

## AIRCRAFT DESCRIPTION

|  |                           |                    |
|--|---------------------------|--------------------|
| MANUFACTURER <u>B PITTS</u>                      | MODEL <u>SIT-E</u>        | DATE OF MFG. _____ |
| SERIAL NUMBER <u>1-200 DP</u>                    | REGISTRATION NUMBER _____ |                    |
| REGISTERED OWNER <u>DAVID W. OR KAY L. POGUE</u> |                           |                    |
| STREET ADDRESS <u>9017 E. PRINCESS DRIVE</u>     |                           |                    |
| CITY, STATE, ZIP <u>MESA, AZ 85207</u>           |                           |                    |
| OPERATOR <u>DAVID W. POGUE</u>                   |                           |                    |
| STREET ADDRESS _____                             |                           |                    |

### Inspection Status

(Check one)

- F.A.R. 91.169 ANNUAL/100 HOUR
- F.A.R. 91.71 PROGRESSIVE

## MAINTENANCE RECORD

### F.A.R. 43.9

| DATE OF COMPLETION | AIRCRAFT TIME IN SERVICE | DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED   | AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE |
|--------------------|--------------------------|---|---|
| <u>9-25-85</u>     |                          | <u>5-14-82 THRU 9-25-85</u><br><u>PURCHASED COMPLETE PITTS SIT-E KIT</u><br><u>FROM PITTS AEROTECH, AFTON WYOMING</u><br><u>RECEIVED FUSelage, CONTROL ASSEMBLY</u><br><u>CARDING GEAR, TAIL SURFACES PRE WELDED</u><br><u>&amp; PRIMED UNASSEMBLED.</u><br><u>WINGS UNASSEMBLED, RIBS ARE BUILT</u><br><u>SURFACES COVERED WITH STITS PROCESS,</u><br><u>FABRIC GRADE 103 FINISHED WITH</u><br><u>STITS AEROTHANE &amp; DUPONT IMRON</u> |   |

## INSPECTION RECORD

### F.A.R. 43.11 - 91.217

| E NO. D TO SERVICE | DATE           | AIRCRAFT TIME IN SERVICE | KIND OF INSPECTION - STATUS & DISCREPANCY LIST<br>SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE   |
|--------------------|----------------|--------------------------|---|
|                    | <u>2-15-83</u> | <u>0</u>                 | <u>WINGS &amp; CONTROL SURFACES OK TO COVER -</u><br><u>APPLICABLE AREAS OF FUSELAGE OK TO COVER -</u><br><u>Larry Kephart</u><br><u>NM-MISO-46</u><br><u>(ENTRY TRANSFERRE TO NEW LOG BOOK 9-25-85</u><br><u>Larry Kephart</u> |

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## MAINTENANCE RECORD

F.A.R. 43.9

| DATE OF COMPLETION | AIRCRAFT TIME IN SERVICE | DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED  | AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE |
|--------------------|--------------------------|--|---|
| 3-8-88             | 177.2                    | REMOVED WHEEL PANTS<br>Disassembled Brake calipers<br>and replaced brake pads<br>cleaned and reassembled<br>units. Installed two new<br>tires (McCreech 500-5)<br>Remounted wheel pants<br>and checked brakes. Every<br>thing OK.<br><i>Phil Sutton 45704555</i> |   |
| 5-13-91            | 302.8                    | Removed Main fuel tank, repaired<br>small crack, Reinstalled and leak<br>checked.<br><i>Jack Knutson 47792293 owner/operator</i>   |   |

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|--------------------|--------------------------|--|---|
| 5-13-91            | 302.8                    | Installed a Cristen Industries<br>battery box support assembly 1-2041-019,<br>Installed a 24AH 12V sealed electrolyte<br>battery. Removed the Prestolite starter<br>and replaced with a B+C 12V starter<br>(SN 200-119). Installed a<br>Smoke system by Tom Schall for<br>Schall + Holler installation procedures.<br>Weight + balance changes made to<br>page 5 of the aircraft weight and<br>balance.<br><i>Jack Knutson 47792293 owner/operator</i> |   |
| 2-15-92            | 360.0                    | Disassembled Brake calipers, cleaned<br>and reassembled, Replaced brake<br>pads<br><i>Jack Knutson 47792293 owner/operator</i>   |   |

