

PITTS AVIATION ENTERPRISES, INC.

AIRPLANE FLIGHT MANUAL

MODEL S-2A AIRPLANE

Pitts S-2A

FAA APPROVED:

John T. Vogel
CHIEF, ENGINEERING AND
MANUFACTURING BRANCH,
SOUTHERN REGION,
FEDERAL AVIATION AGENCY

DATE: 11, June, 1971

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LOG OF REVISIONS

REVISION LETTER	PAGES AFFECTED	DESCRIPTION OF CHANGE	APPROVAL AND DATE
A	8 of 9	add radio opt.	<i>John F. Vogel</i> Chief, Engineering and Manufacturing Branch Southern Region, FAA Date: <u>1 December 1971</u>
B	i, 1 of 9	Alternate equip. noted	<i>D.C. O'Brien</i> Acting Chief Engineering and Manufacturing Branch Southern Region, FAA Date: <u>April 3, 1974</u>
C	i, 2 of 3	correct oil temp limits	<i>John F. Vogel</i> Chief, Engineering and Manufacturing Branch Southern Region, FAA Date: <u>December 9, 1975</u>
D	i, 1 of 9	Engine designation change	<i>J. E. McArthur</i> Acting Chief, Engineering and Manufacturing Branch Southern Region, FAA Date: <u>October 29, 1976</u>
E	i, 2 of 9, 9 of 9	adds placard for RPM Limitations	<i>Walter H. Bevin</i> Acting Chief, Eng. and Mfg. Branch Rocky Mountain Region, FAA <u>August 31, 1978</u>
F	i, 1 of 9	Engine designation change	<i>James B. Chudy</i> Acting Chief, Eng. and Mfg. Branch Rocky Mountain Region, FAA <u>November 29, 1979</u>
G	i, 1 of 9, 2 of 9	adds information for normal operating power	<i>James B. Chudy</i> Acting Chief, Eng. and Mfg. Branch Rocky Mountain Region, FAA <u>January 20, 1980</u>
H	i, 9 of 9	adds additional spin placard	<i>James B. Chudy</i> Acting Chief, Eng. and Mfg. Branch Rocky Mountain Region, FAA <u>October 25, 1980</u>

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SECTION I OPERATING LIMITATIONS

A. Airspeeds:

Normal operating range (green arc) from stall speed:	CAS
	58 MPH 50 Knots
To maximum normal operating speed:	154 MPH 134 Knots
Caution range (yellow arc) from maximum normal operating speed:	154 MPH 134 Knots
To never exceed speed:	203 MPH 176 Knots
Never exceed speed (red radial)	203 MPH 176 Knots

FOR ACROBATIC MANEUVER ENTRY SPEEDS SEE PLACARDS SECTION

B. Powerplant Limits:

For Lycoming IO-360-A1A engine as modified by STC No. SP46950 and Hartzell HC-C2YK-4/C7666A-2, or HC-C2YK-4AF/FC7666A-2 propeller. Propeller min. diameter is 72 in. Propeller max. diameter is 74 in. or
 For Lycoming AEIO-360-A1A engine or AEIO-360-A1E and Hartzell HC-C2YK-4AF/FC7666A-2 propeller. Propeller min. diameter is 72 in. Propeller max. diameter is 74.

<u>Propeller Pitch Settings:</u> (Measured at 30 in. sta.)	High Pitch:	$24^{\circ} + \frac{1}{2}^{\circ}$
	Low Pitch:	$13 \frac{1}{4}^{\circ}$
<u>Engine Rated Power:</u>	200 HP at 2700 RPM	
<u>Normal Operating Power:</u>	150 HP at 2400 RPM	
<u>Minimum Fuel Grade:</u>	100 Octane	
<u>Oil Pressure:</u>		
Minimum (red radial)	25 PSI	
Caution Range (yellow arc)	from	25 PSI
	to	60 PSI
Normal Range (green arc)	from	60 PSI
	to	90 PSI

F.A.A. APPROVED: June 11, 1971
 Revision G: January 23, 1980

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SECTION I OPERATING LIMITATIONS

B. Powerplant Limits (cont'd)

Oil Pressure (cont'd)

Caution range (yellow arc)	from	90 PSI
	to	100 PSI

Maximum (red radial)	100 PSI
----------------------	---------

Oil Temperature:

Maximum (red radial)	245 Deg. F
	118 Deg. C

Normal range (green arc)	from	100 Deg. F
		38 Deg. C
	to	245 Deg. F
		118 Deg. C

Fuel Pressure:

Minimum	0 PSI
---------	-------

Normal range (green arc)	from	0 PSI
	to	12 PSI

Maximum (red radial)	12 PSI
----------------------	--------

Tachometer:

Recommended idle	650 RPM
------------------	---------

Normal range (green arcs)	from	500 RPM
	to	2000 RPM
and	from	2350 RPM
	to	2400 RPM

Avoid continuous operation (red arc)	from	2000 RPM
	to	2350 RPM

Avoid continuous operation (red arc) above	2600 RPM in aerobatic flight
Do not exceed (red radial)	2700 RPM

FAA APPROVED: December 7, 1975

Revision G: January 20, 1980

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SECTION 4 OPERATING LIMITATIONS

C. Weights

Maximum gross weight (Acrobatic category)		1500 LBS.
Maximum gross weight (Normal category)		1575 LBS.
Design empty weight, dry, no fuel, no oil		1007 LBS.
Design empty weight dry center of gravity is at fuselage station:	FS	87.89

NOTE: Reference station, FS 0.00 is located 97.81 inches forward of leading edge of lower wing.

Maximum oil	2 U.S. gals.	15 LBS.
Fuel tank capacity	24 U.S. gals.	144 LBS.
Crew of two plus parachutes		(ACTUAL WT.)
Baggage, maximum		20 LBS.
Design useful load (Acrobatic category)		493 LBS.
Design useful load (Normal category)		568 LBS.

NOTE: NO ACROBATIC MANEUVERS WITH BAGGAGE.

