



Private Bag 12003 Windhoek Namibia | (Tel) +264 61 702 212 | Web: <http://www.dca.com.na>

APPLICATION FOR THE ISSUE OF EXPERIMENTAL CERTIFICATE FOR AMATEUR BUILT AND PRODUCTION BUILT AIRCRAFT

Tick the Application applicable	
<input type="checkbox"/>	APPLICATION FOR MICROLIGHT
<input type="checkbox"/>	APPLICATION FOR AMATEUR BUILT
<input type="checkbox"/>	APPLICATION FOR PRODUCTION BUILT

Note:

- (i) Please indicate if not applicable.
- (ii) Refer to **NAMCAR 187** for Schedule of Payment
- (iii) An application for the issue of an experimental certificate, or an amendment there be, must comply with the provisions of **NAMCAR 21.08.2 (3)**.
- (iv) An application for the renewal of an experimental certificate must comply with the provisions of **NAMCAR 21.08.11(1)**.
- (v) The original application must be submitted to the Executive Director of the Namibia Civil Aviation Authority.
- (vi) Where the required information cannot be furnished in the space provided, the information must be submitted as a separate memorandum and attached hereto.

1.	PARTICULARS REGARDING THE APPLICANT
1.1. Name of Organisation:	.....
1.2. Trade name (if applicable):	.....
1.3. Physical Address:	..... ..... .....
1.3.1. Postal code	.....
1.4. Postal address	...............
1.4.1. Postal code	.....
1.5. Telephone number	.....
1.6. Cell phone no.	.....
1.7. Fax number	.....
1.8. E-mail:	.....
1.9. Name of organization or person who can be contacted for further information concerning this application:	

1.9.1.Name:	.....		
1.9.2.Position:	.....		
1.9.3.Postal address	..... ..... .....		
1.9.4.Postal code	.....		
1.9.5.Telephone no.	.....		
1.9.6.Cell phone no.	.....		
1.9.7.Fax number	.....		
1.9.8.E-mail	.....		
2. 2	AIRCRAFT DESCRIPTION			
2.1. Aircraft Registration Number:	V	-	U	.....
2.2. Manufacturer:	.....		
2.3. Model:	.....		
2.4. Serial number:	.....		
2.5. A copy of the latest three-view general arrangement drawing with main rigging and overall dimensions are attached.	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
2.6. Engine manufacturer and model:	.....		
2.6.1.Engine Serial Number:	.....		
2.7. Propeller manufacturer and model:	.....		
2.7.1.Propeller Serial Number	.....		
2.8. Has an application for the issue of a proving flight authorization been submitted?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
2.9. Do any of the data submitted with the application require to be amended?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
2.10. If so, are such amended data attached to this application?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
3.	AIRSPD LIMITATIONS			
3.1. The following airspeeds have been finally decided on:				
3.1.1. Never-exceed speed (Vne)	.....	MPU	.....	Knots
3.2. Do the above stated Vne and Vh differ appreciably from those stated in the previous application?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
3.2.1. If yes, does Vne exceed Vh by at least 10%?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
4.	THE FOLLOWING PROVING FLIGHTS HAVE BEEN MADE WITH THIS AIRCRAFT (ATTACH COPY OF FLIGHT FOLIO):			
Date	Purpose of Flight	Pilot	Duration	
.....	
.....	
.....	
.....	
4.1. Maximum level flight speed (Vh) obtained at	.....	4.2. Engine rpm	.....	IAS
4.3. Maximum flap extended speed (Vfe) with the wing flap in position	IAS

5.	PERFORMANCE
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5.1. **An uninterrupted climb of at least five minutes duration should be made with the:**

- a) Altimeter set to 1 103,2 hPa
- b) Landing gear, where applicable, retracted.
- c) Flaps, where applicable, retracted or in the position recommended by the manufacturer for en-route climb.
- d) Operative engine at maximum continuous or climbing power.
- e) Critical engine inoperative and its propeller feathered on twin-engine aircraft.
- f) Aircraft loaded within 2% of its maximum all up mass.

