

## Pitts Special S-2B Pilot Extraction Instructions

Thank you for taking the time to familiarize yourself with these emergency procedures.

The Pitts Special aircraft is constructed of wood and metal tubing and is covered with fabric.

Additionally, the main fuel tank and smoke oil tank is located just forward of the front cockpit, making fire a great hazard in the event of a mishap.

Having said that, the aircraft structure is very strong and the cockpit area is relatively well protected, even in the event of a flip onto the aircraft's back.

The airplane is light - if the aircraft is found on its back, it is possible to lift it to an upright position to extract the pilot by two or more people. Simply begin lifting at the tail and rotate the airplane forward.



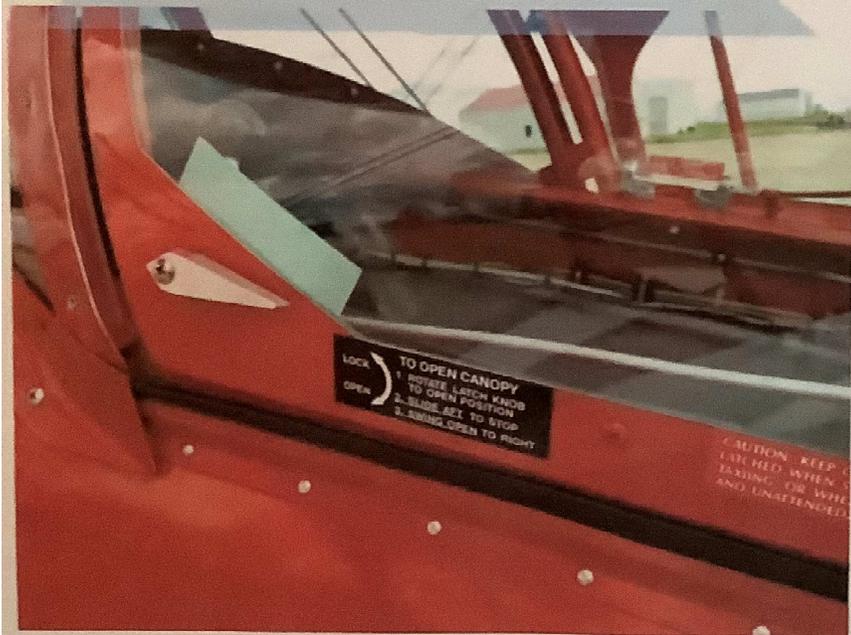
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### Approaching the Aircraft

If the propeller is running, try to approach from behind the wings. The canopy is normally opened from the left side of the aircraft.

*IF THE AIRCRAFT IS UPSIDE DOWN, IT CAN BE BROUGHT TO UPRIGHT BY THREE PEOPLE. BEGIN LIFTING BY THE TAIL AND PROGRESSIVELY ROTATE THE AIRCRAFT TO AN UPRIGHT POSITION.*



### Normal Canopy Operation:

If time is not critical (ie no fire or injuries) open the canopy normally.

Rotate the front canopy latch clockwise, then pull the canopy rearwards about an inch. The canopy opens to the pilot's right and rests on a small brace on the upper right wing.

### Emergency Cockpit Access:

*In the event of a time critical emergency (ie fire), remove the canopy by any means necessary. A fire axe through the front canopy would do the trick.*

### Harness Release

The pilot's harness is released by unlatching two lap belts. Rotate the locking bar on each lap belt, then clear away the straps.

*If time is critical, cut all required straps to remove pilot.*



*Pull to rotate the two locking bars*

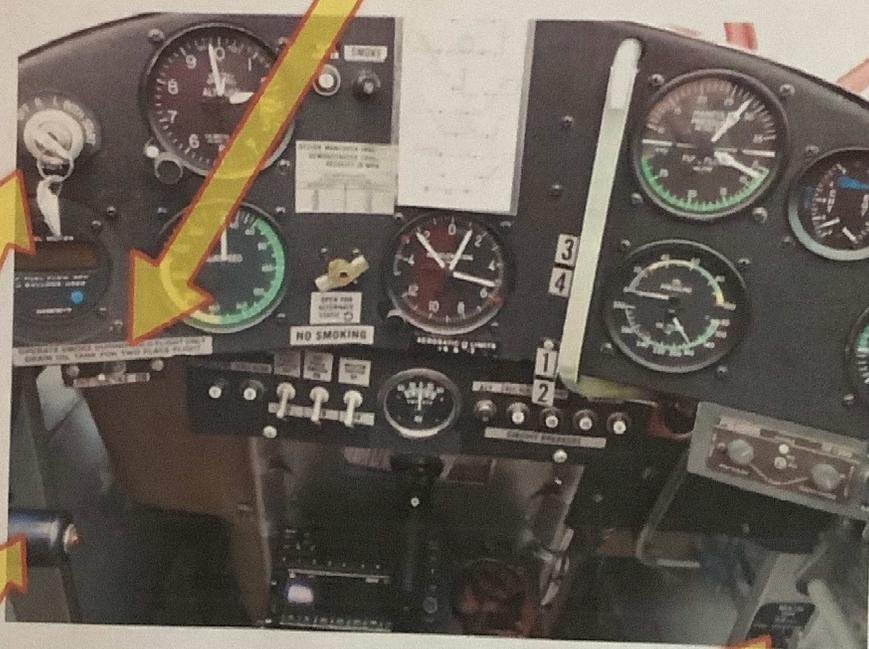
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### Emergency Shut Down Controls - Rear Cockpit

The Pitts aircraft has conventional piston engine controls - throttle and mixture controls on the left, ignition (magnetos) on the left instrument panel, and fuel shut off by the pilot's right knee.

Additionally, the smoke system poses a severe fire hazard and must be disabled without delay.

**FIRE RISK - Smoke System**  
**Shut off the smoke system by moving the switch to the left**



#### **Engine Shut Down**

**Pull the red mixture control knob fully back**  
**Move the throttle fully back**  
**Turn the Ignition switch OFF**

#### **Fuel System Shut-Off:**

**The fuel system is shut off by rotating the lever counter-clockwise to the OFF position.**