
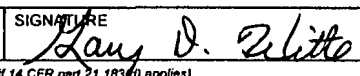

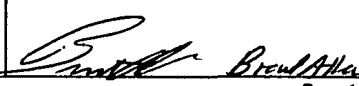


MAY 26 2015

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

Form Approved O.M.B. No. 2120-0018  
Expiration Date 02/28/2013

 U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE</b>			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.																
		1. REGISTRATION MARK <b>N243GW</b>		2. AIRCRAFT BUILDER'S NAME (Make) <b>Witte, Gary D.</b>		3. AIRCRAFT MODEL DESIGNATION <b>FP202</b>		4. YR. MFR. <b>2015</b>		5. FAA CODING											
		5. AIRCRAFT SERIAL NO. <b>2431</b>		6. ENGINE BUILDER'S NAME (Make) <b>Hummel</b>		7. ENGINE MODEL DESIGNATION <b>45 HP</b>															
		8. NUMBER OF ENGINES <b>one</b>		9. PROPELLER BUILDER'S NAME (Make) <b>Tennessee Propeller</b>		10. PROPELLER MODEL DESIGNATION <b>58X22</b>		11. AIRCRAFT IS (Check if applicable) <b>IMPORT</b>													
I. AIRCRAFT DESCRIPTION		APPLICATION IS HEREBY MADE FOR: (Check applicable items)																			
		A 1		STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)				NORMAL		UTILITY		ACROBATIC		TRANSPORT		COMMUTER		BALLOON		OTHER	
		B		<input checked="" type="checkbox"/>		SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)															
		7		<input type="checkbox"/>		PRIMARY															
		9		<input type="checkbox"/>		LIGHT-SPORT (Indicate Class)		Airplane		Power-Parachute		Weight-Shift-Control		Glider		Lighter than Air					
		2		<input type="checkbox"/>		LIMITED															
		5		<input type="checkbox"/>		PROVISIONAL (Indicate class)		1		CLASS I		2		CLASS II							
		3		<input type="checkbox"/>		RESTRICTED (Indicate operation(s) to be conducted)		1		AGRICULTURE AND PEST CONTROL		2		AERIAL SURVEY		3		AERIAL ADVERTISING			
		4		<input checked="" type="checkbox"/>		EXPERIMENTAL (Indicate operation(s) to be conducted)		4		FOREST (Wildlife conservation)		5		PATROLLING		6		WEATHER CONTROL			
		8		<input type="checkbox"/>		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)		0		OTHER (Specify)		1		RESEARCH AND DEVELOPMENT		2		<input checked="" type="checkbox"/> AMATEUR BUILT		3	
II. CERTIFICATION REQUESTED		4		<input checked="" type="checkbox"/>		EXPERIMENTAL (Indicate operation(s) to be conducted)		4		AIR RACING		5		CREW TRAINING		6		MARKET SURVEY			
		0		<input type="checkbox"/>		TO SHOW COMPLIANCE WITH THE CFR		7		OPERATING (Primary Category) KIT BUILT AIRCRAFT											
		8A		<input type="checkbox"/>		Existing aircraft without an airworthiness certificate & do not meet § 103.1															
		8B		<input type="checkbox"/>		Operating Light-Sport Kit-built															
		8C		<input type="checkbox"/>		Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190															
		9A		<input type="checkbox"/>		RESEARCH AND DEVELOPMENT		9C		CREW TRAINING											
		9B		<input type="checkbox"/>		MARKET SURVEY															
		1		<input type="checkbox"/>		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE															
		2		<input type="checkbox"/>		EVACUATE FROM AREA OF IMPENDING DANGER															
		3		<input type="checkbox"/>		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT															
4		<input type="checkbox"/>		DELIVERING OR EXPORTING		5		PRODUCTION FLIGHT TESTING													
6		<input type="checkbox"/>		CUSTOMER DEMONSTRATION FLIGHTS																	
C 6		<input type="checkbox"/>		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 <b>Witte, Gary D.</b>					ADDRESS <b>10345 59th St. SW Regent, ND 58650</b>														
		B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)																			
		AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>N/A</b>					AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) <b>2015-11</b>														
		AIRCRAFT LISTING (Give page number(s)) <b>N/A</b>					SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>N/A</b>														
		C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS																			
CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417		TOTAL AIRFRAME HOURS <b>0</b>		3		EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>0</b>															
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 <b>05/19/2015</b>		NAME AND TITLE (Print or type) <b>owner Witte, Gary D.</b>				SIGNATURE 															
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(a) 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																			
		4		<input checked="" type="checkbox"/>		THE CERTIFICATE REQUESTED		4		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE											
		B. Inspection for a special flight permit under Section VII was conducted by:																			
DATE <b>06/08/2015</b>		MIDO/FSDO OFFICE <b>G-L-21</b>		4		FAA INSPECTOR'S SIGNATURE or DESIGNEE'S SIGNATURE AND NO. 		1		FAA INSPECTOR'S CERTIFICATION FILE REVIEW SIGNATURE 											