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

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|--------------------|--------------------------|---|---|
| June 27 93         | 396.6                    | Replaced tail wheel with a new<br>Haisel wheel, Replaced control<br>spades, lubed all controls  | Frank Koutar #477902293 owner                               |
| 19 Nov 197         | 534.0                    | <p>Disassembled BOC Specialty: Allerton L-40<br/>S/N 107537 and registered LR-3 S/N 08711651.<br/>Disassembled Taurus TRT-250D Taurus S/N 111<br/>Taurus TX 7600 Corp. Radio and Ameri-Log<br/>AK-350 S/N 3521605. All work done in accordance<br/>with manufacturer's instructions and AC-93-13.<br/>AK reviewed by Chesapeake Aircraft Service the<br/>date. Taurus built IAW FAR 43 App F. (See Page<br/>19) AK given run and operational check satisfactory</p> | <p align="right">James J. Walker<br/>No. P-216688993</p>    |

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|--------------------|--------------------------|--|---|
|                    |                          | 5-14-82  |   |
|                    |                          | PURCHASED PITTS SITE FUSELAGE KIT WELDED, PRIMED, UNASSEMBLED. LANDING GEAR WELDED, PRIMED UNASSEMBLED. TAIL ASSEMBLY WELDED PRIMED UNASSEMBLED. ALLEIGH KIT. UPPER & LOWER WING UNASSEMBLED RIBS PRE-BUILT. |   |
|                    |                          | 5-2-83 PURCHASED REMINDER OF KIT FROM PITTS HEROTACK, FINISHED FUSELAGE, WINGS & TAIL ASSEMBLY WITH STITS PROGRESS, FABRIC GRADE 103 FINISHED WITH STITS AERUTHANE & DUPONT IMRON.                           |   |

INSPECTION RECORD

F.A.R. 43.11 - 91.217

| DATE    | AIRCRAFT TIME IN SERVICE | KIND OF INSPECTION - STATUS & DISCREPANCY LIST<br>SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE  |
|---------|--------------------------|--|
| 7-15-83 | ⊕                        | WINGS & CONTROL SURFACES OK TO COVER - FUSELAGE ASSY OK TO COVER<br>Larry J. Kephart<br>FAA-TNM-MISO-46  |
| 7-25-85 | ⊕                        | I FIND THIS AIRCRAFT MEETS THE CERTIFICATION REQUESTED AND HAVE ISSUED A SPECIAL AIRWORTHINESS CERTIFICATE FOR AMATEUR BUILT OPERATIONS<br>Larry J. Kephart<br>FAA-TNM-MISO-46<br>NEXT CONDITION INSPECTION DUE SEPT, 1986 |

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|---------|--------------------------|--|
| 12-4-85 | 25 HRS. TI.              | <p>PERFORMED 25 HR INS.P. CHECKED LINKAGES, LUBED HINGES, CHECKED FUEL + OIL LINES FOR LEAKS. ALL FOUND TO BE IN SATISFACTORY CONDITION.</p> <p>HAVE COMPLETED 25 HR OF TEST FLIGHT TIME AS PER OPERATING LIMITATIONS</p> <p>THIS AIRCRAFT HAS PERFORMED SATISFACTORY THROUGH ALL APPROVED MANEUVERS PER PLACARD BY PITTS AEROBATICS FLIGHT MANUAL, INCLUDING 3 TURN SPINS BOTH LEFT + RIGHT.</p> <p align="right"><i>David W. Pogue</i></p> |
| 12-5-85 | 25.21                    | <p>I FIND THIS AIRCRAFT MEETS THE CERTIFICATION REQUESTED AND HAVE ISSUED AN AMENDED AIRWORTHINESS CERTIFICATE LIFTING THE FLIGHT TEST RESTRICTIONS - NEXT CONDITION INSPECTION DUE SEPTEMBER, 1986</p> <p align="right"><i>Larry S. Kephart</i><br/>FAA/NM-MISO-46</p>  |

