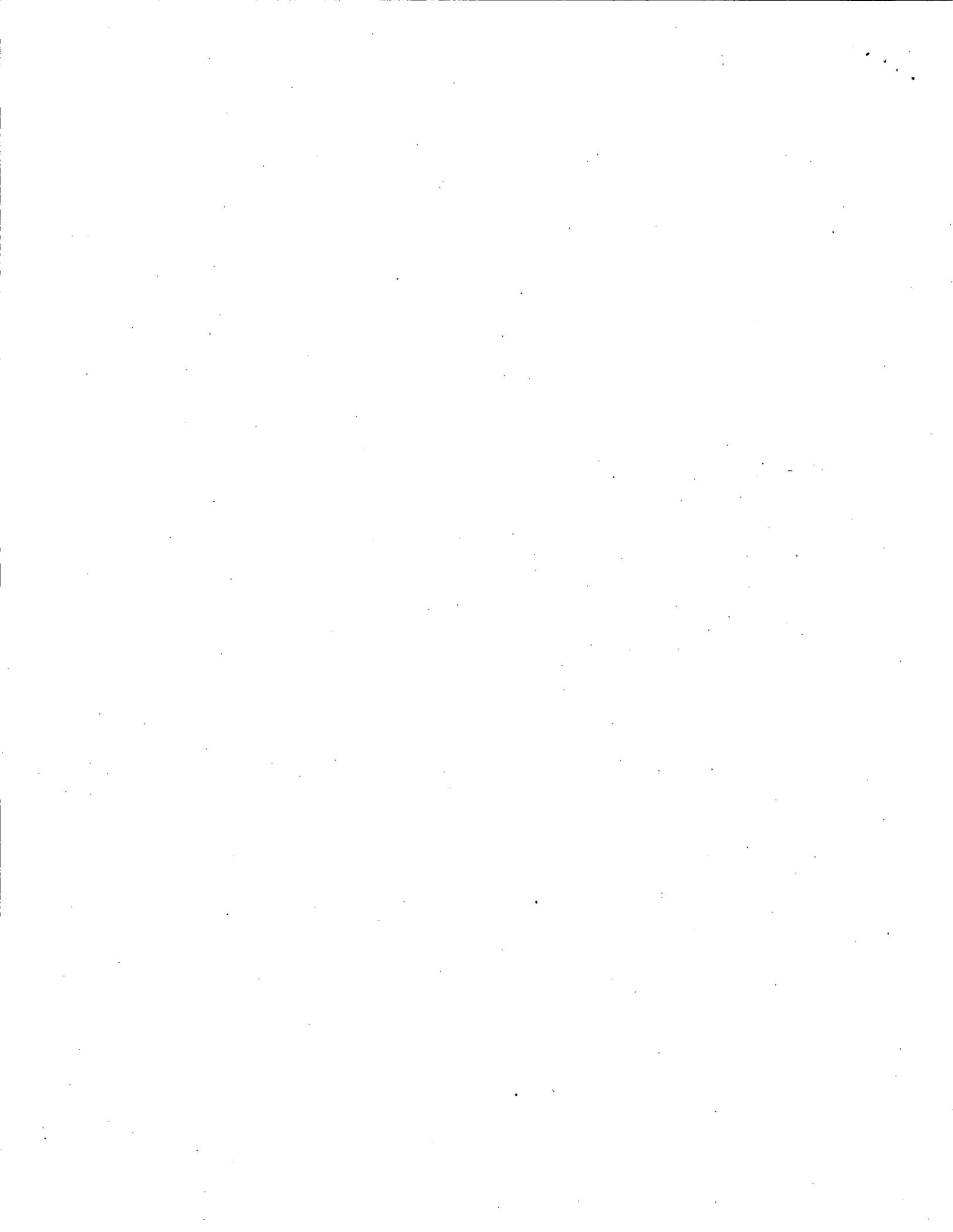
Name and Title (print)

[Signature]

Signature

AFS-WP05-050

08/03/2006





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.

I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N128DM	2. AIRCRAFT BUILDER'S NAME (Make) FERRI	3. AIRCRAFT MODEL DESIGNATION LAPCAIR DEP	4. YR MFR 2000	FAA CODING 05610RA
	5. AIRCRAFT SERIAL NO LIV-434	6. ENGINE BUILDER'S NAME (Make) CONTI	7. ENGINE MODEL DESIGNATION TS10 550-K		
	8. NUMBER OF ENGINES 1	9. PROPELLER BUILDER'S NAME (Make) HARTZEL	10. PROPELLER MODEL DESIGNATION HR 301B		11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> EXPORT <input checked="" type="checkbox"/> IMPORT