Usable fuel, normal flight	23 U.S. gals.	138 LBS.
----------------------------	---------------	----------

(See Section V, "Weight and Balance", Model S-2A Airplane, for allowable weight and center of gravity combinations and detail loading instructions.)

Weight and Center of Gravity Limits: (Acrobatic category)

Most forward limit:

FS 92.35 (16.3% mac) at 1350 lbs. or less;

Most forward at maximum gross weight:

FS 95.58 (24.7% mac) at 1500 lbs.;

Most rearward at maximum gross weight:

FS 96.50 (27.0% mac) at 1500 lbs.;

Most rearward limit:

FS 97.12 (28.7% mac) at 1440 lbs. or less; with straight line variation between points given.

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SECTION I OPERATING LIMITATIONS

C. Weights (cont'd)

Weight and Center of Gravity Limits: (Normal category)

Most forward limit:

FS 92.35 (16.3% mac) at 1350 lbs. or less;

Most forward at maximum gross weight:

FS 94.5 (21.8% mac) at 1575 lbs.;

Most rearward at maximum gross weight:

FS 96.13 (24.4% mac) at 1575 lbs.;

Most rearward:

FS 97.50 (29.6% mac) at 1472 lbs. or less; with straight line variation between points given.

D. Flight Load Factors: (Acrobatic category)

Positive flight, limit + 6.0 G.
 Negative flight, limit - 3.0 G.

Maneuvers and entry speeds:
 See Section IV, "Placards".

E. Flight Load Factors: (Normal category)

Positive flight, limit + 3.80 G.
 Negative flight, limit - 1.52 G.

F. Flight Limitations:

This airplane must be operated as a day VFR airplane only. Flight into known icing conditions is prohibited.

G. Usable Fuel:

Of the 24 U.S. gallon fuel tank capacity, 23 gallons are usable during all normal flight conditions. Unusable fuel, normal flight: 1 U.S. Gal.

NOTE: Do not perform low altitude acrobatics with less than 1/4 tank of fuel on board.

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SECTION II OPERATING PROCEDURES

A. NORMAL PROCEDURES

a. Starting Engine

- | | |
|--|---------------|
| 1. Alternate Air: | OFF |
| 2. Propeller governor control: | HIGH RPM |
| 3. Fuel Selector: | ON |
| 4. Throttle: | OPEN 1/4 FULL |
| 5. Mixture: | FULL RICH |
| 6. Boost Pump: | ON, |
| until positive fuel pressure is noted, then: | OFF |
| 7. Mixture: | IDLE CUT-OFF |
| 8. Crank Engine with Starter | |
| 9. When Engine fires, move mixture control slowly and smoothly to: | FULL RICH |

b. Ground Running and Warm-Up:

To prevent overheating, follow these procedures:

- | | |
|--|---------------|
| 1. Head airplane into wind | |
| 2. Mixture | FULL RICH |
| 3. Propeller governor control | HIGH RPM |
| 4. Warm up at approx. | 1000-1200 RPM |
| Avoid prolonged idling and do not exceed | 2200 RPM |

NOTE: Hot idle oil press. 25 PSI min.

c. Take-Off:

- | | |
|---|-----------|
| 1. Warm-up as above | |
| 2. Oil pressure: | GREEN ARC |
| 3. Oil temperature: | GREEN ARC |
| 4. Mixture control: | FULL RICH |
| 5. Elevator trim: | NEUTRAL |
| 6. Flight controls: | FREE |
| 7. Set throttle to 1700 RPM and move propeller governor control through full range and return to: | HIGH RPM |
| 8. Magneto check: with propeller set at high RPM, set throttle to produce: | 2200 RPM |

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SECTION II OPERATING PROCEDURES

A. NORMAL PROCEDURES (cont'd)

c. Take-Off: (cont'd)

9. Switch magnetos from both to one and note drop-off, return to both until engine regains speed and switch to other magneto and note drop-off, then return to both.

Normal drop-off is:	100 RPM
Maximum drop-off is:	175 RPM
Difference in drop-off between Magnetos is:	50 RPM

10. Throttle:	FULL OPEN
---------------	-----------

d. Landing:

1. Mixture control:	FULL RICH
2. Propeller control:	HIGH RPM

e. Engine Shut-Down:

1. Throttle:	CLOSED
2. Mixture control:	IDLE CUT-OFF
3. Master switch:	OFF
4. Ignition switch:	OFF

B. EMERGENCY PROCEDURES

a. In-Flight Engine Restart:

1. Pull mixture control to:	IDLE CUT-OFF
2. Establish glide at:	100 MPH IAS
3. Fuel selector:	ON
4. Master switch:	ON
5. Throttle:	OPEN 1/4 FULL
6. Engage starter to start propeller windmilling, if it is not turning,	
7. Advance mixture control to:	FULL RICH

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SECTION II OPERATING PROCEDURES

B. EMERGENCY PROCEDURES (cont'd)

b. Freezing of Pitot-Static Head:

In the event of icing of the static orifices on the pitot-static head, an alternate source of static pressure is provided.

To open the alternate static air pressure source, turn the indicated valve on the left-hand side of the rear instrument panel counter-clockwise to full open.

c. Best Glide Speed, Engine-out, is: 97 MPH IAS

d. NOTE: Stall warning inoperative with master switch off.

SECTION III PERFORMANCE INFORMATION

A. Altitude loss during power-off stalls: 200 FT.

B. Power-off stalling speed versus bank-angle, at 1575 lbs. gross weight and forward gross C.G.: Normal Category.

<u>BANK ANGLE</u>	<u>STALLING SPEED</u>
0°	61 MPH CAS
30°	66 MPH CAS
45°	73 MPH CAS
60°	86 MPH CAS

Power-off stalling speed versus bank-angle, at 1500 lbs. gross weight and forward gross C.G.:

Acrobatic Category.

