

SECTION 6 - DOCUMENTATION

BEFORE THE FIRST FLIGHT

Before the initial flight, the KITFOX must be inspected and approved for flight by an FAA inspector (or designee). It is a good idea to work closely with the inspector during construction for he will have many good tips and advice about home-built aircraft and their construction. The inspector can also supply you with a Suggested Inspection Checklist For Amateur Built Aircraft.

DOCUMENTATION

Useful Publications

A good source for more complete information about licensing and regulation of homebuilt aircraft is: How to License a Homebuilt Aircraft, by Paul Bergen Abbott.

Take the time to develop an orderly and systematic flight test program. The U.S. Department of Transportation (FAA) publishes a comprehensive Advisory Circular titled Amateur-Built Aircraft Flight Testing Handbook. It contains checklists and outlines a complete test program. We strongly recommend each builder order a copy and use it to develop his test program. Order yours by writing to: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Ask for AC No: 90-89 .

Log Book - You must prepare a log book before inspection of your aircraft by the FAA. Use it to record identifying information and any maintenance and repairs.

Instrumentation - Certain instruments must be installed in your aircraft before you fly it. Those required in the KITFOX in the U.S. include airspeed indicator, altimeter, magnetic compass, tachometer, engine temperature gauge, fuel quantity indicator and for the 912 engine, an oil pressure gauge. Per Federal aviation Regulation (FAR) Part 91.

Markings -

'N' Number - your KITFOX must be marked with its registration number at least three inches high, before inspection according to FAR Part 45.

Cockpit Marking - The word EXPERIMENTAL must be displayed on the aircraft "near each entrance to the cabin or cockpit, in letters not less than two inches high nor more than six inches in height", according to FAR Part 45, because it is licensed in the experimental category.

Identification Plate - Every aircraft in the U.S. must carry a fireproof identification plate engraved with the builder's name and other required information about the aircraft, per FAR Part 45. "On aircraft manufactured before March 7, 1988, the identification plate required, may be secured at an accessible exterior or interior location near an entrance. If the model designation and builder's serial number are also displayed on the aircraft fuselage exterior. The model designation and builder's serial number must be legible to a person on the ground and must be located either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail surfaces."

Passenger Warning - Before any passenger is carried in the aircraft, a placard must be displayed in the cabin or cockpit in full view of all occupants, with the following wording:

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

On-Board Documentation - In the U.S., the F.A.A. requires certain documents to be carried on all flights. An acronym that will help you remember them is A.R.R.O.W.

- A - Airworthiness Certificate
- R - Registration
- R - Radio License
- O - Owner's Manual
- W - Weight and Balance Computation

Airworthiness Certificate - This document is issued by the FAA when your aircraft passes final inspection. The FAA will also issue a certificate of Operating Limitations. The aircraft must be registered with the FAA before they inspect it. They will issue you a registration number (N-number in the U.S.)

Registration - You must carry a certificate of registration from the FAA. You should apply for your N - number and register your KITFOX during construction, so you will have the number when you paint the aircraft.

Radio License - If your aircraft has a radio, you should have an FCC Radio Station License on board. Apply to the Federal Communications Commission for this license.

Owner's Manual - Carry this Owner's Manual on board the aircraft.

Weight and Balance - The Weight and Balance sheet shows the exact weight of the airplane and the allowable location of the Center of Gravity. It is very important that the C.G. be within allowable limits for the first and all subsequent flights. The Weight and Balance section of the construction manual outlines the procedure for weighing the aircraft and calculating the location of the Center of Gravity.

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