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

Form Approved O.M.B. No. 2120-0018
09/30/2007

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.

I. AIRCRAFT DESIGNATION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N2549	Cooper Joe P	Kiamichi Flyer	2008	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
JPC 001	Rotax	582 UL		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
One	Tenn.	63" 2 - Blade Wood		IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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										
	8		SPECIAL FLIGHT PERMIT *(Indicate operation(s) to be conducted, then complete Section VI or VII as applicable on reverse side)*	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE													
				2		EVACUATION 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)* — IF DEALER, CHECK HERE →

NAME	ADDRESS
Cooper Joe Paul	207 NE 3rd ST Wilburton, Oklahoma 74578-2805

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 are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* N/A
	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

✓	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR Section 91.417	TOTAL AIRFRAME HOURS 151.0	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* N/A

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	NAME AND TITLE *(Print or type)*	SIGNATURE
01/24/2010	Joe Paul Cooper (owner)	Joe Paul Cooper

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.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*						

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

		✓	THE CERTIFICATE REQUESTED
	4		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special 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	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
01/24/2010	ASW#15	4	Bart B. Dalton DART700789SW	1	

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 TEST

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 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 21.191 (i)(1) *(Copy Attached)*
✓	F. This Inspection Recorded in Aircraft Records		K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 *(Attach when required)*

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Experimental	
	PURPOSE	Operating Light-Sport (Airplane)	
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 2549		SERIAL NO. JPC 001
	BUILDER Cooper Joe P		MODEL Kiamichi Flyer
E	DATE OF ISSUANCE 01/24/2010		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 01/24/2010 ARE PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE Bart B. Dalton		DESIGNATION OR OFFICE NO. DAR T700789SW

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA FORM 8130-7 (07/04) *SEE REVERSE SIDE* *NSN: 0052-00-693-4000*

U.S. Department
of Transportation

**Federal Aviation
Administration**

Flight Standards District Office
Oklahoma City Flight Standards District Office
1300 S. Meridian, Ste. 601
Oklahoma City, Oklahoma 73108
(405) 951-4200, Fax: (405) 951-4282

Bart Dalton
FAA DAR
P.O. Box 205
Owasso, OK 74055
(918)272-8551

EXPERIMENTAL OPERATING LIMITATIONS

OPERATING LIGHT-SPORT AIRCRAFT (21.191 (i)(1))

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N2549	Cooper Joe P	Kiamichi Flyer	JPC 001

These operating limitations form a part of the Special Airworthiness Certificate issued for the airplane described above and must be displayed in the aircraft in accordance with 14 CFR part 91, section 91.203(b).

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

THESE OPERATING LIMITATIONS ARE ISSUED IN TWO PHASES:

PHASE I IS FLIGHT WITHIN THE 5 (Five) HOUR TEST PHASE.

PHASE II IS FLIGHT OUTSIDE THE 5 (Five) HOUR TEST PHASE.

(1) No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b) during phase I flight testing and, for the purpose of operating light-sport aircraft, after meeting these requirements as stated in the program letter (required by § 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 § 91.319(e).
These operating limitations are a part of Form 8130-7, must be carried in the aircraft at all times, and must be available to the pilot in command of the aircraft.

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

(3) 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 before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.

(4) Application must be made to the geographically responsible FSDO or MIDO for any amendment to these operating limitations.

(5) During phase I flight testing to meet the requirements of § 91.319(b), or as a result of the incorporation of a major change, all flights must be conducted within the assigned geographic area. A 25 nautical radius of Gundy's Airport in Owasso, Oklahoma is the flight test area. The flight testing is to be outside of controlled airspace. Takeoffs are to be made out over open fields.