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|---------|--------------------------|--|
| 10-4-86 | 67.31                    | <p>Checked linkages + hinges for looseness + war, lubricated as required. checked fuel system for leaks, all found to be in satisfactory condition.</p> <p>I certify that this aircraft has been inspected on 10 month 4 day of 86 in accordance with the scope + detail of appendix D of part 43 and found to be in a condition of safe operation.</p> <p><i>Builder/owner David W. Pogue</i><br/>cert. # 2366914</p> |

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F.A.R. 43.11 - 91.217**

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|--------|--------------------------|--|
|        |                          |  |
| 3-2-87 | 86.03                    | <p>Tach Reads 86.03 HRS TT., Removed Right &amp; left gear leg fairings, Removed left brake line from gear leg, Replaced all components listed above with new, Replacement of these parts due to cracks in gear leg fairings &amp; chipping into brake line.</p> <p align="right">D. W. Pogue<br/>cert. # 2366 914</p> |
|        |                          |  |

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|-----------------|--------------------------|---|
|                 |                          |   |
| <del>8-53</del> | 87.5 HRS                 | <p><del>Inverted</del> Inverted &amp; upright flat spins performed by Gene Beggs, comments were normal spin recovery &amp; found nothing wrong with performance or handling of this aircraft.</p> |
|                 |                          |   |

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F.A.R. 43.11 - 91.217

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|------------------------|--------------------------|--|
|                        |                          | <p style="text-align: center;"><i>Tach. reads 92.00 HRs</i></p> <p style="text-align: center;"><i>I certify that this Aircraft has been inspected on 4 month 4 day 87 in accordance with scope detail of appendix D of part 43 and found to be in a condition of safe operation.</i></p> <p style="text-align: center;"><i>Builder/owner <u>Walt Wilgus</u><br/>cert # 2366914</i></p> |
| <i>4-14-88 @ 17889</i> |                          | <p><i>Aircraft inspected per manufacturer's condition inspection. Cleaned fuel filter in wobble pump. <u>Walt Wilgus</u> AP 464725132<br/><u>Walt Wilgus Service, Inc. ARS2087</u></i></p>   |

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F.A.R. 43.11 - 91.217

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|-------------------------|--------------------------|--|
| <i>Sept 19 1988</i>     | <i>TAF 217.6</i>         | <p>I certify that this <u>AIRCRAFT</u> has been inspected in accord with <u>FAR 43 Appendix D</u> inspection and found to be in airworthy condition.</p> <p>Date <u>Sept 19, 1988</u></p> <p>Signed <u>[Signature]</u></p> <p>A&amp;E# <u>2260701504</u></p>   |
| <i>5-24-90 @ 224.31</i> |                          | <p><i>Aircraft inspected per manufacturer's condition inspection. Fuel filter in wobble pump. <u>Walt Wilgus</u><br/><u>Walt Wilgus Service, Inc. ARS2087</u></i></p>  |
| <i>1-16-91</i>          | <i>3028</i>              | <p><i>Inspected this aircraft in accordance with <del>FA</del> the scope + detail of FAR 43 appendix D + found this aircraft to be in a condition for safe operation. EW AD 90-02-23</i></p> <p style="text-align: right;"><i>Chris Passero 1468361 AI</i></p> |