<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>			
	<b>NAME</b>		<b>ADDRESS</b>	
	<b>B. PRODUCTION BASIS (Check applicable item)</b>			
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number)			
	<input type="checkbox"/> TYPE CERTIFICATE			
<input type="checkbox"/> OTHER:				
<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b>				
<b>DATE OF APPLICATION</b>		<b>NAME AND TITLE (Print or type)</b>		<b>SIGNATURE</b>
<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>A. DESCRIPTION OF AIRCRAFT</b>			
	<b>REGISTERED OWNER</b>		<b>ADDRESS</b>	
	<b>BUILDER (Make)</b>		<b>MODEL</b>	
	<b>SERIAL NUMBER</b>		<b>REGISTRATION MARK</b>	
	<b>B. DESCRIPTION OF FLIGHT</b>			
	<b>FROM</b>		<b>TO</b>	
	<b>VIA</b>		<b>DEPARTURE DATE</b>	<b>DURATION</b>
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>			
	<input type="checkbox"/> PILOT	<input type="checkbox"/> CO-PILOT	<input type="checkbox"/> FLIGHT ENGINEER	<input type="checkbox"/> OTHER (Specify)
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>			
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)</b>			
	<b>F. CERTIFICATION</b> - 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.			
	<b>DATE</b>		<b>NAME AND TITLE (Print or type)</b>	
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)</b>	<input checked="" type="checkbox"/>	<b>A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable</b>		<b>G. Statement of Conformity, FAA Form 8130-9 (Attach when required)</b>
	<input checked="" type="checkbox"/>	<b>B. Current Operating Limitations Attached</b>		<b>H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)</b>
	<input type="checkbox"/>	<b>C. Data, Drawings, Photographs, etc. (Attach when required)</b>		<b>I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ (Original attached)</b>
	<input checked="" type="checkbox"/>	<b>D. Current Weight and Balance Information Available in Aircraft</b>		<b>J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.191(g)</u> (Copy attached)</b>
	<input type="checkbox"/>	<b>E. Major Repair and Alteration, FAA Form 337 (Attach when required)</b>		<b>K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 (Attach when required)</b>
	<input checked="" type="checkbox"/>	<b>F. This inspection Recorded in Aircraft Records</b>		

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
A	CATEGORY/DESIGNATION <b>EXPERIMENTAL</b>
	PURPOSE <b>Operating Amateur-Built Aircraft</b>
B	MANUFACTURER NAME <b>N/A</b>
	ADDRESS <b>N/A</b>
C	FLIGHT FROM <b>N/A</b>
	TO <b>N/A</b>
D	N- <b>243GW</b> SERIAL NO. <b>2431</b>
	BUILDER <b>Witte Gary D</b> MODEL <b>FP202</b>
E	DATE OF ISSUANCE <b>06/08/2015</b> EXPIRY <b>Unlimited</b>
	OPERATING LIMITATIONS DATED <b>06/08/2015</b> ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FAA REPRESENTATIVE <b>Ernest Allen</b>
	DESIGNATION OR OFFICE NO. <b>AGL-ESD0-21</b>
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 00052-00-693-4000	