(6) Flight testing required for phase I operations or as a result of the incorporation of a major change will be conducted in the assigned test area. Flight test operations will only be conducted under VFR day conditions, with the pilot as the sole occupant of the aircraft. This aircraft must be operated for at least Five (5) hours in the assigned geographic area. Following the satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the aircraft records that the aircraft has been shown to comply with § 91.319(b) with a statement that includes the following information: **"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 flight test was completed under the following conditions: maximum operating weight_____, style/set of wing or sail_____, Product or Model # of wing or sail_____, Size or square footage of Wing or Sail_____, maximum demonstrated airspeed_____, and minimum demonstrated stall speed_____."** All major changes or modifications will be listed in the aircraft records and the compliance statement will be restated with the changes listed. The aircraft may not be operated in excess of the weights and speeds demonstrated.

(7) Any change to the flight test area location or size must be coordinated with the geographically responsible FSDO where the aircraft is based, with FAA concurrence received in writing.

(8) Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.

(9) 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 ground.

(10) This aircraft is to be operated under VFR day only.

(12) No person may operate this aircraft for carrying persons or property for compensation or hire.

(15) The pilot in command of this aircraft must advise the passenger of the experimental nature of this aircraft and that it does not meet the certification requirements of a standard certificated aircraft.

(16) This aircraft must contain the placards and markings 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.

(17) 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.

(19) The pilot in command of this aircraft must hold at least—
(a) A student pilot certificate with a ***Airplane*** category, ***Single Engine Land*** class, and **Cooper Joe P / Kiamichi Flyer** make/model privilege endorsement by an authorized instructor; or
(b) A sport pilot certificate, with a ***Airplane*** category, ***Single Engine Land*** class, and **Cooper Joe P / Kiamichi Flyer** make/model privilege within that set of aircraft (reference § 61.1(b)(14)); or
(c) A recreational pilot certificate or higher with sport pilot privileges, with a ***Airplane*** category, ***Single Engine Land*** class, and **Cooper Joe P / Kiamichi Flyer** make/model privilege within that set of aircraft (reference § 61.1(b)(14)); or
(d) A recreational pilot certificate or higher.

(20) This aircraft must not be used for banner towing operations or intentional parachute jumping.

(21) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower. When filing IFR, the experimental nature of this aircraft must be listed in the remarks section of the flight plan.

22) 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.

(23) No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail to 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.

(25) Condition inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: **"I certify that this aircraft has been inspected on [*insert date*] in accordance with the scope and detail of appendix D to part 43 or the manufacturer's inspection procedures, 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 LSA owner/operator as a repairman for this aircraft under § 65.107 or an appropriately rated FAA-certificated mechanic may perform the condition inspection required by these operating limitations.

Bart B. Dalton
FAA DAR
DAR-T700789SW (Expires 10-31-2012)

Date Issued: 01/24/2010

I (Print) Joe Paul Cooper (Signature) Joe Paul Cooper
am the owner of the above stated aircraft and have read , understand , and do agree to follow the previously stated restrictions. I will also see that they will be followed.

01/24/2010 Aircraft TT: 151.0 Time in Service: 151.0

I have inspected this aircraft and found it complies with the requirements of FAR 21.191 (i)(1). Certificate of Special Airworthiness (8130.7) along with Phase I and Phase II Operating Limitations were issued this date with unlimited expiration. The next inspection (condition inspection) is due 01/31/2010. Bart B. Dalton----------

DAR T700789SW

01/24/2010 Aircraft TT: 151.0 Time in Service: 151.0

This Rotax, Model 582 UL, Serial # 6810249, has been installed on a Cooper Joe P / Kiamichi Flyer ; Serial# JPC 001; N 2549 (Airplane) Aircraft. A Tenn. 63" 2 - Blade Propeller has been installed, torqued, and safetied. This engine was run up and all systems were leak and function checked and found to be good. This engine has been inspected and found to be in a condition for safe operation and suitable for flight.
Joe Paul Cooper (Owner)----------

01/24/2010 Aircraft TT: 151.0 Time in Service: 151.0

I have completely Inspected this aircraft in Accordance with Appendix "D" to part 43 and it is ready for the FAA Special Airworthiness Inspection. This is a Cooper Joe P / Kiamichi Flyer , Serial# JPC 001, N#2549 (Airplane) aircraft. There is nothing installed on this aircraft that an AD can be issued against. I certify that this engine, airframe, and propeller have inspected and were determined to be in a condition for safe operation and suitable for flight. ----------
Joe Paul Cooper (Owner).----------

Condition Inspection Form

Make / Model: Cooper Joe Kanichi Flyer S/N: .001
Engine Make / Model: Rotax S/N: 6810249
Date of Inspection : 1-24-10 TT Airframe: 150 TT Engine: 150

Appendix D-Scope and Detail of Items (As applicable to the Particular Aircraft) to be included in Annual and 100-Hour Inspection.

1. Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine.

2. Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the fuselage and hull group:

X Pass ___ Fail (a) Fabric and skin - for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.
X Pass ___ Fail (b) Systems and components - for improper installation, apparent defects, and unsatisfactory operation.
X Pass ___ Fail (c) Envelope, gas bags, ballast tanks, and related parts - for poor condition.

3. Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:

X Pass ___ Fail (a) Generally - for uncleanliness and loose equipment that might foul the controls.
X Pass ___ Fail (b) Seats and safety belts - for poor condition and apparent defects.
X Pass ___ Fail (c) Windows and windshields - for deterioration and breakage.
X Pass ___ Fail (d) Instruments - for poor condition, mounting, marking, and (where practicable) improper operation.
X Pass ___ Fail (e) Flight and engine controls - for improper installation and improper operation.
X Pass ___ Fail (f) Batteries - for improper installation and improper charge.
X Pass ___ Fail (g) All systems - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

4. Each person performing an annual or 100-hour inspection shall inspect (where applicable) components of the engine and nacelle group as follows:

X Pass ___ Fail (a) Engine section - for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.
X Pass ___ Fail (b) Studs and nuts - for improper torquing and obvious defects.
X Pass ___ Fail (c) Internal engine - for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.
X Pass ___ Fail (d) Engine mount - for cracks, looseness of mounting, and looseness of engine to mount.

_X_ Pass ___ Fail (e) Flexible vibration dampeners - for poor condition and deterioration.
_X_ Pass ___ Fail (f) Engine controls - for defects, improper travel, and improper safetying.
_X_ Pass ___ Fail (g) Lines, hoses, and clamps - for leaks, improper condition and looseness.
_X_ Pass ___ Fail (h) Exhaust stacks - for cracks, defects, and improper attachment.
_X_ Pass ___ Fail (i) Accessories - for apparent defects in security of mounting.
_X_ Pass ___ Fail (j) All systems - for improper installation, poor general condition, defects, and insecure attachment.
_X_ Pass ___ Fail (k) Cowling - for cracks, and defects.

5. Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:

_X_ Pass ___ Fail (a) All units - for poor condition and insecurity of attachment.
_X_ Pass ___ Fail (b) Shock absorbing devices - for improper oleo fluid level.
_X_ Pass ___ Fail (c) Linkages, trusses, and members - for undue or excessive wear fatigue, and distortion.
_X_ Pass ___ Fail (d) Retracting and locking mechanism - for improper operation.
_X_ Pass ___ Fail (e) Hydraulic lines - for leakage.
_X_ Pass ___ Fail (f) Electrical system - for chafing and improper operation of switches.
_X_ Pass ___ Fail (g) Wheels - for cracks, defects, and condition of bearings.
_X_ Pass ___ Fail (h) Tires - for wear and cuts.
_X_ Pass ___ Fail (i) Brakes - for improper adjustment.
_X_ Pass ___ Fail (j) Floats and skis - for insecure attachment and obvious or apparent defects.

6. Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.
_X_ Pass ___ Fail

7. Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.
_X_ Pass ___ Fail

8. Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group.

_X_ Pass ___ Fail (a) Propeller assembly - for cracks, nicks, binds, and oil leakage.
_X_ Pass ___ Fail (b) Bolts - for improper torquing and lack of safetying.
_X_ Pass ___ Fail (c) Anti-icing devices - for improper operations and obvious defects.
_X_ Pass ___ Fail (d) Control mechanism - for improper operation, insecure mounting, and restricted travel.

9. Each person performing an annual or 100-hour inspection shall inspect (where applicable)the following components of the radio group:

X Pass ___ Fail (a) Radio and electronic equipment - for improper installation and insecure mounting.

X Pass ___ Fail (b) Wiring and conduits - for improper routing, insecure mounting, and obvious defects.

X Pass ___ Fail (c) Bonding and shielding - for improper installation and poor condition.

X Pass ___ Fail (d) Antenna including trailing antenna - for poor condition, insecure mounting, and improper operation.

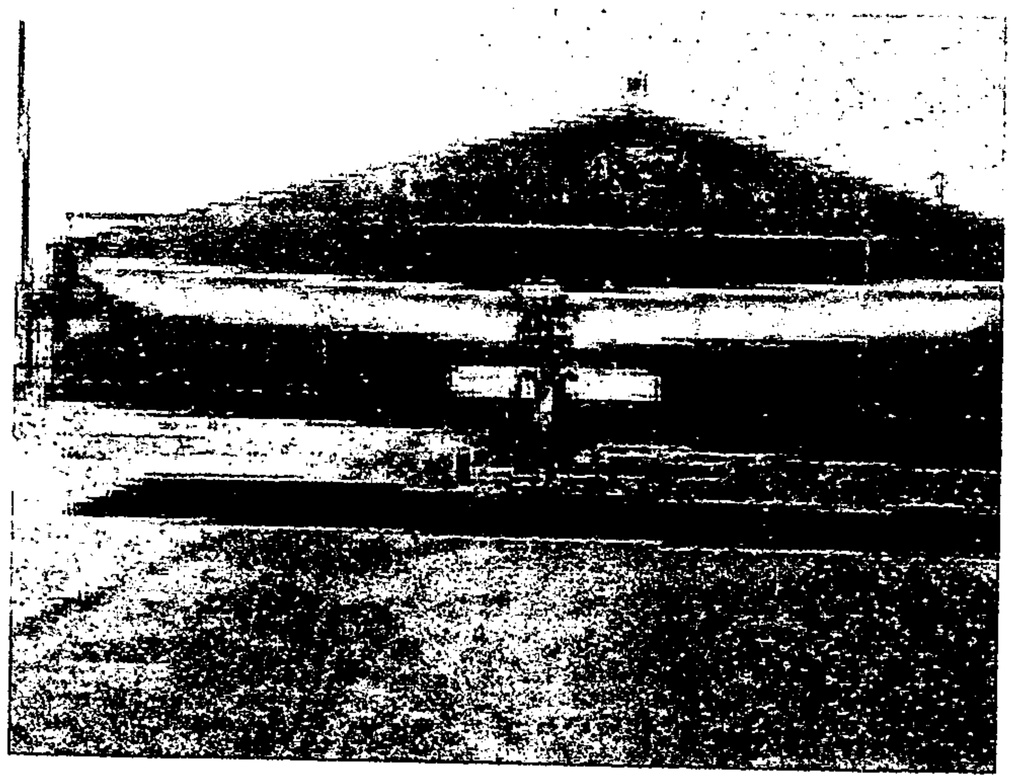
10. Each person performing annual or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.