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|--------|--------------------------|---|
| 5-8-92 | 365.92                   | Inspected this aircraft in accordance with the scope + detail of FAR 43 appendix D + found to be in a condition for safe operation. Removed fuel tank for repair. Reinstalled + leak checked<br>E. J. Pasero 1468367 AI |
| 7-3-93 | 396.6                    | Inspected this aircraft in accordance with the scope + detail of FAR 43 appendix D, and found it to be in a condition for safe operation<br>E. J. Pasero 1468367 AI   |

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|---------|--------------------------|--|
| 6-13-97 | 436.28                   | INSTALL NEW MAIN GEAR TIRDS BOTH RIGHT + LEFT<br>STATIONARY BRAKE LININGS, INSTALL NEW #2 EXHAUST GASKET   |
|         |                          | I HAVE INSPECTED THIS AIRCRAFT IN ACCORDANCE WITH THE SCOPE + DETAIL OF FAR 43 APPENDIX D AND FOUND TO BE IN CONDITION FOR SAFE OPERATION<br>E. J. Pasero 1468367 AI |



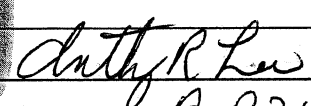


**INSPECTION RECORD  
F.A.R. 43.11 - 91.217**

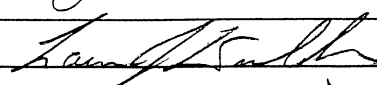
| DATE      | AIRCRAFT TIME IN SERVICE | KIND OF INSPECTION - STATUS & DISCREPANCY LIST<br>SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE   |
|-----------|--------------------------|---|
| 2 Dec '98 | 604                      | Completed condition report. c/w AD 76-07-12 by fuselage<br>check of brake wheels. due 100 hrs. c/w AD 98-12-03<br>by visual inspect of lower aft wing area attached fittings<br>with 10x glen. due 50 hrs. Lubed all flight controls<br>hydraulic wheel bay. Replaced brake pads on RT<br>wheels. Don't forget to check fuel pump. We<br>got our copy of safety letter about the aircraft from the<br>inspected IAW conditions. Inspected IAW FAR Part 93<br>app D which has to be in aircraft condition<br><br><br>N.P. 211688993 |

Date: 11/06/99 Aircraft: N627DP Type: PITTS S.1T-E S/N: 1-200DP  
 Tach Time: 708.9:  
 REMOVED THE SPADE FROM THE LEFT AILERON AND INSTALLED A NEW  
 SPADE.  
 THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND  
 INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS  
 FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS  
 REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER 4327.  
 11/06/99 ROGER E. SMITH   
 CARTER AIRCRAFT, INC. FAA APPROVED. SEBRING FL. UW4R585M

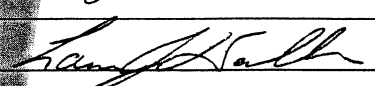
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F.A.R. 43.11 - 91.217**

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|------------|--------------------------|--|
| 3 Jan 2000 | 719.53                   | C/W AD 76-07-12 by fuselage test of landing<br>due 100 HRS C/W AD 96-12-03 by visual inspect of<br>wing attachment fittings due 50 HRS. Replaced left<br>Acheson ball crank P/W 1-0414-039 with<br>new part. Lubricated all flight controls. general<br>bearing in main landing gear. A/cf good run<br>satisfactory. Check that this aircraft was inspected<br>in accordance with a conditional inspection and<br>from FAR 43 appendix D and was labeled to be<br>in Country Condition.<br><br><br>A+P 217727975 |
| 1 Feb '01  | 786.53                   | Completed condition report. c/w AD 76-07-12 by<br>fuselage test of brake wheels. due 100 hrs. c/w AD<br>96-12-03 by visual inspect of lower aft wing<br>fitting with 10x glen. due 50 hrs Lubed flight   |

