U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: CERTIFICATION AND OPERATION OF AMATEUR-BUILT AIRCRAFT

Date: 4/1/83 **Initiated by:** AWS-200

AC No: 20-27C **Change:**

1. PURPOSE. This advisory circular (AC) provides guidance and information relative to the airworthiness certification and operation of amateur-built aircraft.

2. CANCELLATIONS.

a. AC 20-27B, Certification and Operation of Amateur-Built Aircraft, dated April 20, 1972.

b. AC 20-28A, Nationally Advertised Construction Kits Amateur-Built Aircraft, dated December 29, 1972.

3. BACKGROUND.

a. The FAA has received many requests from amateur aircraft builders for information relative to the construction, certification, and operation of amateur-built aircraft. This AC provides guidance concerning the building, certification, and operation of amateur-built aircraft of all types; defines the eligibility of nationally advertised kits; defines how much construction the amateur builder must do to have the aircraft eligible for airworthiness certification; and describes the FAA role in the certification process.

b. The Federal Aviation Regulations (FAR) provide for the issuance of experimental certificates to permit the operation of amateur-built aircraft. FAR § 21.191(g) defines an amateur-built aircraft as an aircraft, the major portion of which has been fabricated and assembled by person(s) who undertook the construction project solely for their education or recreation. The FAA has interpreted this rule to require that more than 50 percent of the aircraft must have been fabricated and assembled by the individual or group. Commercially produced components and parts which are normally purchased for use in aircraft may be used, including engines and engine accessories, propellers, tires, spring steel landing gear, main and tail rotor blades, rotor hubs, wheel and brake assemblies, forgings, castings, extrusions, and standard aircraft hardware such as pulleys, bellcranks, rod ends, bearings, bolts, rivets, etc.

4. DEFINITION. As used herein, the term "District Office" means the FAA General Aviation (GADO), Flight Standards (FSDO), or Manufacturing Inspection (MIDO) District Office that will perform the airworthiness inspection and certification of an amateur-built aircraft.

5. FAA INSPECTION CRITERIA.

a. In the past, the FAA has inspected amateur-built aircraft at several stages during the construction of the aircraft. These inspections are commonly referred to as precover inspections. The FAA also inspected the aircraft upon completion (prior to the initial issuance of the special airworthiness certificate necessary to show compliance with FAR 91.42(b)), and again prior to the issuance of the unlimited special airworthiness certificate. In the interest of streamlining operations within the government, and utilizing FAA inspection resources in areas most affecting safety, the FAA has reassessed its position concerning the need for all of these inspections. The following reflects the results of this assessment:

(1) The amateur-built program was designed to permit any person to build and operate an aircraft solely for educational and recreational purposes. The FAA has always maintained that the amateur builder may select his/her own design and should not be inhibited by any overly stringent FAA requirements. The FAA does not approve these designs since it would not be praticable to develop design standards for the multitude of unique design configurations that are generated by amateur builders.

(2) FAA inspections of these aircraft are limited to ensuring the use of acceptable workmanship methods, techniques, and practices; verification of flight tests to ensure that the particular aircraft is controllable throughout its normal range of speeds and throughout all the maneuvers to be executed; and determination of operating limitations necessary to protect persons and property not involved in this activity.

(3) In recent years, amateur builders have adopted a practice whereby they call upon a person having expertise with aircraft construction techniques (such as Experimental Aircraft Association (EAA) designees, reference paragraph 7d(1)), to inspect particular components, e.g., wing assemblies, fuselages, etc., prior to covering, and conduct other inspections, as deemed necessary. This practice has been highly successful in ensuring construction integrity.

(4) There are many instances where the FAA has found that precover inspections were unnecessary, since in some cases the areas requiring inspection were readily accessible when the aircraft was completed. In other instances, precover inspections were found to be neither meaningful nor feasible, such as in cases involving aircraft constructed from composite materials.

(5) The FAA inspection previously performed after successful completion of the flight test, and prior to issuance of an unlimited certificate, was determined to be redundant in that any workmanship discrepancies would be detected during inspections performed prior to the issuance of the initial special airworthiness certificate.

b. In view of the foregoing considerations, the FAA has concluded that safety objectives, relative to the amateur-built program, can be best accomplished, with no derogation of safety, by the use of the following criteria:

(1) Amateur builders should continue the practice of having knowledgeable persons (i.e. EAA designees, FAA certificated mechanics, etc.) perform precover inspections and other inspections as appropriate. In addition, builders should document construction using photographs taken at appropriate times prior to covering. The photographs should clearly show methods of construction and quality of workmanship. Such photographic records should be included with the builder's log or other construction records.

(2) The FAA will conduct an inspection of the aircraft prior to the issuance of the initial special airworthiness certificate to enable the applicant to show compliance with FAR 91.42(b). This inspection will include a review of the information required by FAR 21.193, the aircraft builder's log books, and an examination of the completed aircraft to ensure that proper workmanship has been used in the construction of the aircraft. Appropriate operating limitations will also be prescribed at this time.

(3) Upon completion of the required flight test, the FAA will review the results of the tests accomplished, as recorded in the aircraft log book. Upon a determination that compliance has been shown with FAR 91.42(b), the FAA will issue the unlimited special airworthiness certificate with expanded operating limitations.

6. CERTIFICATION STEPS. The following procedures are in the general order to be followed in the certification process:

a. Initial Step. The prospective builder should contact the nearest District Office to discuss his plans for building the aircraft with an FAA inspector. During this contact, the type of aircraft, its complexity and/or materials should be discussed. The FAA will provide the prospective builder with any guidance necessary to ensure a better understanding of applicable regulations.

b. Registration. Prior to completion of the aircraft, the builder may apply for an identification number and register the aircraft. Detailed procedures are in paragraph 7a. This must be done before submitting an Application for Airworthiness Certificate, FAA Form 8130-6, under FAR § 21.173.

c. Marking. The identification number (N-number) assigned to the aircraft, and an identification plate must be affixed in accordance with FAR § 21.182 and FAR Part 45, Identification and Registration Marking. Detailed procedures are in paragraph 7b.

d. Application. The builder may apply for an experimental certificate by submitting the following documents and data to the nearest District Office:

(1) Application for Airworthiness Certificate, FAA Form 8130-6.

(2) Enough data (such as photographs) to identify the aircraft.

(3) An Aircraft Registration Certificate, AC Form 8050-3, or the pink copy of the Aircraft Registration Application, AC Form 8050-1.

(4) A statement setting forth the purpose for which the aircraft is to be used; i.e. "operating an amateur-built aircraft, FAR 21.191(g)."

(5) A notarized statement that the applicant fabricated and assembled the major portion (reference paragraph 7e) of the aircraft, for education or recreation, and has evidence to support the statement available to the FAA upon request (see Appendix 3 for sample).

(6) Evidence of inspections, such as a log book entry signed by the builder describing all inspections conducted during construction of the aircraft. This will substantiate that the construction has been accomplished in accordance with acceptable workmanship methods, techniques, and practices, in addition to photographic documentation of construction details.

e. FAA Inspection and Issuance of Airworthiness Certificate.

(1) After inspection of the documents and data submitted with the application, the FAA will inspect the aircraft, and upon a determination that the aircraft has been properly constructed will issue an experimental certificate together with operating limitations that specify the flight test area. The inspector will verify that all required markings are properly applied, including the following placard which must be displayed in the cabin or the cockpit at a location where it is in full view of all the occupants:

"PASSENGER WARNING - THIS AIRCRAFT IS AMATEUR-BUILT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT"

(2) Details concerning flight test areas are contained in paragraph 7c. The operating limitations are a part of the experimental certificate and must be displayed with the certificate when the aircraft is operated. It is the responsibility of the pilot to conduct all flights in accordance with the operating limitations, as well as the General Operating and Flight Rules in FAR Part 91.

(3) Upon satisfactory completion of operations in the assigned test area, the owner of the aircraft may apply to the FAA for amended operating limitations by submitting to the nearest District Office an Application for Airworthiness Certificate, FAA Form 8130-6. Prior to issuance of the amended limitations, the FAA inspector will review the applicant's flight log to determine whether corrective actions have been taken on any problems encountered during the testing and that aircraft condition for safe operation has been established.