08 Jun 2015

1. This aircraft does not meet the airworthiness requirements specified in Annex 8 to the Convention on International Civil Aviation. Operations in civil airspace outside of the United States will require the written permission of the applicable Civil Aviation Authorities (CAA). 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. Operations may be further restricted by the foreign CAA. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specific areas. The operator must comply with any additional limitation prescribed by the CAA when operating in its airspace. (1)
2. No person may operate this aircraft for any other purpose specified on the face of the FAA Form 8130-7. These operating limitations do not provide any relief from any applicable law or regulation. This aircraft must be operated in accordance with applicable regulations and the additional limitations prescribed herein. Note that a clearance from air traffic control (ATC) is not authorization for a pilot to deviate from any rule, regulation, operating limitation, or minimum altitude, or to conduct unsafe operation of the aircraft. If ATC issues a clearance that would cause a pilot to deviate from a rule, regulation, or operating limitation, or in the pilot's opinion, would place the aircraft in jeopardy, it is the pilot's responsibility to request an amended clearance. These operating limitations are a part of FAA Form 8130-7 and are to be carried in the aircraft at all times and to be available to the pilot in command of the aircraft. (2)
3. This special airworthiness certificate and attached operating limitations are not in effect during public aircraft operations (PAO). Concurrent public/civil operations are not permitted; the aircraft cannot be operated as a civil aircraft and as a public aircraft at the same time. This airworthiness certificate is not in effect during flights related to providing military services (that is, air combat maneuvering, air-to-air gunnery, target towing, electronic countermeasures simulation, cruise missile simulation, and air refueling). These activities are inherent military training activities, not civil activities. The FAA makes the distinction between the authorized flights for experimental purposes, as described in the program letter, and PAO. Before operating this aircraft under this special airworthiness certificate following a PAO, the aircraft must be returned via an approved method to the condition and configuration at the time of airworthiness certification. This action must be documented in the aircraft records. The aircraft records and entries must clearly differentiate between a civil experimental flight per this certificate and any other flights. (3)
4. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR § 91.319(b) during phase I flight testing, and for recreation and education during phase II operations. (4)
5. Application to amend these operating limitations must be made to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO). (6)
6. The pilot in command of this aircraft must hold Airplane category and Single-engine land class certificate or privilege. The pilot in command must hold all required ratings or authorizations, and endorsements required by 14 CFR part 61. (7)
7. When filing a flight plan, the experimental nature of this aircraft must be listed in the remarks section. (10)
8. This aircraft must not be used for towing, including, but not limited to glider towing, banner towing, target towing or towing electronic receivers or emitters. This aircraft must not be used for intentional parachute jumping. (12)
9. If aircraft, engine, or propeller operating limitations are exceeded outside of planned test conditions, an appropriate entry will be made in the aircraft records. (13)
10. No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition



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inspection performed in accordance with the scope and detail of 14 CFR part 43, appendix D, manufacturer or other FAA-approved programs, and was found to be in a condition for safe operation. The 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 [insert either: scope and detail of 14 CFR part 43, appendix D; 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 (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection. (14)

11. 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. (17)

12. The aircraft may not be operated unless the replacement for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners:

(a) Type-Certificated Products: Replacement of life-limited parts required by § 91.409(e) applies to experimental aircraft when the required replacement times are specified in the U.S. aircraft specifications, or type certificate data sheets.

