

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

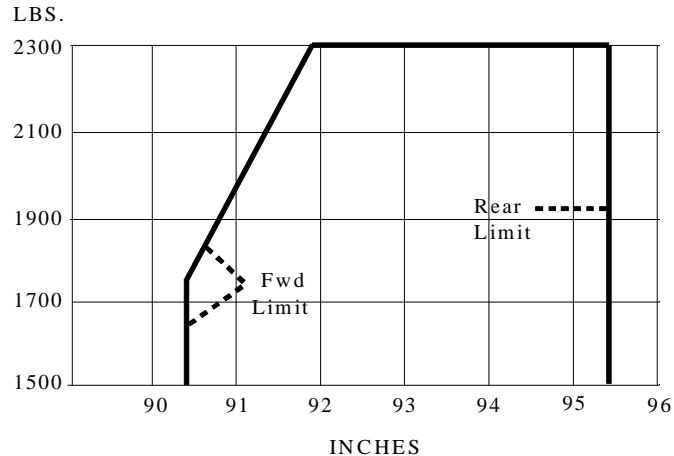
4A2
Revision 4
Texas Bullet 205
October 7, 1977

AIRCRAFT SPECIFICATION NO. 4A2

Manufacturer Richard P. Schutze
114 Bryant
Ojai, California 93023

I - Model Texas Bullet 205, 4 PCLM (Normal Category), Approved November 30, 1950

Engine	Continental E185-1	
Fuel	80 minimum octane aviation fuel	
Engine limits	Maximum continuous, 2300 rpm (185 hp) Take-off (one minute), 2600 rpm (205 hp)	
Airspeed limits	Maneuvering	126 mph (110 knots) True Ind.
	Maximum structural cruising	175 mph (152 knots) True Ind.
	Never exceed	207 mph (180 knots) True Ind.
	Flaps extended	110 mph (96 knots) True Ind.
	Landing gear extended	120 mph (104 knots) True Ind.
C.G. range	(+91.9) to (+95.4) at 2300 lbs. or less. (+90.3) to (+95.4) at 1755 lbs. or less.	



Straight line variation between points given.
Effect of retracting landing gear is negligible.

Empty weight C.G. range	None
Datum	60.0 in. ahead of the firewall bulkhead.
Leveling means	Horizontal skin splice on right side of fuselage aft of door.

Page No.	1	2	3
Rev. No.	4	4	-

Maximum weight	2300 lbs.			
No. seats	4 (2 at +95 and 2 at +123)			
Maximum baggage	125 lbs. (+147)			
Fuel capacity	48 gals. (two 24 gal. wing tanks) (+104)			
Oil capacity	10 qts. (+53)			
Control surface movements	Wing flaps		Down	30°
	Stabilizer	Up 4°	Down	10°
	(at 0° when parallel to leveling means)			
	Elevator	Up 30°	Down	26°
	(at 0° when parallel to leveling means)			
	Aileron	Up 25°	Down	12 1/2°
	Rudder	Right 20°	Left	20°
Serial Nos. eligible	102 and up			
Required equipment	1, 102, 104, 201(a), 202(a), 204(a), 401			

Specifications Pertinent to all Models

Certification basis	Type Certificate No. 4A2 (CAR 3, Normal Category)
Production basis	None. Prior to original certification a CAA representative must perform a detailed inspection for workmanship, materials, and conformity with the approved technical data, and a check of the flight characteristics.
Export eligibility	Eligible for export to all countries subject to the provisions of ASR 312 (MOP 2-4 contains same information).

Equipment: A plus (+) or minus (-) sign preceding the weight of an item indicates net weight change when that item is installed.

Propeller and Propeller Accessories

1. Propeller Hartzell variable pitch; hub model HC-12x20-7, 65 lb. (+15)
blades model 8428-6, including control.
Diameter 78 in. Static rpm at maximum permissible throttle setting, not over 2350, not under 2250. No additional tolerance permitted. Operating pitch setting at 30" station: Low 13.8°, High 24.6°
Minimum clearance between the propeller hub spider and the propeller control piston jack plate should be 1/8 inch for -7 propellers. This clearance must be determined by observation while the engine is running.
2. Propeller spinner, Aircraft Mfg. Co. Dwg. 185 P301 4 lb. (+16)
3. Propeller Hartzell variable pitch; 70 lb. (+15)
hub model HC-12x20-7, blades model 8433-6; including control.
Diameter 78 in. Static rpm at maximum permissible throttle setting, not over 2270, not under 2170. No additional tolerance permitted.
Operating pitch setting at 30" station: low 16°, high 30°.
Minimum clearance between the propeller hub spider and the propeller control piston jack plate should be 1/8 inch
This clearance must be determined by observation while the engine is running.

Engine and Engine Accessories - Fuel and Oil System

101. Fuel pump, Romec No. RD-7790 1 lb. (+53)
102. Wobble pump, Aircraft Mfg. Co. No. 185 P647 2 lbs. (+87)
103. Starter, Delco Remy No. 1109660 20 lbs. (+55)
104. Oil cooler tank, Aircraft Mfg. Co. No. 185 P803 11 lbs. (+53)
105. hydraulic pump, New York Airbrake Co. No. 67AC02S 3 lbs. (+53)

Landing Gear

- | | | |
|------|---|---------------|
| 201. | Two main wheel-brake assemblies, 6.00-6, Type III | 14 lbs. (+80) |
| | (a) Firestone Model DFA207 | |
| | Wheel Assembly No. DFA180 | |
| | Brake Assembly No. CFA252 | |
| 202. | (a) Two main wheel 6-ply rating tires, 6.00-6, Type III | 20 lbs. (+80) |
| 204. | Tail wheel assembly | |
| | (a) Firestone Model DFA132, swivel, Aircraft Mfg. Co. | 2 lbs. (+262) |
| | L534 | |

Electrical Equipment

- | | | |
|------|--|----------------|
| 301. | Generator, Delco Remy No. 1101879, 12V, 25 amps. | 14 lbs. (+55) |
| 302. | Battery | |
| | (a) Reading No. S24, 12V, 24 amp. hours | 23 lbs. (+57) |
| | (b) Reading No. S24, 12V, 24 amp. hours | 23 lbs. (+152) |
| 303. | Landing lights, (2) General Electric No. 4537 | 2 lbs. (+85) |

Interior Equipment

401. CAA Approved Flight Manual, dated November 30, 1950

NOTE 1. Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system).

NOTE 2. The following placard must be displayed on the instrument panel in full view of the pilot:

- (a) "This airplane must be operated as a Normal Category airplane in compliance with the Airplane Flight Manual. No acrobatic maneuvers, including spins, approved."

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