7. GENERAL INFORMATION.

a. Aircraft Registration. The FAR require that all U.S. civil aircraft be registered, before an airworthiness certificate can be issued. FAR Part 47, Aircraft Registration, prescribes the requirements for registering civil aircraft. The basic procedures are as follows:

(1) Before an amateur builder can register his aircraft he must first obtain an identification number which will eventually be displayed on the aircraft. It is not necessary to obtain an identification number at an early stage in the project, especially if the builder intends to obtain a special

number of his choice. Under FAR Part 47, a special identification number costs $10.00 and may be reserved for no longer than one year. Although this reservation does not apply to numbers assigned at random by the Aircraft Registry, the best time to request identification number assignment in either case is in the later stages of construction.

(2) To apply for either a random identification number or special identification number, the owner of an amateur-built aircraft must provide information required by the FAA Aircraft Registry by completing an Affidavit of Ownership for Amateur-Built Aircraft, AC Form 8050-88. The affidavit establishes the ownership of the aircraft. If the aircraft is built from a kit, the builder should also submit a signed bill of sale from the manufacturer of the kit as evidence of ownership. Any communication sent to the FAA concerning aircraft registration should be mailed to the FAA Aircraft Registry, Department of Transportation, P.O. Box 25504, Oklahoma City, Oklahoma 73125.

(3) After receipt of the applicant's letter requesting identification number assignment, the FAA Aircraft Registry will send a form letter giving the number assignment, a blank Aircraft Registration Application, AC Form 8050-1, and other registration information. All instructions must be carefully complied with to prevent return of the application and delay in the registration process. The Aircraft Registration Application white original and green copy should be returned to the FAA Aircraft Registry within 90 days prior to the estimated completion date of the amateur-built aircraft, accompanied by a fee of $5.00 payable by check or money order to the Federal Aviation Administration. The pink copy of the application should be retained by the applicant to be carried in the aircraft as a temporary registration until the Certificate of Registration is issued.

b. Identification Marking. When a builder applies for an airworthiness certificate for his amateur-built aircraft, he must show in accordance with FAR § 21.182 that his aircraft bears the identification and registration markings required by FAR Part 45. The following summary of the pertinent rules is provided for guidance.

(1) The aircraft must be identified by means of a fireproof plate that is etched, stamped, engraved, or marked by some other approved fireproof marking as required by FAR 45.11. The identification plate must include the information required by FAR 45.13.

(2) The identification plate must be secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident. It must be secured to the aircraft at an accessible location near an entrance, except that if it is legible to a person on the ground it may be located externally on the fuselage near the tail surfaces.

(3) The builder's name on the data plate must be the amateur builder, not the designer, plans producer, or kit manufacturer. The model is whatever the builder wishes to assign, provided it will not be confused with other commercially built aircraft model designations.

(4) The required registration marks on most amateur-built airplanes must be displayed on either the vertical tail surfaces or the sides of the fuselage.

However, the builder should refer to FAR § 45.25, which defines specific requirements for the location of marks on fixed-wing aircraft. The location of registration marks for rotorcraft, airships, and balloons is specified in FAR § 45.27. These registration marks must be painted on or affixed by any other means insuring a similar degree of permanence. Decals are also acceptable. The use of tape which can be peeled off or water soluble paint, such as poster paint, is not considered acceptable.

(5) Most fixed-wing amateur-built aircraft are eligible to display registration marks with a minimum height of three (3) inches. However, if the maximum cruising speed of the aircraft exceeds 180 knots (207 miles per hour), registration marks at least twelve (12)inches high must be displayed. The builder should refer to FAR § 45.29, which defines the minimum size and proportions for registration marks on all types of aircraft.

(6) The identification marks displayed on the aircraft must consist of the Roman capital letter "N" (denoting United States registration) followed by the registration number of the aircraft. Any suffix letter used in the marks must also be a Roman capital letter. In addition, the word "experimental" must also be displayed on the aircraft near each entrance to the cabin or cockpit in letters not less than 2 inches nor more than 6 inches in height.

(7) If the configuration of the aircraft prevents the aircraft from being marked in compliance with any of the above requirements, the builder should contact the FAA regarding approval of a different marking procedure. It is highly recommended that any questions regarding registration marking be discussed and resolved with a local FAA Inspector before the marks are affixed to the aircraft.

c. Flight Test Areas.