(b) Non-Type-Certificated Products: All articles installed in non-type-certificated products operated under an airworthiness certificate issued for an experimental purpose, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. These limits must be evaluated for their current operating environment and addressed in the approved inspection program. All articles installed in non-type-certificated products in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. The article must be inspected to ensure that the equivalent level of safety still renders the product in a serviceable condition for safe operation. (19)

13. For aircraft originally incorporating fatigue life recording systems, the owner/operator must maintain and use the system as prescribed by the aircraft manufacturer and comply with the manufacturer's fatigue life limits. (20)

14. After incorporating a major change as described in § 21.93, the aircraft owner is required to reestablish compliance with § 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 FAA Form 8130-6 to update the aircraft's file in the FAA Aircraft Registration Branch. All operations must be conducted under day visual flight rules (VFR) conditions in a sparsely populated area in compliance with § 91.305. 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 nonessential to the flight must not be carried. The aircraft owner must make a detailed aircraft logbook and maintenance records 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 § 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 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 the weight \_\_\_\_\_, and CG location \_\_\_\_\_ at which they were obtained." (22)

The following limitations only apply during phase 1:



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15. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR § 91.319(b).

The PIC must comply with § 91.305 at all times.

This aircraft is to be operated under VMC, day only.

This aircraft must be operated for at least 25 hours with at least 10 takeoffs and landings in this geographic area: Enter description of geographical limit or enter as depicted on the attached chart. This is for limitation 34, 44 or 45. For limitation 34 you should include the airports authorized. (34)

16. Unless operating in accordance with AC 90-116, Additional Pilot Program for Phase I Flight Test, only the minimum crew necessary to fly the aircraft during normal operations may be on board. (36)

17. 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 § 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<sub>so</sub> \_\_\_\_\_, V<sub>x</sub> \_\_\_\_\_, and V<sub>y</sub> \_\_\_\_\_, and the weight \_\_\_\_\_ and CG location \_\_\_\_\_ at which they were obtained." (38)

18. If the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the aircraft records indicating the configurations flight tested, unless the original manufacturer's flight test data for that equipment is included in the aircraft limitations. If relying on the manufacturer's data, the aircraft and load must conform to the manufacturer's design and be maintained to manufacturer's instructions. Otherwise, the aircraft owner/operator must conduct test flights in all configurations and make an entry in the aircraft records indicating the configurations flight tested. (40)

— End of Phase 1 section —

The following limitations only apply during Phase 2 operations.

19. Day VFR flight operations are authorized. (41)

20. The pilot in command must not perform any maneuvers that have not been flight tested or operate the aircraft outside the weight, airspeeds, and center of gravity limits tested. (42)

21. The carriage of passengers is prohibited. (43)

22. Flight over a densely populated area or in a congested airway is prohibited. (46)

23. This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is mounted in a manner that will prevent in-flight jettison. The aircraft must be configured as documented in the aircraft's flight test records or as allowed in the original manufacturer's aircraft limitations. If relying on the manufacturer's data, the aircraft must conform to the manufacturer's design and be maintained to manufacturer's instructions. (50)