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|-------|--------------------------|---|
|       |                          | <p>condition - Repair wheel bearings. Repair locking tail wheel cable. Check cabin for fuel. Check fuel bowls, check fuel screen. A/C gal run only. I certify that this aircraft has been inspected in accordance with FAR Part 43 App D and found to be in airworthy condition.</p> <p align="right"> <br/>                     A.P. 216688993                 </p> |
| 2002  |                          |   |
| 2 Feb | 813-53                   | <p>Completed condition report C/n AD 26-02-12 of fuel tank of burner installed, due 100 hrs. C/n AD 96-12-53 of oval magnet of lower aft wing attach parts with 100 hrs. due 50 hrs. Fuel filter checked. Repair wheel bearings. Repair both main tires. Repair brake disc. Repair brake parts. Repair tail wheel tire.</p>   |

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|------|--------------------------|---|
|      |                          | <p>Check fuel bowls, check fuel screen. Check electrical system. A/C gal run only. I certify that this aircraft has been inspected in accordance with FAR Part 43 App D and found to be in airworthy condition.</p> <p align="right"> <br/>                     A.P. 216688993                 </p> |

2003

### INSPECTION RECORD

F.A.R. 43.11 - 91.217

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|----------|--------------------------|--|
| 02-05-03 | 880.6                    | Completed Conditional Inspection, c/w AD 76-07-12 By Functional test of Bendix switch. c/w AD 96-12-03 By Visual Insp. of Aft wing Attach point w/10x glass. c/w AD 02-26-01 By Visual Insp. of Fuel Injector Lines. AD 96-12-07 Impuls Coupl. next Ave 1002.0 TACK. AD 96-10-12 Control Sticks N/A By Wall thickness of Control Sticks. AD 03-01-03 prop Hub N/A By Hub S/W. AD 01-23-08 prop Hub. Eddy Current Pk/w next Ave 1016.1 TACK. Lubricated all Flight Control as necessary. Installed new owner supplied canopy parts, greased all wheel bearings as necessary. Serviced Brakes w/5606 Hyd fluid. Serviced AC Battery check Electrical system, Replaced Baffle on Air tube. Clean all Fuel Screens + Christian Fuel Pump. Screens as necessary. Replaced all Exhaust gas jets as necessary. Air craft owned by Sam Sabers. |

### INSPECTION RECORD

F.A.R. 43.11 - 91.217

2003

| DATE  | AIRCRAFT TIME IN SERVICE | KIND OF INSPECTION - STATUS & DISCREPANCY LIST<br>SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE                 |
|-------|--------------------------|---|
| 05-03 | 880.6                    | Inspected this Aircraft in Accordance with the Scope + Detail of FAR Part 43 Appendix D, and was Found to Be in Airworthy Condition. AD 214621824 |

N627DP DATE: December 16, 2003 TACH: 907.76  
TTAF: 907.67

Performed all routine maintenance and lubrication. Oil pressure/temperature gauge overhauled by Berkshire Instruments and re-installed. Installed rubber hose and two hose clamps on cowl flap cable to affect better operation. Repaired crack in elevator trim tab with .025 and .040 aluminum, primed and painted. Removed small amount of fabric from around elevator torque tube to prevent chaffing. Installed AN960-10L washer as spacer on top elevator rod end bolt in empennage. Replaced lower elevator support strut bolt with shorter one to prevent rubbing into fabric. Removed corrosion on negative battery terminal and cable. Re-safetied air-box screws. Repaired crack in left forward baffle with .032 aluminum. Adjusted alternator belt tension. Installed rubber hose around elevator trim tab cable in empennage to prevent rubbing into fabric. Resealed right brake master cylinder. Replaced o-ring PN MS28775-218 in right main brake caliper. Installed AN960-816 washer as spacer in rudder pedal shaft. Replaced missing rivets in left and right strut skirts. Replaced left smoke oil line due to fraying. Complied with AD #96-12-03 wing separation.