<u>BANK ANGLE</u>	<u>STALLING SPEED</u>
0°	58 MPH CAS
30°	62 MPH CAS
45°	69 MPH CAS
60°	82 MPH CAS

C. Demonstrated flight-time, inverted is: 3 minutes

D. Demonstrated cross-wind velocity is: 20 MPH

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SECTION IV PLACARDS

The following placards are installed in the airplane:

1. Adjacent to fuel selector valve handle in both cockpits:
 "Fuel Select"
 "23 gals. usable"
 "ON" ; "OFF"
2. Adjacent to airspeed indicator: "Design maneuver speed 154 MPH";
 "Demonstrated crosswind velocity 20 MPH".
3. On inside of baggage compartment door: "No acrobatics with baggage",
 "Max. baggage 20 lbs."
4. Adjacent to fuel filler neck: "Fuel 100/130 Octane. 23 gals.usable".
5. On left hand side of rear instrument panel adjacent to alternate static source valve: "Open for alternate static ".
6. On fairing stringer on L.H. side of rear cockpit adjacent to mixture control: "Pull for lean mixture".
7. On fairing stringer on R.H. side of rear cockpit adjacent to engine alternate inlet air control: "Pull for alternate air".
8. On elevator trim control quadrant: "Nose Up", "Neutral", "Nose Down".
9. On throttle quadrant: "Open", "Throttle", "Closed".
10. On both instrument panels: "No Smoking".
11. On front instrument panel: "Solo Rear Seat Only".
12. On junction box in rear panel adjacent to the appropriate switches:
 "Boost Pump Switch", "ON", "OFF",
 "Alternator Field Switch", "ON", "OFF",
 "Master Switch", "ON", "OFF".
13. On junction box in rear cockpit adjacent to appropriate circuit breakers:
 "Alternator",
 "Alternator Field",
 "Boost Pump",
 "Stall Warning",
 "Radio", (if installed).

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SECTION IV PLACARDS (cont'd)

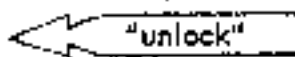
14. On left hand side of rear cockpit coaming in clear view of pilot:

This airplane must be operated as a normal or an acrobatic category airplane in compliance with the operating limitations stated in the form of placards markings and manuals. All markings and placards on this airplane apply to its operation as an Acrobatic Category Airplane. For Normal Category operations refer to the Approved Airplane Flight Manual. Operations limited to day VFR conditions. Flight into known icing conditions prohibited.

APPROVED MANEUVERS AND RECOMMENDED ENTRY SPEEDS: (MPH)

MANEUVER	INSIDE		OUTSIDE	
	MAX.	MIN.	MAX.	MIN.
LOOP (UP)	180	130	180	130
LOOP (DOWN)	100	70	100	70
SLOW ROLL	180	100	180	100
BARREL ROLL	180	130	180	130
SNAP ROLL	140	90	110	90
HAMMERHEAD	180	130	180	130
LAZY EIGHT	180	140	180	140
CHANDELLE	180	140	180	140
STALLS AND SPINS	(SLOW DECELERATION)			

For spin recovery put ailerons neutral, apply full opposite rudder briskly and then apply nose down elevator. Use power off for all spin recoveries.

15. Adjacent to propeller governor control, in both cockpits:
 "Push for High RPM", and 

16. "No acrobatic maneuvers (including spins) are approved for normal category operations". (Immediately aft of placard number 14.)

17. On right side of instrument panel adjacent to tachometer
 "Avoid continuous operation between 2000 and 2350 RPM.
 Above 2600 RPM in acrobatic flight."

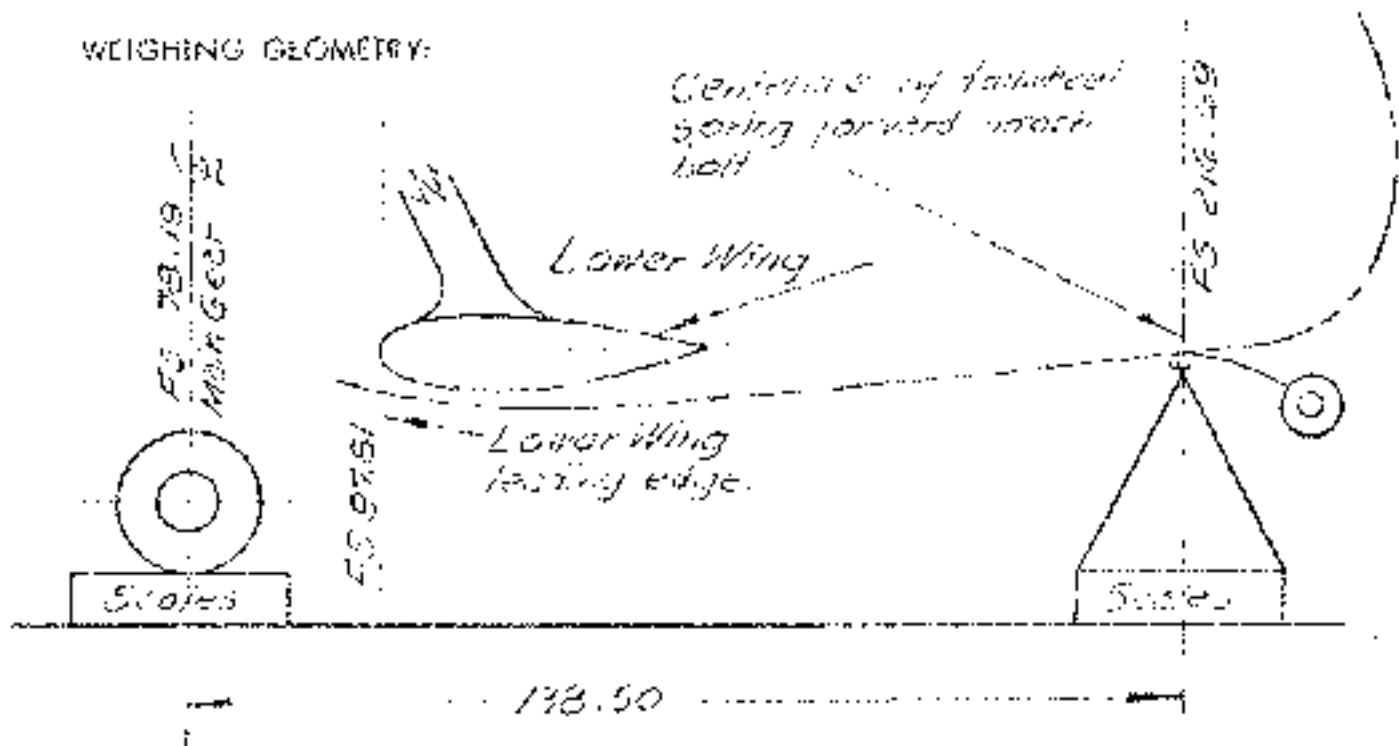
18. "For flat spins use aileron with the spin for recovery"
 (Immediately aft of placard number 14 and below placard 16.)

