

# Spitfire Ultralight Aircraft Specifications-pg.1-3

## Primary Dimensions

	Spitfire	Spitfire II
Wing Span	32 feet, 6 inches	32 feet, 6 inches
Wing Area	152 Square ft.	152 Square ft.
Fuselage Length	17 feet, 8 inches	17 feet, 8 inches
Maximum Height	8 feet, @tail	8 feet, @tail
Length of Aircraft, tip to tail	18 feet, 8 inches	18 feet, 8 inches

## Aircraft Systems

Powerplant	Rotax 447	Rotax 582
Type	2 Cycle Free Air	2 Cycle, Water Cooled
No. of Cylinders	2	2
Displacement	436.5	521.2
Rated HP	40 HP	64 HP
Projected TBO	400 Hrs	400 Hrs
Max Normal CHT	375 Degrees(425Max)	250 Degrees
Fuel Type, Gasoline,	Unleaded, Premium	Unleaded, Premium
Oil Type, B.I.A. Certified	50:1 Mix	Oil Injection, Standard
Fuel Consumption, Cruise	3 gal hr (5500rpm)	4.5 Gal. Hr (5600rpm)
Maximum RPM, Full Throttle	6600	6600
Electric Start	Yes	Yes

## Drive System

Rotax Gear Box	Type "B"	Type "C"
Drive Ratio	2:58:1	3:0:1

## Fuel System

Capacity of system	5 U.S. Gal.	10 U.S. Gal.
Type of Feed	Diaphragm	Diaphragm

## Control System

Ailerons, Rudder, Elevator	Standard	Standard
Flaps, 3 position	Standard	Standard

## Weights

Standard Empty Weight	254 Lbs.	477 Lbs. (W/chute)
Gross Weight	553 Lbs.	1050 Lbs.
Useful Load	300 Lbs.	550 Lbs.
Empty Weight, C/G 18 Inches aft of Datum (Datum = Fwd. Bolt Hole of Leading Edge Spar Attach Bracket) C/G Range = 2" Aft & 3" Forward		

# Ultralight Aircraft Specifications

## Page 2

### Speeds

Stall Speed (Ground Effect)	23 MPH	42 MPH
Power on with Flaps		
Maximum Speed (Vne)	85 MPH	95 MPH
Glide or Dive, Smooth Air		
Normal Cruise	55 MPH	65 MPH
Normal Approach	35 MPH	55 MPH +
Best landing/Decent Speed	35 MPH	60 MPH

### Performance

Glide Ratio, Full Load	8.5.1	6.8.1
Take Off Distance ( Ground Roll)	25-50 Feet	375 feet Max. Load
Take Off Distance ( 50 ft. Obstruction)	400 Feet	900 Feet Max. Load
Rate of Climb fpm	500 fpm	800 fpm
Best Rate of Climb Speed	35 MPH	55 MPH
Landing Distance, (50 ft. Obstruction)	350 Feet	550 Feet
Landing Distance, ground roll	25+ feet	150 Feet
Normal Endurance, no reserve	1.7 Hrs	2.0 hours
No Wind Range, no reserve	110 miles	110 miles max. wt.
Service Ceiling	12,000 ft.	12,000 ft.

### Other Information

Building Time	60 hours	75 hours
No. completed Flown	500+	150+
General Cost to Build	\$11,500.00	\$16,000.00
Pre-Factory Built Retail	\$13,950.00+Tax	\$24,800.00+Tax
Emergency Ballistic Recovery Sys.	Not included	included w/factory built
Kit built Price	\$6050.00+tax	\$7500.00+tax
Extra's, Pod, Windshield, Control Panel, Brakes, Accessory Tanks.		
Delivery Time Till Shipment	10 weeks	12 weeks
Factory Built completed Shipment	18 weeks	24 weeks

Rotax 503 DC, CDI, Engine can be substituted in the single seat at extra cost.

Spitfire II's are not sold with 503 engines because of lack of performance characteristics.

Prices are subject to change without notice.

Please read "Purchasing Agreement" on website at [www.ultralightamerica.com](http://www.ultralightamerica.com) before considering purchase.

All Aircraft at Ultralight America are manufactured at the highest quality and have stood the test of time. The first planes took to the skies in 1982 and have accumulated

## Ultralight Aircraft Specifications

### Page 3

thousands of hours of flying time. The Spitfires have been g-rated tested to +6-4 with a built in safety factor of 25%. Even today we still improve the aircraft for form, fit and function under the strictest engineering guide lines. Recent improvements is the 2.25" wide steel single leaf spring gear for the single seat and a dual leaf for the two seat model. A higher nose stance of the aircraft promote easy takeoff and landings. See the Accessory page of the web site mentioned above. You will find that the single and two seat model carry safety and integrity thru out the design.

We have mounted other engines such as Hirth, and Kawasaki engines and even experimented with turbo-charged two cylinder half VW engines and all have flown successfully. The HKS700E series would make a good combination for the single seat Spitfire or Clipper series ultralight. Giving good reliability and performance statistics. Although engine mounts are not yet available for these models.

We only build on a one to one basis, so if your in a hurry to get a kit or a plane, go somewhere else because we take our time to do a quality job and do it right.

Come vist us and see the Spitfires for yourself. We always have one available for a test flight.

Sincerely  
Kim Zorzi CEO

All test data have been accumulated at standard air temperature, sea level, at 15C. Or 75 degrees F. Standard pilot weight of 175 Lbs. Spitfire II pilot weight of two pilots of 175 lbs. Each. Maximum pilot weight not to exceed 500 lbs gross on Spitfire II and single seat 300 lbs. Gross wt. Spitfire single can be outfitted with Spitfire II wings if aerobatics are to be considered.