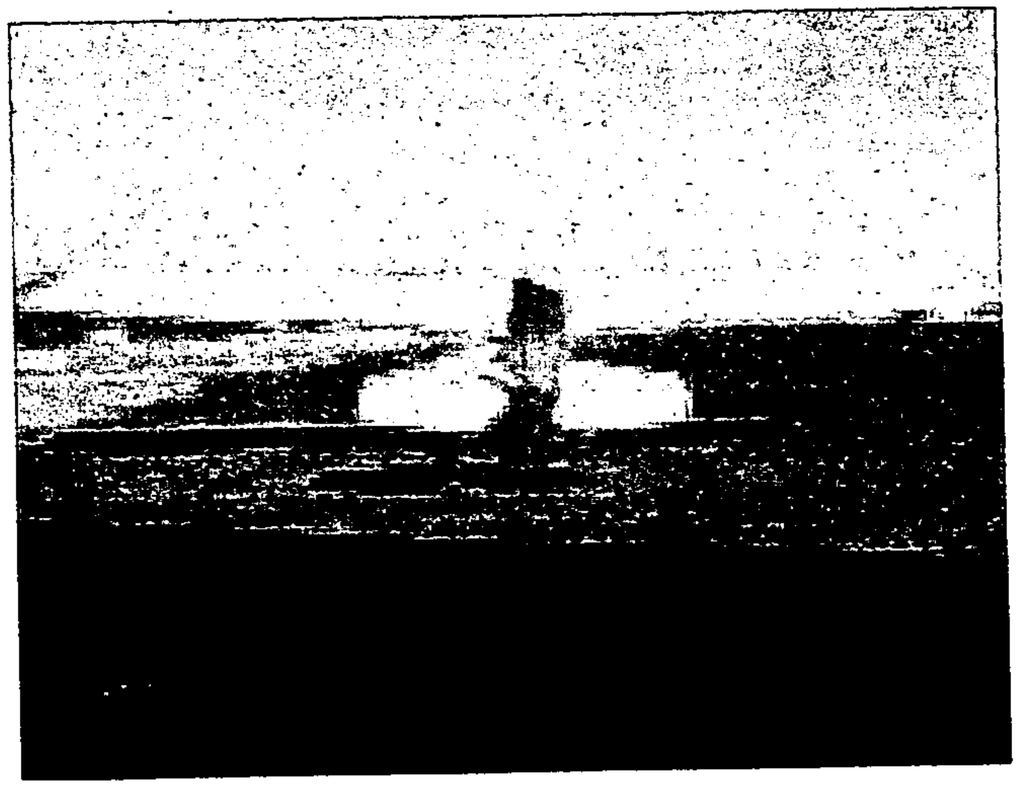
Notes and explanation of unairworthy items found:

Joe G. Cooper
Inspector Name

—
Cert. #

1-24-10
Date





Airplane Weight and Balance

Builder: Cooper Joe P Date: 01-10-10
Model: Kiamichi Flyer Registration: N2549
Gross weight: 785.0 pounds (lbs.) Serial #: JPC 001
CG Range: 103"-106" inches (in.)
Datum is: 131" (Nose Tire)

Empty Weight & CG	Wt. (lb.)	Arm (in.)	Moment (in.lb.)
Left wheel =	197	97	19109
Right wheel =	192	97	18624
NOSE [redacted] =	20	131	2620
Aircraft empty weight =	409		40353
Empty CG =		98.7	

Most Aft Weight & CG	Wt. (lb.)	Arm (in.)	Moment (in.lb.)
Aircraft Empty =	409		40353
Front Seat =	170	113	19210
Rear Seat =	170	113	19210
Baggage =	0		
Fuel =	32.5	115	3749
Weight =	781.5		82522
CG =		105.6	

Most Forward Weight & CG	Wt. (lb.)	Arm (in.)	Moment (in.lb.)
Aircraft Empty =	409		40353
Front Seat =	170	113	19210
Rear Seat =			
Baggage =			
Fuel =	32.5	115	3749
Weight =	611.5		63312
CG =		103.5	

Flight Test Weight & CG	Wt. (lb.)	Arm (in.)	Moment (in.lb.)
Aircraft Empty =	409		40353
Front Seat =	260	113	29380
Rear Seat =			
Fuel =	32.5	115	3749
Weight =	701.5		73482
CG =		104.7	

Notes:

1. The most forward and most aft CG limits are calculated using the FAA standard pilot and passenger weight of 170 pounds.
2. Minimum fuel weight is calculated using the formula: ((Max. continuous hp) / 12) X 6
3. For most aft CG calculation maximize all weight aft of the aft CG limit and minimize all weights forward of the aft CG limit.
4. For most forward CG calculations maximize all weight forward of the forward CG limit and minimize all weights aft of the forward CG limit.
5. Pilot of 170 pounds must be in both Most Aft and Most Forward CG calculations.
6. Weigh aircraft in a level flight attitude.
7. Weight X Arm = Moment
8. Moment / Weight = CG