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

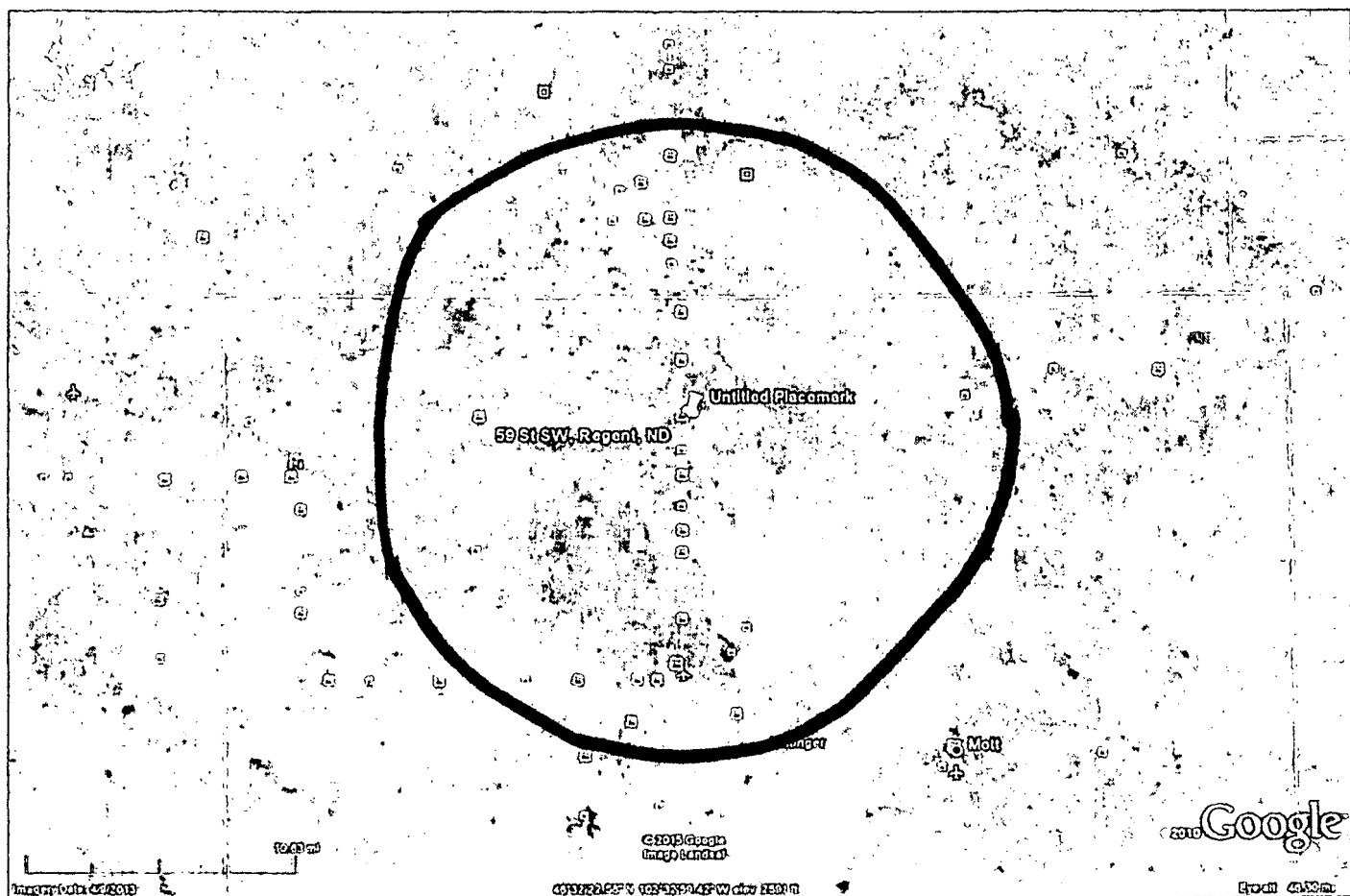
Operating limitations for N243GW  
Witte Gary D FP202 2431

08 Jun 2015

A handwritten signature in black ink, appearing to read "Brent Allen", written over a horizontal line.

Brent Allen  
Aviation Safety Inspector GL21





Attachment:

Phase 1 Limitation #15 for N243GW, Builder: Witte Gary D Model: FP202 S/N: 2431

25 mile radius from 10345 59<sup>th</sup> St. SW Regent ND



# **ACKNOWLEDGMENT OF SPECIAL OPERATING LIMITATIONS**

## **TO WHOM IT MAY CONCERN:**

I certify that I have read and understand the Special Operating Limitations which are a part of the Special Airworthiness Certificate, FAA Form 8130-7, issued 06-08-2015.

This Airworthiness Certificate is issued for aircraft

Make: Witte Gary D

Model: FP202

Serial number: 2431

Registration number: N243GW

Gary D Witte  
APPLICANT

June 8 2015  
DATE



PROGRAM LETTER TO ACCOMPANY APPLICATION FOR  
AIRWORTHINESS CERTIFICATE

TO: Flight Standards District office      Date: May 19 2015  
4620 Amber Valley Parkway  
Fargo ND 58104

In accordance with section 21.193, I request a Special Airworthiness Certificate for my aircraft for the purpose of operating amateur-built aircraft. The aircraft description is as follows:

Builder: Gary D. Witte      Registration Number: N243GW  
Model: FP-202      Serial Number: 2431  
No. of Engines: one      No. of Seats: one  
Design Criteria: my own design \_\_\_\_\_, built from plans \_\_\_\_\_, built from a kit X.

The aircraft is complete and the following items have been accomplished:

- ☒ No I enclose FAA Form 8130-6 with Sections I, II, and III complete.  
☒ No I enclose FAA Form 8130-12 with Sections I, II, and III complete and notarized in Section IV.  
☒ No I possess AC Form 8050-3 Certificate of Aircraft Registration.  
☒ No I enclose a three-view drawing or photographs of the aircraft.  
☒ No I have weighed the aircraft to determine that the most forward and aft center of gravity positions are within established limits. The weight and balance report is available at the aircraft, and a copy is submitted with this application.  
☒ No I have maintained a construction log for the project, including photographs showing methods of construction and workmanship during the construction. Log entries describe all inspections conducted during construction.  
☒ No The marking requirements of Part 45 have been complied with, including permanent attachment of a fireproof identification (date) plate, permanent application of appropriate registration marks, and the word "EXPERIMENTAL" displayed near each entrance to the cabin or cockpit.  
☒ No The following placard is displayed in the cockpit in full view of all occupants (not required for single place aircraft):

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

Yes ☒ This aircraft is capable of aerobatic maneuvers.

The aircraft will be available for inspection at this location, and directions are as follows:

---

10345 59th St. SW      Regent, ND 58650

---

I request airworthiness certification and operating limitations be issued permitting me to operate the aircraft within the following geographical area for flight testing. Initial flights will determine engine reliability and flight control characteristics. A flight test plan has been developed using the guidance in AC 90-89A and is available for review.

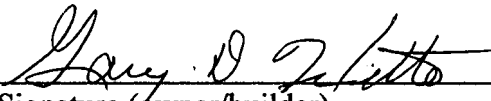
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25nm radius of 10345 59th St. SW      Regent, ND

---

After Phase I flight test completion, I plan to operate the aircraft under VFR X IFR \_\_\_\_\_

My residence telephone number is: (701) 563-4461

  
\_\_\_\_\_  
Signature (owner/builder)



## ELIGIBILITY STATEMENT AMATEUR-BUILT AIRCRAFT

**Instructions:** Print or type all information except signature.  
Submit original to an authorized FAA representative.  
Applicant completes Section I thru III. Notary Public  
Completes Section IV.

### I. REGISTERED OWNER INFORMATION

Name(s) Gary D. Witte

Address(es) 10345 59th St. SW Regent ND 58650

No. & Street City State Zip

Telephone No.(s) ( 701 ) 563-4461 ( )

Residence Business

### II. AIRCRAFT INFORMATION

Model FP-202 Engine(s) Make Hummel 1/2 VW 45 HP

Assigned Serial No. 2431 Engine(s) Serial No. 4308

Registration No. N243GW Prop./Rotor(s) Make Tennessee Propeller

Aircraft Fabricated: Plan ☐ Kit ☒ Prop./Rotor(s) Serial No.(s) 001

### III. MAJOR PORTION ELIGIBILITY STATEMENT OF APPLICANT

I certify that the major portion of this aircraft (identified in Section II above) was fabricated and assembled by

Gary D. Witte

Names of all builders (Please Print)

solely for my (our) education or recreation, in accordance with 14 CFR part 21, Certification Procedures for Products and Parts, § 21.191(g), Operating amateur-built aircraft. I have records to support this statement and will make them available to the FAA upon request.