(1) Amateur-built airplanes and rotorcraft will initially be limited to operation within an assigned flight test area for at least 25 hours when a type certificated (FAA-approved) engine/propeller combination is installed, or 40 hours when an uncertified (not FAA-approved) engine/propeller combination is installed. Amateur-built gliders, balloons, dirigibles and ultralight vehicles built from kits evaluated by the FAA and found eligible to meet requirements of FAR 21.191(g), for which original airworthiness certification is sought will be limited to operation within an assigned flight test area for at least 10 hours of satisfactory operation, including at least five takeoffs and landings.

(2) The desired flight test area should be requested by the applicant, and if found acceptable by the FAA Inspector will be approved and so specified in the Operating Limitations. It will usually encompass the area within a twenty-five (25) statute mile radius from the aircraft's home base. The FAA will ensure that the area selected is not over densely populated areas or in congested airways so that the flight testing, during which passengers may not be carried, would not likely impose any hazard to persons or property not involved in this activity. The shape of the flight test area selected may need to be modified to satisfy these requirements.

(3) The carrying of passengers or other crewmembers will not be permitted unless they are necessary to the conduct of the flight test while the aircraft is restricted to the flight test area.

(4) When it is shown in accordance with FAR § 91.42(b) that the aircraft is controllable throughout its normal range of speeds and all maneuvers to be executed, and has no hazardous operating characteristics or design features, and the time period in the flight test area has been completed, the owner may apply for operation outside the assigned flight test area.

d. Design and Construction.

(1) Many individuals who desire to build their own aircraft have little or no experience with respect to aeronautical practices, workmanship or design. An excellent source for advice in such matters is the Experimental Aircraft Association (EAA) located in Hales Corners, Wisconsin. The EAA is an organization established for the purpose of promoting amateur building and giving technical advice and assistance to its members. The EAA has implemented a designee program, whose aim is to ensure the safety and dependability of amateur-built aircraft. Most EAA designees are willing to inspect amateur-built aircraft projects and offer constructive advice regarding workmanship and/or design. The FAA strongly encourages the use of such designees.

(2) Any choice of engines, propellers, wheels, and other components, and any choice of materials may be used in the construction of an amateur-built aircraft. However, it is recommended that FAA-approved components and established aircraft quality material be used, especially in fabricating parts constituting the primary structure, such as wing spars, critical attachment fittings, and fuselage structural members. Inferior materials, or materials whose identity cannot be established, should not be used.

(3) The design of the cockpit or cabin of the aircraft should avoid, or provide for padding on, sharp corners or edges, protrusions, knobs and similar objects which may cause injury to the pilot or passengers in the event of an accident.

(4) An engine installation should be such that adequate fuel is supplied to the engine in all anticipated flight attitudes. Also, a suitable means, consistent with the size and complexity of the aircraft, should be provided to reduce fire hazard wherever possible, including a firewall between the engine compartment and the fuselage. When applicable, a system providing for carburetor heat should also be provided to minimize the possibility of carburetor icing.

(5) Much additional information and guidance concerning acceptable fabrication and assembly methods, techniques, and practices are provided in FAA Advisory Circular (AC) No. 43.13-1A "Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair," and AC No. 43.13-2A, "Acceptable Methods, Techniques and Practices - Aircraft Alterations." These publications are available from the Government Printing Office.

(6) In the areas of engineering design, the builder should obtain the services of a qualified aeronautical engineer, or consult the seller of purchased plans or construction kits, as appropriate.

e. Construction Kits.

(1) Construction kits containing raw materials and some prefabricated components may be used in building an amateur-built aircraft; however, aircraft which are assembled from kits composed of completely finished prefabricated components and parts, and precut, predrilled materials are not considered to be eligible for certification as amateur-built aircraft, since the major portion of the aircraft would not have been "fabricated and assembled" by the builder.

(2) An aircraft built from a kit may be eligible for certification, provided that the major portion (more than 50 percent) has been "fabricated and assembled" by the amateur builder. The major portion of such a kit may consist of raw stock such as lengths of wood, tubing, extrusions, etc., which may have been cut to an approximate length. A certain quantity of prefrabricated parts such as heat treated ribs, bulkheads or complex forms made from sheet metal, fibre-glass, or polystyrene would also be acceptable, provided it still meets the major portion of "fabrication and assembly" requirement and the amateur builder satisfies the FAA Inspector that completion of the aircraft is not merely an assembly operation.