APPLICATION IS HEREBY MADE FOR: (Check applicable items)														
II. CERTIFICATION REQUESTED	A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	NORMAL	UTILITY	ACROBATIC	TRANSPORT	GLIDER	BALLOON					
	B	<input checked="" type="checkbox"/>	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
		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 SURVEYING	3	AERIAL ADVERTISING					
				4	FOREST (Wildlife conservation)	5	PATROLLING	6	WEATHER CONTROL					
				7	CARRIAGE OF CARGO								0	OTHER (Specify)
		4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT			2	<input checked="" type="checkbox"/>	AMATEUR BUILT	3	EXHIBITION		
				4	RACING			5	CREW TRAINING			MKT SURVEY		
			0	TO SHOW COMPLIANCE WITH FAR										
	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 EXPORT			5	PRODUCTION FLIGHT TESTING						
			6	CUSTOMER DEMONSTRATION FLIGHTS										
C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE Restricted Operation and Standard or Limited as applicable)												

A. REGISTERED OWNER (As shown on certificate of aircraft registration)		IF DEALER, CHECK HERE <input type="checkbox"/>	
NAME MON J GABRY		ADDRESS 2729 SPRUCE CREEK VLn DAYTONA BEACH FL. 32124	
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		AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No) BW-00-21	
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			
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS 0	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) 0
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 Section 501 of the Federal Aviation Act of 1958 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 12/2/00		NAME AND TITLE (Print or type) W. L. PERRY, BOILERMAK	SIGNATURE

IV. INSPECTION AGENCY VERIFICATION					
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies)					
2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No)	3	CERTIFICATED 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)					
A. I find that the aircraft described in Section I or VII meets requirements for				THE CERTIFICATE REQUESTED	
				4 <input checked="" type="checkbox"/> 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	
				FAAR 65	
				FAAR 121, 127 or 135	
				FAAR 145	
DATE 12-2-00		DISTRICT OFFICE FSDO #15		DESIGNEE'S SIGNATURE AND NO J L Murphy /- DAR-35-FS-80	
				FAA INSPECTOR'S SIGNATURE	

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

A	CATEGORY/DESIGNATION	Experimental
	PURPOSE	Operating Amateur-built Aircraft

B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A

C	FLIGHT	FROM	N/A
		TO	N/A

D	N- 128BM	SERIAL NO. LIV-434
	BUILDER PERRY	MODEL Lancair IV-P

DATE OF ISSUANCE 12-2-00	EXPIRY Unlimited
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OPERATING LIMITATIONS DATED 12-2-00	ARE A PART OF THIS CERTIFICATE
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SIGNATURE OF FAA REPRESENTATIVE J L Murphy Jr 	DESIGNATION OR OFFICE NO. DAR-38-PS-S0
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C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
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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 FAR Part 21, Section 21.181 or 21.217.

8. This aircraft shall contain the placards, markings, etc. as required by FAR 91.9.
9. This aircraft must display the word EXPERIMENTAL in accordance with FAR 45.23(b).
10. All test flights as a minimum shall be conducted day VFR to the scope and detail of Advisory Circular 90-89, Amateur-built Aircraft 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) 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 _____, Vx _____, Vy _____, and Vne _____, and the weight _____ and CG location _____ at which they were obtained."

11. (a) 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 requirement of FAR 61.31(e), (f), (g), (h), (i), and (j) as appropriate.
 - (b) If this aircraft is a turbojet/turboprop powered aircraft or an aircraft with a maximum takeoff weight exceeding 12,500 pounds, the pilot in command must also hold a type rating per 14 CFR, part 61, or a "Letter of Authorization" issued by an FAA Flight Standards Operations Inspector.
12. This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.
13. 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 or operation.

Phase II:

The Following Limitations Apply Outside of Flight Test Area:

1. Limitations 1, 4, 5, 7, 8, 9, 10, 11, 12 and 13 from Phase I are applicable.
2. 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.
3. This aircraft is approved for day VFR only, unless equipped for night VFR and/or IFR in accordance with FAR 91.205.
4. The limitations established in Phase I, No. 4(b) and No. 10 shall not be exceeded in Phase II.
5. (a) 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 FAR 43, or other FAA-approved program, and found to be in a condition for safe operation. 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 FAR 43 and found to be in a condition for safe operation 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.