During the fabrication and assembly of this project, I/we used the following commercial assistance (mark N/A if no commercial assistance was used):

N/A

Name of company or individual(s)

City & State

Phone

Name of company or individual(s)

City & State

Phone

#### -NOTICE-

Whoever in any matter within the jurisdiction of the executive, legislative, or judicial branch of the Government of the United States, knowingly and willfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or who makes any materially false, fictitious or fraudulent statement or representation, or makes or uses any false writing or document knowing the same to contain any materially false, fictitious or fraudulent statement or entry, shall be fined under this title, imprisoned not more than 5 years or, if the offense involves international or domestic terrorism, imprisoned not more than 8 years, or both.

(U.S. Code, Title 18, Sec. 1001)

#### APPLICANT'S DECLARATION

I hereby certify that all statements and answers provided by me in this statement form are complete and true to the best of my knowledge, and I agree that they are to be considered part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.

Signature of Applicant (In Ink)

*Gary D. Witte*

Date

5-19-15

### IV. NOTARIZATION STATEMENT

*Lia M. Honeyman* 5-19-15

**LIA M HONEYMAN**  
Notary Public  
State of North Dakota  
My Commission Expires January 9, 2019





## Airplane Weight and Balance

Builder: Witte, Gary D. Date: May 19, 2015  
 Model: FP-202 Registration: N243GW  
 Gross weight: 550 pounds (lbs.) Serial #: 2431  
 CG Range: 23% to 32% inches (in.) 11.04 - 15.36 in.  
 Datum is: leading edge of wing

<u>Empty Weight &amp; CG</u>	<u>Wt. (lb.)</u>	<u>Arm (in.)</u>	<u>Moment (in.lb.)</u>
Left wheel =	<u>155.5</u>	<u>1.5</u>	<u>233.3</u>
Right wheel =	<u>152.0</u>	<u>1.5</u>	<u>228.0</u>
Tail =	<u>20.0</u>	<u>171.5</u>	<u>3430.0</u>
Aircraft empty weight =	<u>327.5</u>		<u>3891.3</u>
Empty CG =		<u>11.9</u>	

<u>Most Aft Weight &amp; CG</u>	<u>Wt. (lb.)</u>	<u>Arm (in.)</u>	<u>Moment (in.lb.)</u>
Aircraft Empty =	<u>327.5</u>		<u>3891.3</u>
Front Seat =	<u>170.0</u>	<u>21</u>	<u>3570.0</u>
Rear Seat =	<u>x</u>		
Baggage =	<u>x</u>		
Fuel =	<u>22.5</u>	<u>-11</u>	<u>-247.5</u>
Weight =	<u>520.0</u>		<u>7213.8</u>
CG =		<u>13.87</u>	

<u>Most Forward Weight &amp; CG</u>	<u>Wt. (lb.)</u>	<u>Arm (in.)</u>	<u>Moment (in.lb.)</u>
Aircraft Empty =	<u>327.5</u>	<u>1.5</u>	<u>3891.3</u>
Front Seat =	<u>170.0</u>	<u>21.0</u>	<u>3570.0</u>
Rear Seat =	<u>x</u>		
Baggage =	<u>x</u>		
Fuel =	<u>30.0</u>	<u>-11</u>	<u>-330.0</u>
Weight =	<u>527.5</u>		<u>7131.3</u>
CG =		<u>13.5</u>	

<u>Flight Test Weight &amp; CG</u>	<u>Wt. (lb.)</u>	<u>Arm (in.)</u>	<u>Moment (in.lb.)</u>
Aircraft Empty =	<u>327.5</u>	<u>1.5</u>	<u>3891.3</u>
Front Seat =	<u>170.0</u>		<u>3570.0</u>
Rear Seat =	<u>x</u>		
Fuel =	<u>30.0</u>		<u>-330.0</u>
Weight =	<u>527.5</u>		<u>7131.3</u>
CG =		<u>13.5</u>	

### 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

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