

UNITED STATES OF AMERICA  
 DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION ADMINISTRATION  
 SPECIAL AIRWORTHINESS CERTIFICATE

CATEGORY/DESIGNATION		EXPERIMENTAL	
PURPOSE		AMATEUR BUILT	
B MANU- FACTURER	NAME	N/A	
	ADDRESS	N/A	
C FLIGHT	FROM	N/A	
	TO	N/A	
	FLIGHT		N/A
D N-627DP		SERIAL NO.	1-200DP
BUILDER POGUE / PITTS		MODEL	S-1T-E
DATE OF ISSUANCE 12-5-85 (amended)		EXPIRY	unlimited
OPERATING LIMITATIONS DATED 12/5/85		ABEA PART OF THIS CERTIFICATE	
SIGNATURE OF FAA REPRESENTATIVE <i>Larry G. Kevhart</i>		DESIGNATION OR OFFICE NO.	
LARRY G. KEVHART		NM MISO 46	

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MANUFACTURING INSPECTION DISTRICT OFFICE 46  
5885 West Imperial Highway  
Los Angeles, California 90045

December 5, 1985

**\*\*REVISED 11/30/84\*\***

EXPERIMENTAL - AMATEUR BUILT AIRCRAFT

POGUE/  
MAKE: PITTS MODEL: S-1T-E SERIAL NO. 1-200DP REG. NO. N627DP

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

This aircraft must be operated in accordance with the following limitations:

1. No person may operate this aircraft for other than the purpose of Amateur built. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.42(e).
2. The cognizant FAA office must be notified and their response received in writing prior to flying this aircraft after incorporating a major change as defined by FAR 21.93.
3. This aircraft approved for Day VFR operation only.
4. Except for takeoffs and landings, no person may operate this aircraft over densely populated areas or in congested airways.
5. This aircraft is approved for aerobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal acceleration not necessary for normal flight as per Aircraft Flight Manual, Rev. B, dated Sept. 15, 1982.
6. No person shall operate this aircraft unless within the preceding 12 calendar months, it has had a condition inspection performed in accordance with Appendix D of Part 43 or in the case of a manufacturer, equivalent approved procedures, and found to be in a condition for safe operation. Additionally, this inspection shall be recorded in accordance with Limitation 7 listed below.



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7. The Experimental aircraft builder of this aircraft, if certificated as repairmen, FAA-certified mechanics holding an Airframe and Powerplant rating and appropriately rated repair stations may perform condition inspections in accordance with Appendix D of Part 43.

8. Condition inspections shall 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) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation."

The entry will include the aircraft total time in service, the name, signature and certificate type and number of the person performing the inspection.

9. This aircraft shall contain the placards, markings, etc., required by FAR 91.31. In addition to the requirements of FAR 91.31, the following placard shall be displayed in the cockpit in full view of all occupants:

PASSENGER WARNING - THIS AIRCRAFT IS AMATEUR BUILT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT.

10. This aircraft shall not be operated for glider towing or parachute jumping operations.

*Larry G Kephart*  
Larry G. Kephart  
Aviation Safety Inspector (Mfg)  
NM-MIDO-46

Date Issued December 5, 1985