(3) Various material/part kits for the construction of aircraft are available nationally for use by amateur aircraft builders. Advertisements tend to be somewhat vague and may be misleading as to whether a kit is eligible for amateur-built certification. It is not advisable to order a kit prior to verifying with a FAA Inspector that the aircraft, upon completion, would be eligible for certification as amateur-built under existing rules and established policy.

(4) It should be noted that the FAA does not certify aircraft kits or approve kit manufacturers; however, the FAA does perform evaluations of kits that have potential for national sales interest, but only for the purpose of determining whether an aircraft built from the kit can meet the "major portion" criteria. Appendix 2 provides a listing of current eligible amateur aircraft kits.

f. Safety Precaution Recommendations.

(1) All Aircraft.

(a) The pilot should thoroughly familiarize himself with the ground handling characteristics of the aircraft by conducting taxi tests before attempting flight operations.

(b) Before the first flight of an amateur-built aircraft, the pilot should take precautions to ensure that emergency equipment and personnel are readily available in the event of an accident.

(c) Violent (acrobatic) maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable throughout its normal ranges of speeds and

maneuvers. Those maneuvers successfully demonstrated while in the test area may continue to be permitted by the FAA when the operating limitations are expanded.

(2) Rotorcraft.

(a) The pilot should be prepared to cope with a nonconventional aircraft which has flight characteristics unlike that of an airplane.

(b) The effect of the collective pitch and cyclic pitch control movements should be thoroughly understood by the pilot.

(c) Operators of rotorcraft having fully articulated rotor systems should be particularly cautious of "ground resonance." This condition of rotor unbalance, if maintained or allowed to progress, can be extremely dangerous and usually results in structural failure.

(d) Tests showing that stability, vibration, and balance are satisfactory should normally be completed with the rotorcraft tied down, before beginning hover or horizontal flight operations.

g. Documentation Requirements.

(1) To preclude any problems or questions concerning source or specification of materials, parts, etc., used in fabricating the aircraft, it would be helpful if the builder kept copies of all invoices or other shipping documents.

(2) A construction log maintained by the builder for the project, including photographs taken as major components are completed will be acceptable substantiation that the builder constructed the major portion of the aircraft.

(3) The aircraft's flight history should be recorded in an aircraft log book. The nature as well as duration of each flight should be documented. If the aircraft is considered acrobatic, the acrobatic manuevers should be demonstrated in the flight test area and recorded in the aircraft log book.

8. RECURRENT AIRWORTHINESS CERTIFICATION. When an amateur-built aircraft has completed operations in the assigned test area, it is eligible for an UNLIMITED duration airworthiness certificate. With the issuance of the unlimited airworthiness certificate, an operating limitation requiring a condition inspection at 12 month intervals is imposed. The aircraft builder can be certified as a repairman to enable him to perform the condition inspection. Specific information regarding repairman certification can be found in AC No. 65-23, Certification of Repairmen (Experimental Aircraft Builders).

9. REFERENCE MATERIAL.

a. Federal Aviation Regulations

Part 21 - Certification Procedures for Product and Parts.
Part 45 - Identification and Registration Marking.
Part 47 - Aircraft Registration.
Part 65 - Certification: Airmen Other than Flight Crew Members.

Part 91 - General Operating and Flight Rules.
Part 101 - Moored Balloons, Kites, Unmanned Rockets, and Unmanned Free Balloons.
Part 103 - Ultralight Vehicles.

b. Advisory Circulars

20-90 - Address List for Engineering and Manufacturing District Offices (Now redesignated Manufacturing Inspection District Offices.)
*43.13-1 - Acceptable Methods, Techniques and Practices Aircraft Inspection and Repair.
*43.13-2 - Acceptable Methods, Techniques and Practices Aircraft Alterations.
65-23 - Certification of Repairmen (Experimental Aircraft Builders).
*91-23 - Pilot's Weight and Balance Handbook.