CONT. NEXT PAGE

**INSPECTION RECORD**  
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|            |                          | <p>Found crack in right lower aft wing to fuselage fitting and installed doubler PN 2-2107-2/3 as per Aviat Aircraft Inc. SB 25. AD #96-12-03 no longer applies to the right lower aft fitting but still applies to the left. Complied with AD #76-07-12 Bendix ignition switch by functional test.</p> <p>I certify this <b>AIRCRAFT</b> has been inspected in accordance with the scope and detail of FAR 43 appendix D and is approved for return to service as an experimental category aircraft.<br/>Chris Sobers AP 133606613 <i>Chris Sobers</i></p> |
| NOV 1 2004 | 939.41                   | <p>INSTALLED <del>ONE</del> Lycoming A650 J60-A1E<br/>sp/ RL-26213-51A &amp; New Prop MOD# HC-C2YK-4CF<br/>sp/ AU 11802B REPLACES LANDING GEAR BUNGEES CORDS<br/>&amp; TETHER CABLES INSTALLED NEW TXD ANTENNA RE-ASSEMBLED<br/>&amp; RIGGED A/C PER PITC SIT MANUAL GROUND RUN &amp;<br/>FET OKS OK</p> <p>I certify that this <u>AIRCRAFT</u> has been inspected in accordance with a FAR 43 APP inspection and is in an airworthy condition.</p> <p align="right"><i>[Signature]</i><br/>AP 2235947</p>  |

**INSPECTION RECORD**  
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|-------|--------------------------|--|
| 11-05 | 960.2                    | <p>100 HR LUBRICATION &amp; INSPECTION CW REPAIRS<br/>4HR TOWEL SIDE PANEL CLEANUP ALL FULL SCREENS</p> <p>I certify that this <u>AIRCRAFT</u> has been inspected in accordance with a FAR 43 APP inspection and is in an airworthy condition.</p> <p align="right"><i>[Signature]</i><br/>AP 2235947 TA</p> |
|       |                          | <p>N627DP DATE: July 1, 2005 TACH: 1009.95</p> <p>R&amp;R both MLG tires with new. R&amp;R all brake linings with new PN 066-10600.<br/>Chris Sobers AP 133606613 <i>Chris Sobers</i></p>  |

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|----------|--------------------------|--|
| 2/20/06  | 1037.24                  | Cleaned corrosion on Battery Terminals. Replaced missing rivets on RH MLG Fairing. Replaced LH Fwd attach bolt for MLG. Replaced RH lower bolt for Aileron control Inner connect Rod. Replaced LH aft lower bolt for wing strut. All routine servicing & lubrication accomplished. CW AD 96-12-03 wing attach fittings. All other AD's completed with this. Replaced handling Gear Bungee Cords.<br><br>I certify that this Aircraft has been inspected in accordance with a 100hr inspection and is in an airworthy condition. Per FAR 43 APP<br>Reinhold Jink #8962947 |
| 9/7/2006 | 1098.07                  | Replaced LH Bungee cover, Replaced LH Brake pedal and master cylinder, Bled brakes. <i>[Signature]</i><br>2842184  |
| 5-22-07  | 1118.4                   | REPLACED HANGER TANK FLAP TUBE<br>REPAIRED MISC. FABRIC IMPERFECTIONS AS REQ. REPLACED SEAT BELT/SHOULDER HARNESS ASSY. REPLACED ELEVATOR TRIM WIRE  |

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| DATE       | AIRCRAFT TIME IN SERVICE | KIND OF INSPECTION - STATUS & DISCREPANCY LIST<br>SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE   |
|------------|--------------------------|---|
|            |                          | CW AD 96-12-03 ATTACH FITTINGS & 76-07-12<br>W/B. FUNCTIONAL CK. ALL ROUTINE LUBRICATION<br>& SERVICING ACCOMPLISHED<br><br>I certify that this Aircraft has been inspected in accordance with a FAR 43 APP D inspection and is in an airworthy condition.<br><i>[Signature]</i> AP 2235947 |
| 12/22/2007 | 1153.86                  | Replaced RH brake cylinder, bled and tested brakes. <i>[Signature]</i><br>2842184   |