

Communication Summary

May 31, 2017



Information from: Mr. Steve Anderson, Pitts Test Pilot

Summary & Factual Information: Mr. Anderson reported, in part, that “the emergency procedure for an engine re-start is found on page 6 of the AFM. The procedure should be started immediately upon engine failure in flight. I sat in a Pitts fuselage and completed the In-Flight Engine Restart checklist in 20 seconds.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator

PITTS AVIATION ENTERPRISES, INC.
 AIRPLANE FLIGHT MANUAL
 MODEL S-2A AIRPLANE

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
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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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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

FAA APPROVED: 11 June, 1971