5.2. **Record the following:**

<u>Time</u> minutes	Every 30 seconds	At one minute intervals		
and seconds	Pressure altitude ft	Outside air temperature °C or °F	Engine r.p.m.	Manifold Pressure
At start
After 0:30
After 1:00
After 1:30
After 2:00
After 2:30
After 3:00
After 3:30
After 4,00
After 4,30
After 5,00

5.3. **General controllability:**

5.3.1. Is the aircraft satisfactorily controllable and manoeuvrable about all three axes during take-off, climb, level flight, dive and landing (with and without power)?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
5.3.2. Is it possible to make a smooth transition from one flight condition to another including spins and slips, without requiring an exceptional degree of pilot skill, alertness or strength and without danger of exceeding the limit load factor under all conditions of operation probable for the type?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

5.4. **General tests:**

5.4.1. Are stall warning, stall and stall recovery normal?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
5.4.2. What is the indicated stalling speed with throttle(s) closed and (where applicable) flaps and landing gear retracted?	..... / .....			Mph / Knots
5.4.3. What is the altitude lost during stall and recovery?	.....			ft
5.4.4. Check all flying systems for friction, black lash, heaviness, trim and responsiveness.	.....		
5.4.5. Check trimming devices for satisfactory and smooth operation.	.....		
5.4.6. Check flaps for satisfactory operation at the maximum speeds permitted by the flight manual or cockpit placards.	.....		
5.4.7. Check retractable landing gear for satisfactory operation.	.....		
5.4.8. Check throttle, mixture, propeller, carburettor, hot air and cooling gill controls for correct and smooth operation and in the case of twin engine aircraft for lining up systems.	..... ..... .....		

5.4.9. Check fuel system for satisfactory operation and correct functioning of fuel cocks, cross-feed, fuel tank contents gauges or indicators and to ensure that the system functions satisfactorily in accordance with the fuel management procedures prescribed for this aircraft type.	..... ..... .....
5.4.10. Check hydraulic and pneumatic systems for satisfactory operation.	..... .....
5.4.11. Check operation of brakes during taxiing and landing.	.....
5.4.12. Check electrical system for operation of all services.	.....
5.4.13. Check all instruments and meters / indicators for correct functioning.	..... .....
5.4.14. Check de-icing system for satisfactory operation.	.....
5.4.15. Check radio communication and navigational aid equipment for satisfactory operation.	..... .....
5.4.16. Check seat adjustment mechanism for satisfactory operation.	..... .....
5.4.17. Check all doors for satisfactory operation.	.....
5.4.18. Check any other installed equipment or system not specifically mentioned above for satisfactory operation. Specify:	..... .....
5.4.19. Altitude at which the rate or climb falls to 50 feet per minute.	..... .....	ft
6. CERTIFICATION:		
I .....the undersigned, hereby certify that the above-mentioned aircraft has been test flown and I consider the aircraft to be satisfactory / unsatisfactory.		
If unsatisfactory, state in what respects:.....		
SIGNATURE OF PILOT	LICENSE NUMBER AND CATEGORY	DATE
Details of any mishaps, incidents, defects or any other experience which are not entirely normally encountered during these proving flights.		
SIGNATURE OF APPLICANT	NAME IN BLOCKLETTERS	DATE
NOTE: This test is to be conducted by the holder of an appropriately rated commercial pilot's license or an appropriately rated Private Pilot's License whose experience is considered satisfactory by the Namibia CAA.		

7.	PLACARDS (Not applicable for micro-light aero-planes)			
Is the following placard installed in a prominent position and in full view of the pilot and passenger(s)?				
AMATEUR-BUILT <input type="checkbox"/>		AMATEUR-BUILT <input type="checkbox"/>		
Are the following placards installed on the instrument panel?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
This aircraft does not qualify for the issue of a certificate of airworthiness and it may not be operated for remuneration"	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
No aerobatic maneuvers	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>