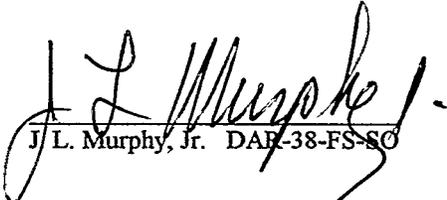
(b) If this aircraft is turbine powered, it shall not be operated unless it is inspected and maintained per an inspection program selected, established, identified, and used as set forth in FAR 91.409(e), (f), (g), and (h). This inspection shall be recorded in the aircraft maintenance records using the following or similarly worded statement:

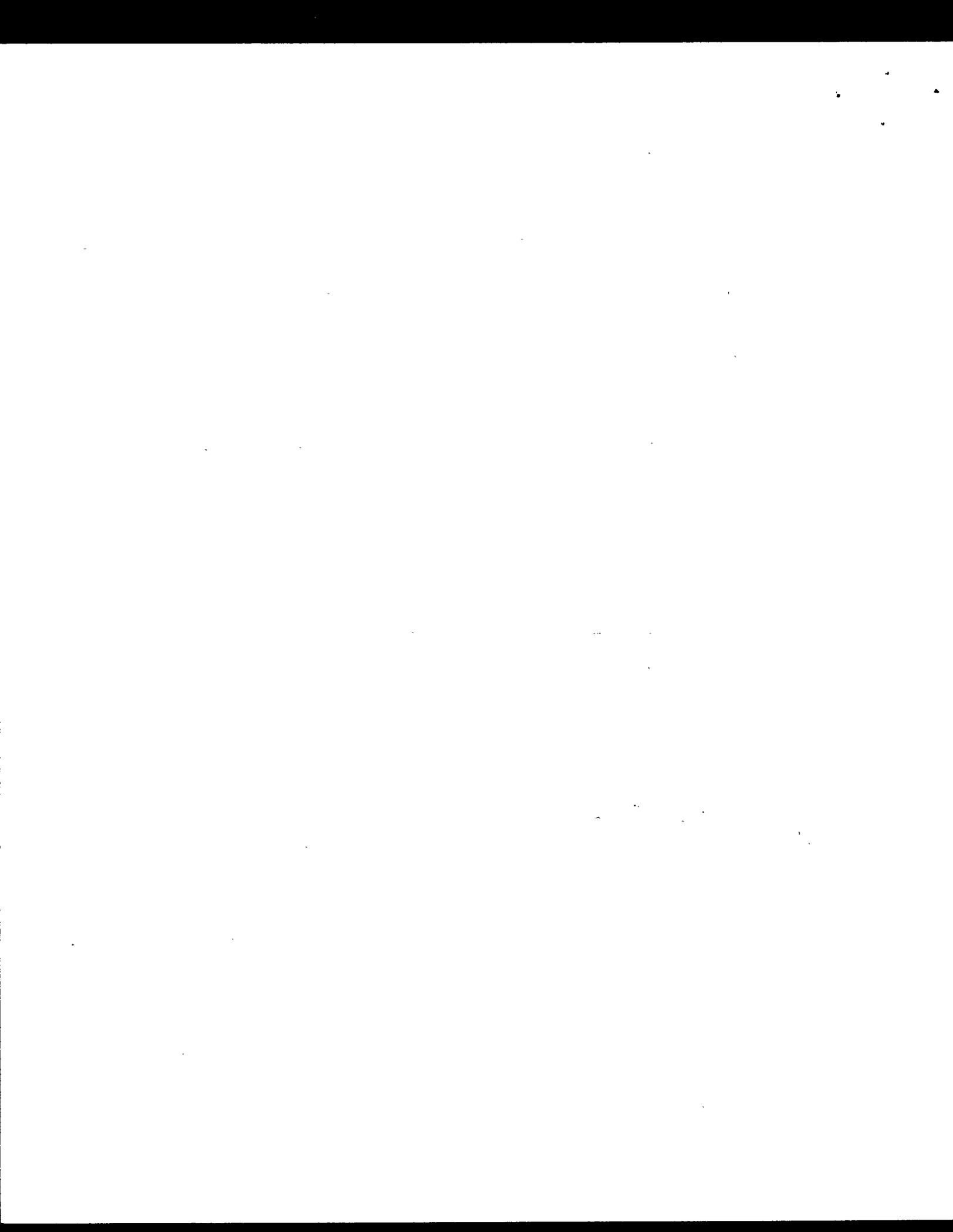
"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of the (identify program title) FSDO approved program (insert date) and found to be in a condition for safe operation."

6. An experimental aircraft builder, certificated as a Repairman under FAR 65.104, or an appropriately rated FAA certificated mechanic as authorized by FAR 43.3 (Airframe and Powerplant mechanic) may perform the condition inspection required by these operating limitations.
7. After incorporating a major change as described in Section 21.93, the aircraft owner is required to re-establish compliance with FAR 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 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 FAR 91.319(b). Compliance with FAR 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 Vso _____, Vx _____, Vy _____, and Vne _____, and the weight _____ and CG location _____ at which they were obtained."

8. 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.
9. 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.
10. Application must be made to the geographically responsible FSDO or MIDO for any revision to these operating limitations.


J. L. Murphy, Jr. DAE-38-FS-SO



THE STATE OF TEXAS, COUNTY OF DALLAS, ss. I, _____, a Notary Public in and for the State of Texas, do hereby certify that _____ is the true and correct copy of the original of the _____ of _____, as the same appears from the records of said County.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS