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SECTION V WEIGHT AND BALANCE

Airplane Serial Number: 11111

WEIGHING GEOMETRY:



Datum is 97.81 inches forward of lower wing leading edge.

Weighing performed with airplane level.

Level airplane on upper jacking at rear cockpit.

A. Empty Weight As Weighed:

SCALE	READING	ASL	NET
Left Main	481.0 lb.	1.0 lb.	482.0 lb.
Right Main	489.5 lb.	2.0 lb.	491.5 lb.
Tail	109.5 lb.	3.0 lb.	112.5 lb.
Empty weight as weighed is total			1095.0 lb.

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SECTION V WEIGHT AND BALANCE

Airplane Serial Number: 5038

A. Empty Weight As Weighed (cont'd)

$\bar{X}$ C.G. As Weighed:

$$\bar{X} \text{ C.G.} = \frac{(\text{left main net} + \text{right main net}) 78.17 + (\text{tail net}) 216.69}{\text{total net}}$$

$$\bar{X} \text{ C.G.} = \frac{(480.9 + 487) 78.17 + (511.0) 216.69}{(1099.0)}$$

$$\bar{X} \text{ C.G.} = (500.95) / (511.0)$$

$$\bar{X} \text{ C.G.} = 97.42 \text{ inches aft of datum, as weighed.}$$

Standard Zero-Fuel Weight And Moment:

As-weighed weight, net, (page 3) = 1099.0 lb.

$$\begin{aligned} \text{As-weighed moment} &= (\text{as-weighed weight}) (\bar{X} \text{ C.G.}) \\ &= (1099.0) (97.42) \\ &= 107067 \text{ in-lb.} \end{aligned}$$

The as-weighed weight and moment above includes the following items:

1. Radio (optional):

YES ☒

NO ☐

$$\frac{\text{Weight, lb.}}{7.0}$$

$$\frac{\text{Arm, in.}}{125.00}$$

$$\frac{\text{Moment, in-lb.}}{845}$$

2. Engine oil:

$$\frac{\text{Weight, lb.}}{(9 \text{ gal.}) (15)}$$

$$\frac{\text{Arm, in.}}{54.81}$$

$$\frac{\text{Moment, in-lb.}}{()}$$

NOTE: Fuel oil is as follows:

2 gal. 15 lb.

54.81

322 in-lb.

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SECTION V WEIGHT AND BALANCE

Airplane Serial Number: 2248

A. Standard Zero-Fuel Weight And Moment (cont'd)

3. Fuel:

Weight, lb.
(Gals.) ()

Arm, in.
80.81

Moment, in-lb.
()

The following zero-fuel weight is for Pits Model S-2A Airplane
Serial No. 2248, with two gallons of oil, zero fuel, (wim)
(w/boom) rodin, no pilots, no baggage:

	WEIGHT, LB.	MOMENT, IN-LB.
As-weighted	1059.0	86200
Oil Correction	15.0	822
Fuel Correction		
Other Correction (1) (Gallons)	6.5	531
Standard Zero-fuel	1080.5	87553

(1) : Other Corrections:

not installed at 80.81 in. aft mainmast at
All weights empty weight Center of Gravity.

Equipped Weight Empty:

The equipped weight empty of the airplane is the standard zero-fuel
weight of the above, plus one gallon, (six lbs.) of normal unusable
fuel, and includes 2 quart oil.

	WEIGHT, LB.	MOMENT, IN-LB.
Standard Zero-Fuel	(1080.5)	(87553)
Normal Unusable Fuel	6.0	485
Equipped Weight Empty	1086.5	88038

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SECTION V WEIGHT AND BALANCE

Airplane Serial Number 2001

A. Allowable Weight and Center of Gravity:

The allowable weight and center of gravity envelope for which the Model S-2A is FAA Type Certificated in the ACROBATIC CATEGORY is defined by the following points:

At Most Forward C.G.:

Weight, lb.	Arm, F.S.	Moment	% MAC
1350	92.35	124673	16.3

At Most Forward and Max. Gross C.G.:

1500	95.96	143370	24.7
------	-------	--------	------

At Most Rearward and Max. Gross C.G.:

1500	96.50	144750	27.0
------	-------	--------	------

At Most Rearward C.G.:

1440	97.12	139633	26.7
------	-------	--------	------

The allowable weight and center of gravity envelope for which the Model S-2A is FAA Type Certificated in the NORMAL CATEGORY is defined by the following points:

At Most Forward C.G.:

Weight, lb.	Arm, F.S.	Moment	% MAC
1350	92.35	124673	16.3

At Most Forward and Max. Gross C.G.:

1575	94.50	148048	21.6
------	-------	--------	------

At Most Rearward and Max. Gross C.G.:

1575	96.12	151405	26.1
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At Most Rearward C.G.:

1472	97.50	143520	29.6
------	-------	--------	------

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SECTION IV WEIGHT AND BALANCE

The following portion of this manual has been retained for your convenience in determining the weight and center of gravity of the airplane for various loading configurations.

C A U T I O N

1. The envelope of Page 17 has been thoroughly re-designed by Piper Aviation, and by the Federal Aviation Agency, and the S-2A airplane has been found to comply with all regulations and has a maximum weight of 13,400 lbs. maximum gross weight, within this envelope. Operation at weight or center of gravity not within the envelope is legally prohibited, and may be dangerous.
2. Do not perform aerobatics with baggage.
3. Do not perform aerobatics with less than 30 lbs. reserve fuel on board.

For your convenience, actual loading points for various configurations have been computed and plotted on the envelope of Page 17. These points are for example, and are based on an airplane at empty weight of 13,000 pounds, and a moment of 88,000 in.-lbs, which is typical, however, **THE OWNER IS CAUTIONED TO BASE ACTUAL WEIGHT AND MOMENT CALCULATIONS FOR HIS AIRPLANE ON THE EQUIPPED WEIGHT EMPTY AIRCRAFT AT THE BOTTOM OF PAGE 5.**

TO DETERMINE YOUR WEIGHT AND C.G.

1. Begin with the equipped weight empty of your airplane, shown at the bottom of Page 5. Record the weight and the moment.
2. From the plot on Page 16, (weight and moment due to pilot), locate the weight and moment corresponding to the actual weight of the pilot on board, including parachute, if they are worn.
3. From the plot on Page 16, (weight and moment due to baggage), locate the weight and moment corresponding to the weight of baggage in the baggage compartment aft of the rear cockpit.

NOTE: No aerobatics with baggage.

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SECTION V WEIGHT AND BALANCE

TO DETERMINE YOUR WEIGHT AND C.G.: (cont'd)

4. Add these weights and moments as shown:

	WEIGHT, LB. (max.)	MOMENT, IN-LB. (max.)
Emptyest Weight Empty		
Forward Pilot		
Aft Pilot		
Baggage		
Total		

5. Locate the total weight and moment given to you in step 4 on the page of Page 17. This point is the weight/C.G. envelope, representing the situation and its corresponding maximum fuel. This point must plot on or to the left of the new C.G. limit of the envelope of Page 17.
6. To the weight obtained in step 4, add the maximum fuel, add the weight of the maximum usable tank (23 gal., times 6 lb./gal., or 138 pounds). This is the design gross weight for a pilot of up to 175 lbs., parallel to the maximum fuel line of the weight/C.G. envelope, plus the weight of the maximum usable fuel. This point must also be within the weight and C.G. envelope of Page 17. The points are obtained in steps 5, and 6, thereby represent the configuration of the airplane at takeoff with full fuel and no landing weight or reserve fuel.

The above procedure is illustrated by the examples shown below:

Example #1:

CONFIGURATION:

140 lb. pilot + 20 lb. passengers in aft seat; no baggage

Step 1: From bottom of Page 5 of 17, empty aircraft weight empty = 1020 lbs., and the corresponding moment is 2,012 in. lbs.

Step 2: From slot of Page 16 of 17, for pilot plus more of 140 lbs. in aft seat, read moment is 2,000 in. lbs.

Step 3: Weight and moment from baggage: *Nil*.

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SECTION V WEIGHT AND BALANCE

TO DETERMINE YOUR WEIGHT AND C.G.: (cont'd)

Example # 1. (cont'd)

Step 4: Add the results of steps 1 thru 3:

	WEIGHT	MOMENT
Equipped, Empty	1028	89812
Pilot, Aft	160	21850
Baggage	0	0

Airplane and contents, zero usable fuel:	1188	111662
---	------	--------

Step 5: Locate the point of step 4, (1188 lb. and 111662 in.-lb.), on the chart of Page 17 of 17. Note that it is within the design envelope at Fuselage Station 93.99. (this point is labeled 1-E.)

Step 6: Weight and moment from fuel: (from plot, Page 15 of 17 :

	WEIGHT	MOMENT
Fuel (23 gal)	138	11152
Plus (step 5)	1188	111662
Total, with full fuel:	<u>1326</u>	<u>122814</u>

Locate this point on the chart of Page 17 of 17, and label it 1-F. Since this point, (at fuselage station 92.62), is within the design envelope, the airplane is satisfactorily loaded for this example.

Example #2.

CONFIGURATION:

220 lb. aft pilot + 20 lb. parachute in aft seat; no baggage.

Step 1. From bottom of Page 5 of 17, equipped weight empty equal 1028 lb. and the corresponding moment is 89812 in.-lb.

Step 2. From plot of Page 16 of 17, for pilot plus chute of 240 lb. in aft seat, read moment equals 32780 in.-lb.

Step 3. Weight and moment from baggage: NONE

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SECTION V WEIGHT AND BALANCE

TO DETERMINE YOUR WEIGHT AND C.G.: (cont'd)

Example #2. (cont'd)

Step 4. Add the results of steps 1 thru 3:

	WEIGHT	MOMENT
Equipped, Empty	1028	89812
Pilot, Aft	240	32780
Baggage	<u>0</u>	<u>0</u>
Airplane and contents, zero usable fuel:	1268	122592

Step 5. Locate the point of step 4, (1268 lb. and 122592 in-lb), on the chart of Page 17 of 17. (This point is labeled 2-E. Note that it is inside the design envelope at FS 96.6B)

Step 6. Weight and moment from fuel: (from plot, Page 15 of 17).

	WEIGHT	MOMENT
Fuel (23 gal)	138	11152
Plus (step 5)	<u>1268</u>	<u>122592</u>
Total, with full fuel:	1406	133744

Locate this point on the chart of Page 17 of 17, and label it 2-F. Note that it is within the design envelope.

Example #3.

CONFIGURATION:

180 lb. pilot plus 20 lb. parachute in aft seat; 140 lb. pilot plus 20 lb. parachute in front seat, no baggage.

Step 1. From bottom of Page 5 of 17, equipped weight empty equals 1028 lb., and the corresponding moment is 89812 in-lb.

Step 2. From plot of Page 16 of 17, for pilot plus chute of 200 lb. in aft seat read moment equals 17380 in-lb.

Step 3. Weight and moment from baggage: NONE

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TO DETERMINE YOUR WEIGHT AND C.G.: (cont'd)

Example #3. (cont'd)

Step 4. Add the results of steps 1 thru 3:

	WEIGHT	MOMENT
Equipped, Empty	1028	89812
Fwd. Pilot	160	17380
Aft Pilot	200	27320
Baggage	<u>0</u>	<u>0</u>
Airplane and contents, zero usable fuel:	1388	134512

Step 5. Locate the point of step 4, (1388 lb and 134512 in-lb), on the chart of Page 17 of 17. This point is labeled 3-E. Note that it is inside the design envelope.

Step 6. Weight and Moment from Fuel: (from plot, page 15 of 17).

	WEIGHT	MOMENT
Fuel (23 gal)	138	11152
Plus (step 5)	1388	134512
Total, with full fuel:	<u>1526</u>	<u>145664</u>

Locate this point on the chart of Page 17 of 17, and label it 3-F. Note that it is outside the acrobatic design envelope.

Step 7. This step is necessary because if the airplane were loaded to maximum usable fuel it would be outside the acrobatic design envelope, at point 3-F. Locate point 3-N along the fuel burnoff line where it crosses the acrobatic forward C.G. limit. Note the total weight at 3-F is 1526 lbs., or 26 lbs. heavier than at 3-N, 1500 lbs. From the plot of Page 15, read 26 lbs. of fuel equals 4.4 gallons, or 3/16 tank. You must therefore plan your flight so as to fly in Normal Category (no acrobatic maneuvers) until you have between 7/8 and 3/4 tank of fuel on board, after which you may operate in Acrobatic Category.

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SECTION V WEIGHT AND BALANCE

B. STANDARD AND OPTIONAL EQUIPMENT LIST

The Pitts Model S-2A airplane empty weight includes the following items of installed equipment.

The following equipment was installed in this airplane as delivered from the factory and is included in the empty weight.

CHECK ITEMS INSTALLED

- (X) 1. AIRSPEED INDICATOR (rear panel only)
 (PER TSO-C2(b) or equiv.) Weight .75 lb. @ FS 124.5
- (X) 2. ALTIMETER (rear panel only)
 (PER TSO C10(b) or equiv.) Weight 1.00 lb. @ FS 124.6
- (X) 3. COMPASS (1) (rear panel only)
 (AIRPATH P/N C-2300) Weight .50 lb. @ FS 124.5
- (X) 4. BRAKE MASTER CYLINDERS (2)
 (Scott P/N 4408)
 (or Cleveland Model 10-19) Weight 1.00 lb. @ FS 102.0
- () 5. 12 V. BATTERY
 a) AN 3153-1A Weight 30.0 lb. @ FS 154.8
 () b) Rebat S-25 with
 Pitts fiberglass box P/N 2-1008 Weight 30.0 lb. @ FS 154.8
 () c) GEL/CELL 3C-6200 (2)
 6V 20A Installed IAW
 Pitts Drwg. Weight 20.0 lb. @ FS 154.8
 (X) d) GEL/CELL U-128
 12V 28A Installed IAW
 Pitts Drwg. 7602 Weight 23.0 lb. @ FS 154.8
- (X) 6. STARTER SOLENOID
 Fitko P/N SW-97 or Echlin ST-81
 Weight .75 lb. @ FS 150.8
- () 7. ENGINE
 a) Lycoming IO-360-A1A Weight 324.0 lb. @ FS 51.50
 Serials 2001 thru 2085
 () b) Lycoming AEIO-360-A1A Weight 329.0 lb. @ FS 51.50
 Serials 2086 thru 2205
 (X) c) Lycoming AEIO-360-A1E Weight 332.0 lb. @ FS 51.50
 Serials 2206 and up
- (X) 8. PROPELLER
~~Hartzell~~ HC-C2YK-4/FC7666A-2 or
~~Hartzell~~ HC-C2YK-4AF/FC7666A-2
 HARTZELL HC-C2YK-4CF/
 FC7666A-2 Weight 58.0 lb. @ FS 35.00

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SECTION V WEIGHT AND BALANCE

8. STANDARD AND OPTIONAL EQUIPMENT LIST (cont'd)

- 9.
- () a) AF B-7 GAUGE
 {rear panel only}
 Oil Temperature, Oil Pressure, Fuel Pressure Weight 2.80 lb. @ FS 124.5
- (X) b) OIL PRESS/OIL TEMP GAUGE
 U.S. Gauge P/N 092738 Weight 1.40 lb. @ FS 124.5
- (X) c) MANIFOLD PRESS/FUEL PRESSURE
 Edo-Aire P/N IU 028-055-14 Weight 1.40 lb. @ FS 124.5
- (X) 10. TACHOMETER {rear panel only}
 AC Division of GM P/N RT7 Weight .75 lb. @ FS 124.5
- (X) 11. AUXILIARY BOOST PUMP
 Weldon Mfg. Co. P/N B-8100-C or C-8100-C or C-8100-E Weight 3.25 lb. @ FS 71.0
- (X) 12. MAIN GEAR WHEELS (2)
 Cleveland P/N 40-78 or P/N 40-78B {PER TSO-C26(a): 500x5
 Weight 8.00 lb. @ FS 78.2
- (X) 13. MAIN GEAR BRAKES (2)
 Cleveland P/N 30-9 Weight 3.0 lb. @ FS 78.2
- (X) 14. MAIN GEAR TIRES (2)
 5.00 x 5, 6 ply rating, type III, Tube Type
 Weight 14.0 lb. @ FS 78.2
- (X) 15. TAILWHEEL UNIT
 Maule SFS-1-4 Weight 9.5 lb. @ FS 230.0
- (X) 16. STALL WARNING INDICATOR UNIT
 Safe-Flight No. 146 Weight 2 oz. @ FS 98.81

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SECTION V WEIGHT AND BALANCE

B. STANDARD AND OPTIONAL EQUIPMENT LIST (cont'd)

- (X) 17. STALL WARNING HORN (rear panel only)
 Safe-Flight Model "R" Weight 4 oz. @ FS 124.5
- () 18. MANIFOLD PRESSURE GAUGE (rear panel only)
 AN 5770-1 Weight .50 lb. @ FS 124.5
- () 19. CRASH LOCATOR BEACON
 a) EB-2BCD, Dayton Aircraft Products
 b) LEFT-1005-P, Larago Electronics
 (X) c) EBC-102A, Emergency Beacon Corp.
 Weight 3.0 lb. @ FS 155.0
- (X) 20. PROPELLER SPINNER
 Hartzell P/N 836-60 Weight 4.5 lb. @ FS 34.16
21. RADIO (aft side of front seat)
 a) Genave Alpha 200 B Weight 5.0 lb. @ FS 120.0
 b) Narco Escort 110 Weight 5.0 lb. @ FS 120.0
 (X) c) KING KX145 Weight 5.0 lb. @ FS 120.0
22. ACCELEROMETER
 a) Front Panel
 (AN 5745-2 or equiv.) Weight 1.0 lb. @ FS 97.5
 (X) b) Rear Panel
 (AN 5745-2 or equiv.) Weight 1.0 lb. @ FS 124.5
- (X) 23. AIRSPPEED INDICATOR (Fwd. Panel)
 PER TSO C26 or equiv.) Weight .75 lb. @ FS 97.5
- (X) 24. ALTIMETER (fwd. Panel)
 PER TSO C10b or equiv.) Weight 1.0 lb. @ FS 97.5
- (X) 25. INTERCOM
 a) PER Pitts drwg. 2-218 Weight (Neglig.) lb. @ FS 122.6
 () b) SIGTRONICS Weight lb. @ FS
- (X) 26. TACHOMETER (Fwd. Panel)
 A.C. Division of G.M. P/N RT7
 Weight .75 lb. @ FS 97.5
- () 27. COMPASS (fwd. panel)
 Airpath P/N C-2300 Weight .50 lb. @ FS 97.5

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SECTION V WEIGHT AND BALANCE

B. STANDARD AND OPTIONAL EQUIPMENT LIST (cont'd)

"OPTIONAL EQUIPMENT"

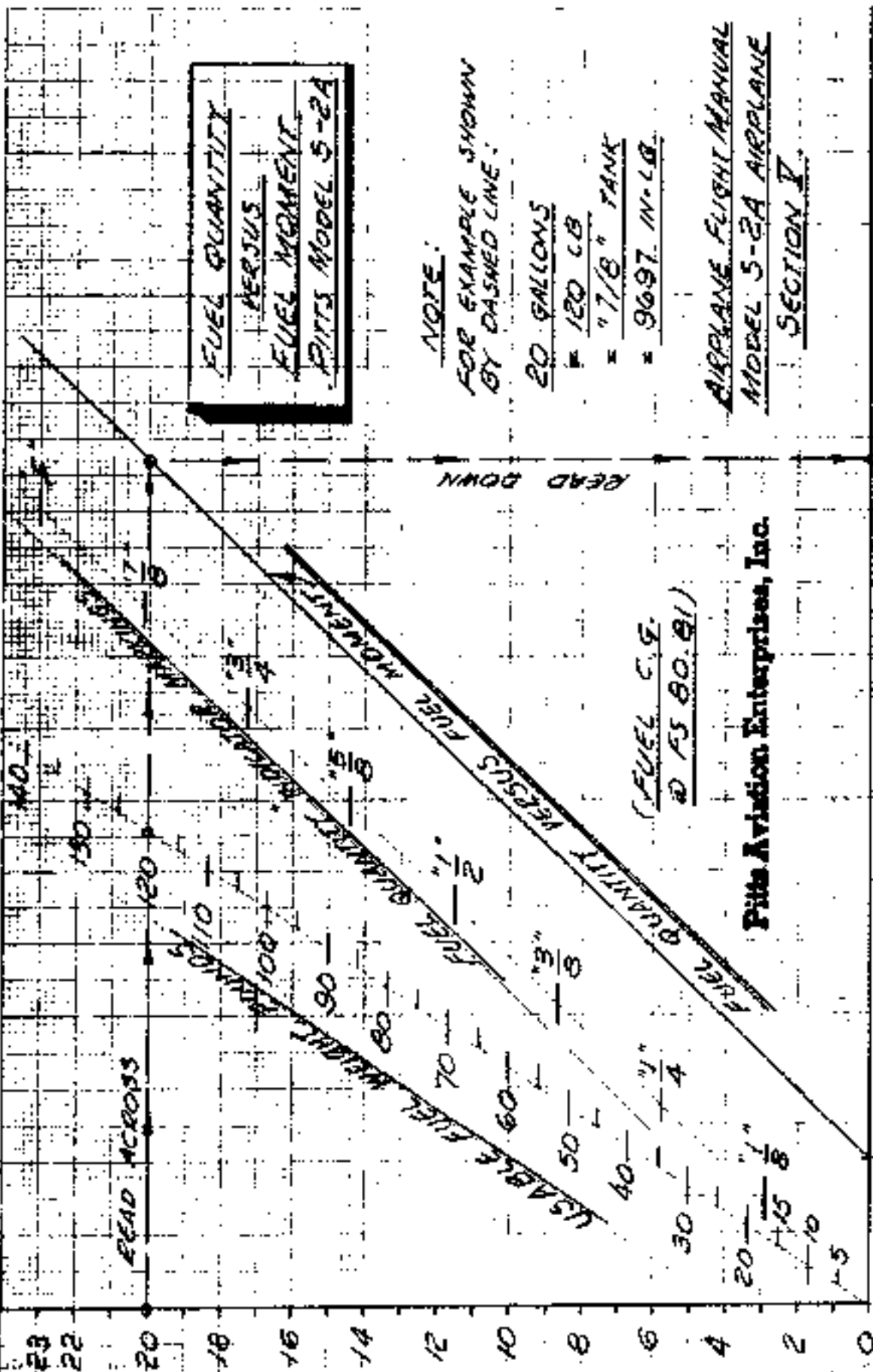
- (X) 28. MANIFOLD PRESSURE GAUGE (fwd. panel)
AN5770-1 or EDOAire P/KIUD28-005-14
 Weight .50 lb. @ FS 97.5
- () 29. CANOPY (optional), AFT COCKPIT
(Drwg. No. 2-1007) Weight 9.0 lb. @ FS 137.0
- () 30. RUDDER PEDAL EXTENSIONS (rear cockpit only)
(Drwg. No. Pitts 2-1006) Weight 0.3 lb. @ FS 102.0
- () 31. FIBERGLASS BATTERY BOX
(Pitts Drwg. No. 2-1008) (see note)
 Weight (Neglig.) lb. @ FS 154.8
- (X) 32. SWITCH INSTL-THROTTLE HANDLE
(Pitts Drwg. No. 2-1009) Weight (Neglig.) lb. @ FS 122.6
- (X) 33. ALUMINUM MAIN GEAR LEG FAIRINGS
(Pitts Drwg. No. 2-2303) Weight (Neglig.) lb. @ FS 78.2
- () 34. FRONT COCKPIT COVER
(Pitts Drwg. No. 2-1005) Weight (Neglig.) lb. @ FS 111.0
- (X) 35. TWO PLACE CANOPY
(Pitts Drwg. No. 2-8000) Weight 12.5 lb. @ FS 125.0

NOTE: The following batteries are eligible for use with the 2-1008 fiberglass battery box.

REBAT	S-25
EXIDE	AC-25
WILLARD	W-25

These batteries are 12 volt, 25 amper-hours, and when installed per 2-1008 there is no significant weight or moment change from the AN3153-1A installation.

USABLE FUEL QUANTITY, GALLONS



NOTE:
FOR EXAMPLE SHOWN
BY DASHED LINE:

20 GALLONS
= 120 LB
= 7 7/8" FANK
= 9697 IN-LB

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SECTION I

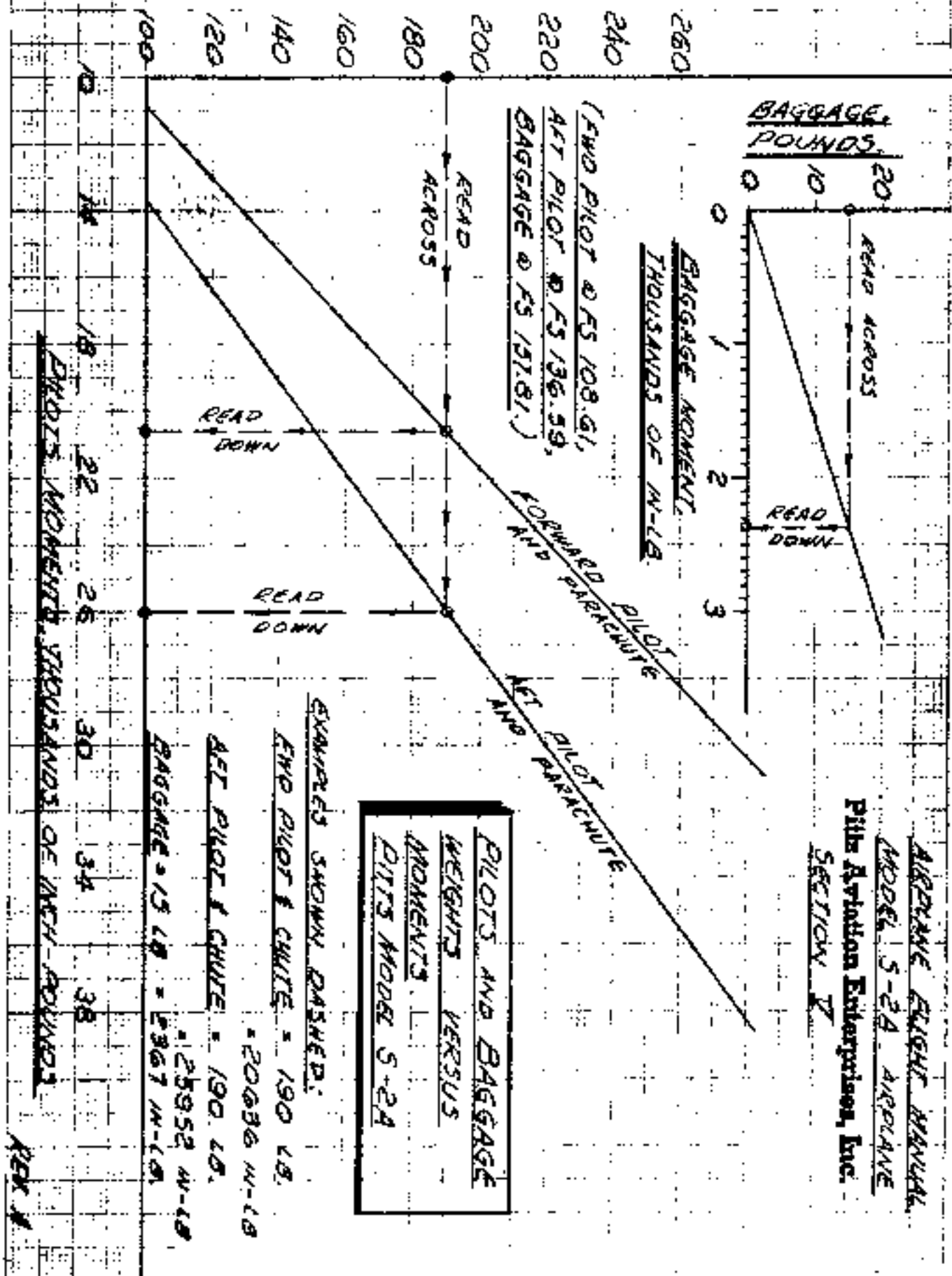
FUEL MOMENT, THOUSANDS OF INCH-POUNDS

REV. A

PREP AND WEIGHT AND BALANCE SECTION

PITTS MODEL S-2A

PILOTS WEIGHT WITH PARACHUTE, LBS.



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SECTION IV

REV 1