10. HOW TO GET PUBLICATIONS. The FAR and those ACs for which a fee is charged (marked with an asterisk (*) in paragraph 9(b)) may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. A listing of FARs and current prices is in AC 00-44, Status of Federal Aviation Regulations, and a listing of all ACs is in AC 00-2, Advisory Circular Checklist. These two ACs may be obtained free of charge from:

Department of Transportation
Publications Section, M-442.32
Washington, D.C. 20590

M. C. Beard
Director of Airworthiness

APPENDIX 1

ADDRESSES

EXPERIMENTAL AIRCRAFT ASSOCIATION, INC. (Phone: Area Code (414) 425-4860)
Mailing: P.O. Box 229
Hales Corners, Wisconsin 53130

Street: 11311 West Forest Home Avenue
Franklin, Wisconsin

FEDERAL AVIATION ADMINISTRATION
Mailing: Airmen and Aircraft Registry (Phone: Area Code (405) 686-4331)
Department of Transportation
P.O. Box 25504
Oklahoma City, Oklahoma 73125

Street: 6500 South MacArthur Boulevard
Oklahoma City, Oklahoma

PUBLICATIONS:	WRITE TO:
1. To request free advisory circulars:	U.S. Department of Transportation Publications Section, M-442.32 Washington, D.C. 20590
2. To be placed on FAA's mailing list for free advisory circulars:	U.S. Department of Transportation Distribution Requirements Section, M-481.1 Washington, D.C. 20590
3. To purchase for sale advisory circulars and FARs:	Superintendent of Documents U.S. Government Printing Office Washington, D.C. 20402

APPENDIX 2

LISTING OF ELIGIBLE AMATEUR AIRCRAFT KITS

The following is a compilation of kits that have been evaluated and found to be eligible to meet the requirements of FAR 21.191(g).

Kit Manufacturer	Model
American Eagle Light Inc. Albuquerque, New Mexico	Eagle Two Place Kit
American Eagle Corporation Muskegon, Michigan	Minibat Sailplane Kit
Birdman Aircraft Company Daytona Beach, Florida	TL-1
CGS Aviation, Incorporated Cleveland, Ohio	Hawk Model A
Christen Industries Hollister, California	Christen Eagle II Aircraft Construction Kit Array No. 1
Condor Aircraft Co. Miami, Florida	Condor III+2
DSK Aircraft Corp. Van Nuys, California	BJ-1B Duster Sailplane
Eipper-Formance, Incorporated San Marcos, California	Quicksilver MX II
Franklin Manufacturing Corporation, RD2, Landrock, Pennsylvania	Hummer Kits Model A and B
Monnet Experimental Aircraft Company Elgin, Illinois	Monerai Models Sailplane
Pitts Aerobatic Aircraft Company Afton, Wyoming	Pitts Master Kit List No. 100-200-201
Rotec Engineering, Incorporated Duncanville, Texas	Rally 3 "A"
Rotorway Incorporated Tempe, Arizona	Exec Model Helicopter Kit
Rutan Aircraft Factory Mojave, California	Vari-Eze

Kit Manufacturer	Model
Sorrell Aviation Tenino, Washington	Hiperbipe Model SNS-7
Stoddard Hamilton Company Maple Valley, Washington	SH-2
Swallow Aero Plane Company Rockfall, Connecticut	Model 2
Ultra Systems, Incorporated Salt Lake City, Utah	Weedhooper J24 Aircraft Construction Kit
Zenair Corporation Richmond Hills Ontario, Canada	CH-200 MC-12 Cricket

The FAA evaluation of amateur aircraft kits is for the purpose of determining eligibility to meet the major portion criteria of FAR 21.191(g) and should not be construed to mean that the amateur aircraft kits are FAA "certificated", or "approved".

APPENDIX 3

SAMPLE NOTARIZED STATEMENT

AMATEUR BUILDER'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NO. RESIDENCE _____ BUSINESS _____

AIRCRAFT INFORMATION

MODEL _____ ENGINE(s) MAKE _____

ASSIGNED SERIAL NO. _____ ENGINE(s) SERIAL NO. _____

REGISTRATION NO. _____ PROPELLER(s) MAKE _____

AIRCRAFT FABRICATED: PLAN // KIT // PROPELLER(s) SERIAL NO. _____

STATEMENT

I have fabricated and assembled the major portion of the aforementioned aircraft for my education and/or recreation and have evidence to support this statement available to the FAA upon request.

_____
SIGNATURE OF BUILDER

NOTARIZATION STATEMENT: