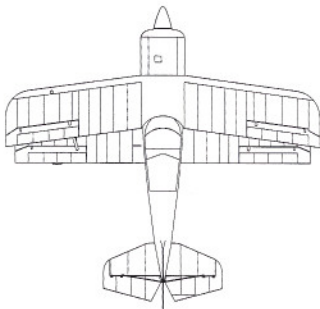
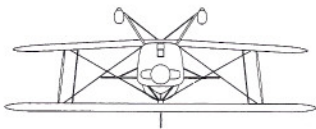


# EXTREME ATTITUDES



PITTS  
S-2C





If your desire is to excel in the field of competition aerobatics, a Pitts Special provides the most direct route to the Winners' Circle. No other aircraft has even come close to the number of trophies and medals garnered by Pitts pilots over the past four decades. Pitts has been in the Winners Circle more than all other aircraft combined. In IAC sanctioned contests the Pitts is part of the winning tradition. That's why you will always see more Pitts Specials at aerobatic contests than other designs. With the development of the S-2C, the Pitts Special is certain to continue its dominant role in competition. It has what competitive individuals desire most: incredible power and outstanding performance.

In the field of Air Show flying, there are a lot of different aircraft to choose from, but only one commands more attention than all the others in the field of piston power: that's the Pitts. People are fascinated by its size, the sound it puts out, and more than anything, the kind of maneuvering you can do with it. The positive control of the Pitts is the reason it has been used by more formation teams than any other design. The expanded performance envelope of the S-2C assures its continued appeal as the primary crowd pleaser in the Air Show industry.

For the purposes of aerobatic training, nothing tops a Pitts S-2C. From the standpoint of economics, to the ease of handling, and the incredible range of maneuvering - up through the most difficult Unlimited sequences, nothing can beat a Pitts S-2C. Students realize their potential in a Pitts much quicker, and are considerably more inclined to take up the sport of contest flying or enter the world of airshows. There is a comfort factor in flying a Pitts, along with its certified ruggedness, that makes it a champion, as well as an effective tool, in the training environment.

## PERFORMANCE

The innovations manifested in the S-2C have capped off a decade of dramatic advancements in the field of aerobatic aircraft. At a time when breakthroughs were beginning to level off, the Pitts was transformed through a series of technological upgrades that put the design in the point position for simplicity, effectiveness, and sheer, unlimited power. The hang time on the vertical line virtually eliminates energy management concerns. You can do more and stay there longer in a Pitts S-2C! That's due in part to Hartzell's new CLAW propeller, a composite, three-bladed wonder that complements the other new features of the S-2C. The CLAW is standard issue with an S-2C.

Roll rate has increased to the blur stage, topping 300+ degrees per second with the development of the S-2C's aerodynamically bal-



anced, constant speed ailerons. That means roll rate is about the same at 100 mph as it is at 200 mph, meaning you can click off precision point rolls at just about any speed. Maximum stick pressure at full aileron deflection is a mere 15 pounds and that balances with full pitch input (at 4 Gs), giving the stick a "squared force" feel. Stick centering is world class.

Old fashioned, high drag, ugly spades are out, improving response as well as aesthetics.

A cleaner airframe, coupled with a redesigned sleeker canopy, improved landing gear and reconfigured wing tips provides a 10 to 15 mph increase in cruise speed over the old S-2B.



The S-2C's vertical and horizontal tails have been reworked, enlarged and rendered much more effective. Like the ailerons they are now aerodynamically balanced, eliminating boost tabs, making the aircraft truly symmetrical in terms of input force. With the improved tail, snap rolls are just as crisp to the outside as the inside. Since the rudder pedal forces have been lightened, hammerhead stalls are delightfully easy. The old problem of torquing off on top, characteristic of the S-2B, is gone and there's always enough power in reserve to hold the rudder in for a double hammerhead. Inverted flight in an S-2C is easy, requiring almost no forward pressure to maintain proper nose position.

Vertical lines are where the S-2C really shines. It has all the energy you need pulling up from level flight (right side up or inverted) for a quick trip to the top of the box. You can click off vertical 4 or 8 point rolls, multiple aileron rolls, multiple snap rolls (inside or outside), "hang tough" torque rolls, and slow-mo tail slides. Going the other way, spins can range from mild to wild. Recovery from inverted flat spins is a piece of cake. The flattened belly on the S-2C enhances the illusion of straight lines.

Four Minute Freestyles or air shows can be embellished with the most dynamic and exciting new tumbling and gyroscopic maneuvers. Gyrate like a belly dancer, or hang in space like a helicopter. It was made for the rush of uninhibited expression—a tool for converting fantasies to realities.

Let's face it, a lot of people have been nervous about landing a Pitts Special. With the increased wing area, new landing gear, improved visibility, and improved tail response, the new S-2C crosses the fence slower, touches down slower and tracks straighter than any other model. Normal tailwheel proficiency will allow a quick, easy transition...with dry palms!

What the S-2C represents is the culmination of years of observing, talking to pilots and examining the structure of the Pitts for the kind of tweaking that would put the aircraft in the class of "think the thought, feel the action". It is an extension of your desires, a vehicle for adventure, a surgical instrument for carving up an aerobatic box with honed precision.



## LEARNING TO FLY A PITTS

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There's no secret to mastering a Pitts S-2C. There aren't any surprises. There are no nasty handling tendencies. It's about as straight forward as anything in the competitive field. The key is simplicity...that's what puts all of the aircraft's potential at your fingertips the first time you go out to fly a sequence and it's what helps you to realize your full potential quicker than you can in any other high performance aerobatic aircraft. It isn't for everyone, of course, but there probably isn't a pilot out there who can't learn to fly a Pitts Special and explore the aerobatic envelop with confidence and authority. We have the instructors who can train you, turn you loose and help you refine your skills for Sportsman through Unlimited aerobatic flying. If you already have normal tailwheel proficiency, you'll be surprised at how quickly you'll be ready to solo your Pitts. And if you've never flown through a loop or rolled upside down in an airplane, you'll probably be amazed at how quickly you, or your student can get the hang of it. It takes practice to become perfect, but no other aircraft can make it any easier to reach that point. Learn to fly a Pitts and you learn to fly a real airplane.





## DESIGN AND CONSTRUCTION

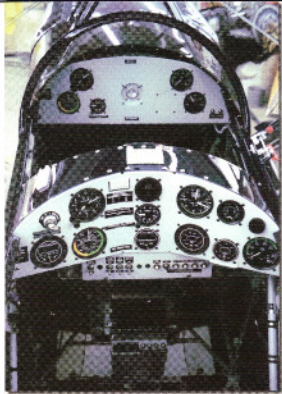
The Pitts Special S-2C conforms to Federal Aviation Regulations Part 23 and is manufactured as a type certified aircraft in the aerobatic category. The S-2C was designed for Unlimited Aerobatics in competition flying, airshows, and aerobatic training. While it is capable of cross country and recreational flying, its primary design purpose is precision aerobatics.

Curtis Pitts introduced the first version of this popular biplane in 1944. From 1960 up through the present day, the Pitts Special has had a distinguished place in the sport of competitive aerobatics organized through the International Aerobatic Club, and has visited the winner's circle more than all other aerobatic aircraft designs combined.

With well over a half century of proof in the box, the Pitts Special has seen a lot of refinements, keeping it at the top of the list of winners. It has proven itself rugged, reliable, responsive and supreme in its class.

All Pitts Specials are built of a steel tube fuselage frame, that is covered with aluminum sheet and durable polyfiber. The symmetrical airfoil wings are made of wood spars and ribs, fabric covered. Of the more than 4,000 parts that go into a Pitts Special, each is a





work of art in its own right. The aircraft has been designed and test flown to meet or exceed all FAA standards. An S-2C can be flown to +6 or -5 Gs, has a Vne of 185 KIAS and a maximum structural cruise speed of 134 KIAS. It is intended that a Pitts S-2C will spend more than three-fourths of its life in the air in any attitude but straight and level.

## FACTORY SERVICE

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When you purchase a Pitts Special, you become part of the elite Pitts Family the ultimate Aerobatic Squadron. The factory is "su casa". Regardless of the age or model of your Pitts Special, your aircraft is welcome at all of the Pitts Dealers facilities and at the Factory in Afton, Wyoming. It is part of the Pitts Commitment to provide service and maintenance for all Pitts Aircraft. Whether you need an annual, an overhaul, recovering, re-rigging, or a major rebuild, the Factory can accommodate you...with

the right parts, the correct procedures and fast service. If you are unable to fly to Afton with your Pitts, we can make arrangements for pick up and delivery. We haven't found a job yet that was considered too small or too large. Get it right the first time; call the Factory for your service needs.





## TAKE THE NEXT STEP...

We both know you've got an interest in the Pitts Special or you wouldn't be reading this. So now that you've read through our descriptions, studied the design and performance specs, looked at the pictures, and probably talked to some Pitts owners....IT'S TIME FOR A DEMO FLIGHT. Nothing else can be more convincing than strapping on a parachute and strapping yourself into a Pitts S-2C for demonstration of the performance envelope. Let us show you the power, the incredible rate of climb, the agility that is legendary Pitts, the excitement of Unlimited acrobatics (if you're ready for it), and if you've never looped an airplane, we'll show you how. Call now: (307) 886-3151, and we'll make the arrangements for a flight you will never forget. You've worked hard to become what you are and now you owe it to yourself.

## Aviat Aircraft, Inc.

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**... FLY A PITTS S-2C.**

# PITTS SPECIAL S-2C

## SPECIFICATIONS

Powerplant.....	Lycoming AEIO-540, 260 hp
Recommended TBO.....	1,200 hr
Propeller.....	Hartzell, constant speed composite three-blade 78 in dia
Length.....	17 ft 9 in
Height.....	6 ft 5 in
Wingspan.....	20 ft
Wing area.....	127.5 sq ft
Wing loading.....	13.3 lb / sq ft (normal category) 12.7 lb / sq ft (aerobatic)
Power loading.....	6.59 lb / hp (normal category) 6.25 lb / hp (aerobatic)
Seats.....	2 tandem
Cabin length.....	6 ft 11 in
Cabin width.....	28 in
Cabin height.....	47 in
Empty weight.....	1,155 lb
Maximum gross weight.....	1,700 lb
Useful load.....	545 lb (normal category) 545 lb (aerobatic)
Fuel capacity (w/ 5-gal wing tank).....	29 gal (28 usable) aerobatic flight, 24 gal (23 gal usable)

## PERFORMANCE

Aerobatic flight load limits.....	+6 G / -5 G
Takeoff distance ground roll.....	554 ft
Takeoff distance over 50-ft obstacle.....	860 ft
Max demonstrated crossing component.....	17 kt
Rate of climb, sea level (minimum wt).....	2,900 fpm
Maximum level speed, sea level.....	169 kt
Cruise speed / endurance w / 30-min rsv std fuel.....	150 KTAS / 1.6 hr (fuel consumption) @ 75% power,.....(84 pph / 14 gph)
best economy, 6,000 f	
Landing distance over 50-ft obstacle.....	1,200 ft
Landing distance, ground roll.....	750 ft

## LIMITING AND RECOMMENDED AIRSPEEDS

V (best rate of climb).....	82 KIAS
V <sub>Y</sub> (design maneuvering).....	134 KIAS
V <sub>A</sub> (max structural cruising).....	134 KIAS
V <sub>NO</sub> (never exceed).....	185 KIAS
V <sub>NE</sub> (stall, clean).....	56 KIAS

S1

## OPTIONS

Custom Parachutes  
Canopy Covers

Custom Paint & Design

Electronic Gauges  
Protective Ribbon

*Pitts*

S-2C