

Following the installation of the upper canopy plexiglass, a flight test was completed by Pilot/Aircraft Owner in accordance with methods prescribed by the aircraft designer, Bill Morrissey. The flight test consisted of two series of dives to Vne (170 mph) in 10 mph increments (i.e. 140, 150, 160, and 170 mph). The first set of dives was with upper canopy air vents closed. No flutter or unusual vibrations were noted. The second set of dives was done with upper canopy air vents fully open. Again, no flutter or unusual vibrations were noted. See FAA form 337 dated: