

AIRWORTHINESS APPROVAL NOTE NO: 29009

APPLICANT: Simon J Brenchley

AIRCRAFT TYPE: Waco YMF Model F5

REGISTRATION NO: G-YMFC CONSTRUCTOR'S NO: F5033

OPERATOR: -

INSTALLER: -

DESIGN ORGANISATION: -

CERTIFICATE CATEGORY: Private Category

MODIFICATION NO: -

MODIFICATION TITLE: **Approval of the Waco YMF Model F5 in the Private Category**

1. **Introduction**

The original Waco YMF was Type Certificated in the USA in the 1930's. Ownership of the Type Certificate was transferred to the public domain when the Waco Aircraft Company ceased to exist. The Type Certificate was cancelled on September 30, 1939 and re-instated on March 10, 1986 when the Classic Aircraft Corporation took it over. The Waco YMF Model F5 is a modernised version of the original YMF. The five principle areas in which design changes were incorporated are: throttle control, wheels and brakes, electrical and starting system, steerable tail wheel and engine and propeller. In addition, construction materials and methods have been updated to current standards. The changes were approved by Supplemental Type Certificate SA1000GL dated January 28, 1988.

This is the first known aircraft of this type registered in the European Union and the CAA are undertaking this approval on behalf of EASA. It is intended that the approval will result in individual aeroplanes being eligible for ICAO standard Restricted Certificates of Airworthiness. In the UK, until 28th September 2004, individual aeroplanes would be eligible for Private Category Certificates of Airworthiness.

2. **Aircraft Build Standard**

The aircraft is defined by FAA Type Certificate Data Sheet ATC 542 Paragraph III.

3. **Approval Procedures**

This aircraft approval has been carried out in accordance with BCAR B2-2.

4. Basis Of Approval

4.1 CAA Approval Basis For The Aircraft

This aircraft type has been certificated by the FAA. FAA Type Certificate ATC 542 refers.

4.2 CAA Design Requirements For Certificate Of Airworthiness

Airworthiness Notices 33 and 88.

Any installed equipment for which the Air Navigation Order requires approval must be approved by the CAA.

4.3 Environmental Requirements

Applicable noise requirements:

ICAO Annex 16, Volume 1, Chapter 6.

4.4 Design Requirements Associated With Operational Approvals

Not applicable.

5. Compliance With The Basis Of Approval

5.1 Compliance With The Approval Basis For The Aircraft

Under the provisions of BCAR B2-2, 4.2.1 the type certification of this aircraft by the FAA is accepted without investigation. The US Certification Basis is US Department of Commerce Aeronautics Branch Bulletin 7A. Details are given in FAA TCDS ATC 542.

5.2 Compliance With Design Requirements For Certificate Of Airworthiness

A Starter Warning Light is installed as required by AN 33. The associated procedure must be included in the Flight Manual by means of a Supplement acceptable to the Authority.

A Low Volts Warning annunciator is installed. A Flight Manual Supplement is required for each individual aircraft to address the electrical load analysis. With such a Supplement in place the aircraft may be accepted as complying with AN88.

5.3 Compliance with Environmental Requirements

Examples of the type added to the UK register are required to be issued with a noise certificate. Compliance with the noise certification requirements of ICAO Annex 16, Volume 1, Chapter 6 has been accepted on the basis of FAA approval against FAR Part 36, Appendix F. Noise Certificate Number 11507 has been issued for this aeroplane.

5.4 Compliance with Design Requirements Associated With Operational Approvals

Not applicable.

5.5 Required (Amendments To) Manuals And Other Documents Including Mandatory Placards

FAA Approved Airplane Flight Manual Classic Aircraft Corporation Classic Waco Model F-5 at Revision H (or later FAA Approved Revisions).

Any Supplements relating to modifications for Airworthiness Notice compliance in paragraph 5.2 must be approved by the CAA.

Where the manufacturer has supplied Flight Manual Supplements for the various items of optional equipment, the appropriate Supplement(s) shall be included when the equipment is installed, and it shall be verified that the Supplement(s) have been approved by the CAA.

6. Conditions Affecting This Approval

The basic limitations are as specified in Type Certificate Data Sheet ATC 542, and these are reproduced in the Approved Airplane Flight Manual.

7. Continued Airworthiness

No specific requirements over and above the manufacturer's instructions.

8. Survey

This aircraft G-YMFC being the first of the type to be registered in the UK has been surveyed by the CAA.

In the particular areas examined during the survey the aircraft was found to conform with the standard recorded by this AAN.

9. Issue of Certificate of Airworthiness

The following actions must be completed prior to initial issue of the Certificate of Airworthiness:

- a. All actions and ground test procedures specified by the aircraft manufacturer must be completed satisfactorily.
- b. It must be verified that the documents or amendments to documents, and the placards defined under Section 5.5 above are as specified, including any changes specified under Section 8 above.

- c. For G-YMFC a familiarisation flight test must be carried out by the CAA, and the outcome must be satisfactory to the CAA. The aircraft was considered acceptable for the recommendation of the issue of a Certificate of Airworthiness in the Private Category or a Restricted Certificate of Airworthiness to ICAO standard, CAA Flight Test Report FTR 12159S refers.

For other examples of the type, an airworthiness flight test must be carried out in accordance with CAA Flight Test Schedule No 2. This test flight may be performed by the owner's nominated pilot, who must be acceptable to the CAA. The results of this assessment must be sent to CAA Flight Department for fleet-monitoring purposes.

10. Approval

Subject to the conditions of Section 6 above, this aircraft and any other of the same type completed to the same build standard is approved for the issue of a Certificate of Airworthiness in the Private Category (prior to 28th September 2004) or a Restricted Certificate of Airworthiness to ICAO standard (subsequent to 28th September 2004), provided that it conforms with the contents of this AAN, is operated in accordance with the Flight Manual and is maintained in accordance with manufacturer's requirements and to a maintenance schedule approved by the CAA.

N J Davis

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For the Civil Aviation Authority

Date: 25 August 2004

APPROVED BY EASA UNDER APPROVAL NUMBER 2004-6018
DATED 17 JUNE 2004