UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

CATEGORY/DESIGNATION Experimental		
PURPOSE Air Racing,Exhibition		
MANU-FACTURER	NAME N/A	
	ADDRESS N/A	
FLIGHT	FROM N/A	
	TO N/A	
N15FJ	MODEL MDM-1 FOX	SERIAL NO. 256
BUILDER ZAKLADY LOTNICZE MARGANSKI &		DATE OF ISSUANCE 11/Dec/2023

Unless sooner surrendered, suspended, revoked, or the termination date of Unlimited, this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.

SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.
Ronald F. Livingston	270409161

This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by the certificate revocation, fine and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.

--Conditions and Limitations—

1. This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation. Operations may be further restricted by the applicable foreign authority. 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 applicable foreign authority when operating in its airspace. (1)

2. These operating limitations do not provide any relief from any applicable law or regulation. This aircraft must be operated per 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 is 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. No weapons or special military mission systems may be added to the aircraft. 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, not civil activities. The FAA makes the distinction between the authorized flights for experimental purposes, and PAO. Before operating this aircraft under this special airworthiness certificate following a PAO, the aircraft must be returned to the condition and configuration at the time of inspection for the issuance of this airworthiness certificate. The operator must have written procedures for returning the aircraft to the civil configuration. This action must be documented in the maintenance records. The maintenance records and entries must clearly differentiate between a civil experimental flight per this certificate and any other flights. (3)

4. Application to amend this certificate must be made to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO). (4)

5. The pilot in command must hold Glider category certificate or privilege. The pilot in command must hold all required ratings or authorizations and endorsements required by part 61. (7)

6. The pilot in command must hold— (a) An appropriate type rating (if one has been established); or (b) An experimental aircraft authorization, by make and model, on their pilot certificate; or (c) A temporary letter of authorization (LOA) issued by an FAA Flight Standards Operations Inspector. (8)

7. When filing a flight plan, the experimental nature of this aircraft must be listed in the remarks section. (11)

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. (13)

9. If aircraft, engine, or propeller operating limitations are exceeded outside of planned test conditions, an appropriate entry will be made in the maintenance records. (14)

10. No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed per the scope and detail of 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] per the [insert either: scope and detail of part 43, appendix D; or 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. (15)

11. Only FAA-certificated repair stations, FAA-certificated mechanics with appropriate ratings, or a manufacturer as authorized by § 43.3 may perform inspections required by these operating limitations. (19)

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 the equivalent level of safety still renders the product in a serviceable condition for safe operation. (20)

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. (21)

14. The geographically responsible FSDO where the aircraft is based must be notified, and its response received in writing, before flying this aircraft after incorporation of a major change as defined by § 21.93. The FSDO may require demonstrated compliance with § 91.319(b). (22)

15. When changing between experimental operating purposes, the operator must determine that the aircraft is in a condition for safe operation and appropriate for the purpose intended. A record entry will be made by an appropriately rated person to document that finding in the maintenance records. (26)

16. The owner/operator must submit an annual program letter to the geographically responsible FSDO where the aircraft is based. A copy of the current program letter and any amendments must be carried on board the aircraft any time that the aircraft is being operated.

The program letter must include the following information:

(a) The aircraft's home base,

(b) The name of the person responsible for the operation and maintenance of the aircraft,

(c) A list of events at which the aircraft will be [exhibited/raced] (the list may be amended as necessary),

(d) The estimated time or number of flights, and

(e) The areas over which the aircraft will be flown. (29)

17. When an aircraft's home base is changed or there is a transfer of ownership, the owner/operator will, within 30 days:

(a) Submit a new program letter to the geographically responsible FSDO.

(b) If an accepted or approved inspection program is specified in these operating limitations, submit a copy to the geographically responsible FSDO. (31)

18. Operation is restricted to airports that are within airspace classes C, D, E, or G, except in the case of a declared emergency or authorized operations under an airshow waiver. (37)

19. 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, or military operator's aircraft limitations. If relying on the manufacturer's or military data, the aircraft must conform to the manufacturer's design and be maintained to manufacturer's or military instructions. No change in external loading for the aircraft (for example, a change in a pylon, rack, or external store) from configurations approved by the manufacturer or military operator is allowed, except to prevent jettison. Compliance with all manufacturer or original military operator limitations when any external stores or fuel tanks are installed is required. (39)

-- The following limitations apply during Phase 1:

20. No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b). The pilot in command must comply with § 91.305 at all times. This aircraft is to be operated under VMC, day only. Unless operating in accordance with the task-based flight test program described in Advisory Circular (AC) 90-89C, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, chapter 2, section 1, during Phase 1 flight

testing, this aircraft must be operated for at least 5 hours with at least 5 takeoffs and landings in this geographical area: Phase 1 Flight Test Area will be within a 50 NM radius of the Moriarty, NM Municipal Airport (0E0). This aircraft may only operate from Moriarty, NM Municipal Airport. (42)

21. No person may be carried in this aircraft during flight unless that person is a required flightcrew member. (43)

22. Upon completion of phase I flight testing, compliance with § 91.319(b) must be recorded in the maintenance records. The following or similar statement must be recorded in the maintenance records:

"I certify that the prescribed flight test has 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."

If aerobatic maneuvers are intended to be performed during phase II, those maneuvers must be satisfactorily accomplished and recorded in the maintenance records. Aerobatic flight testing is not complete until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable during the aerobatic maneuver tested. Upon completion of flight testing, the owner/operator must make the following or similar entry in the maintenance records:

"I certify that the following aerobatic maneuvers have been test flown, and that the aircraft is controllable throughout the maneuvers' normal range of speeds. The flight-tested aerobatic maneuvers and speeds are _____ at _____, _____ at _____, _____ at _____, and _____ at _____." During phase II operations, aerobatic maneuvers that were not documented per this limitation may not be performed. The owner may place the aircraft back into phase I for the sole purpose of adding additional aerobatic maneuvers to the aircraft authorized maneuvers. (45)

23. If the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the maintenance 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 maintenance records indicating the configurations flight tested. (46)

-- end of Phase 1 section --

-- The following limitations apply during Phase 2 operations:

24. Kinds of operations authorized:

Day VFR flight operations are authorized. (47)

25. Night flight operations are authorized if the instruments specified in § 91.205(c) are installed, operational, and maintained per the applicable requirements of part 91. (48)

26. Instrument flight operations are authorized if the instruments specified in § 91.205(d) are installed, operational, compliant with the performance requirements of, and maintained per the applicable regulations. The pilot in command must have a method to comply with the § 91.319(c) prohibition from operating over densely populated areas or in congested airways. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following items: date, work performed, and name and certificate number of person returning aircraft to service. (50)

27. 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. (51)

28. Flight over a densely populated area or in a congested airway is authorized for the purpose of takeoff or landing; or unless sufficient altitude is maintained to make a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the ground. (55)

29. No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at air shows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. (Refer to FAA Order 8900.1.) Persons may be carried during flights to and from any event or during proficiency/currency flying, limited to the design seating capacity of the aircraft and subject to the regulatory prohibition on compensation. (59)

30. The following placard must be displayed in the cockpit, in full view of the pilot: "Note: No person may exceed the designer's or builder's recommended limitations as follows: maximum gross weight _____; CG limits _____; airplane tow speed _____; maximum airspeed in smooth air _____; and maximum airspeed in rough air _____." (60)

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