



# Hangar Talk

## September Meeting Notes

Hey everybody.

George started off the meeting with a report on the CP event. There were not many spectators (the weather was bad that day), but there were 30 registered pilots, so that was good. The demos were excellent and so was the BBQ. The bottom line was a \$5862 donation for United Cerebral Palsy of Colorado. This included some corporate sponsors (Jeppesen \$2k, Aeroworks \$1.5k, the catering company \$800, Dex, etc.)

There were 25 MAS members who volunteered at the event. Thanks to all of you. Without you, the event would have been a failure. In addition to your time, the club donated the fees for the extra Porta-potty and also all the work for getting the field looking great.

On September 19<sup>th</sup>, MAS was hosted by Aeroworks at their Aurora headquarters. Aeroworks gave members a tour of the facility and showed them what planes are being developed. Our esteemed leader Hank won himself an electric plane in a drawing.

Just to let all Adams County voters know, one of our members, Mark Nicastle, will be running for Sheriff in the 2010 election. Not to sway any votes, but Mark's a good guy and has done a lot for the club over the years.

**The October meeting is when we elect officers for 2010. We need volunteers! (show up and vote/volunteer now is your chance to change things you don't like)**

Hank and Ron will not be staying on as President and VP, so we need some new people for the jobs. Honestly, neither position is that hard; if you can make it to the meetings, you've got the necessary skills.

I will be staying on as Secretary/Treasurer.

October's meeting is the last of the year, so we'll also need to get someone to run the Snow Bird. Finally, it was brought up that we should do a club banquet. El Jardin was suggested. Ron will check on availability, but we're looking at sometime in early December. More news on this at the October meeting.

Tom

### Inside this issue:

Meeting Minutes

Lunch Hour

Pitts Special

### Upcoming meetings and events

Meeting Oct 22  
(officer elections)

From the editor

## What I did on my lunch hour

Well I'm sure you were all curious what I do for lunch these days. Okay so I guess you are not really that curious. Well on September 25th you would have loved to go to lunch with me. I got my long awaited and delayed Birthday present. I go to have an aerobatics ride in a Pitts Special 2SB flown by John Blum of New Attitude Aerobatic out of Jefferson County Airport, yeah I know its not called that anymore.

It started off as a cloudy morning but by noon the weather had broke and the sun was out. It was a great day to fly. After a very short take off roll we were up in the air. We headed to the west into the gap in the front range just south of the Flat Irons. We turned north and flew over Eldorado Springs, very nice view from up there. You could see the tracks and tunnels that the ski train takes, I got a great view of the University of Colorado. Once the plane was trimmed in John let me have the controls. The plane was very responsive all you needed was the slightest touch to make it go left, right, up down. I practiced some easy turns by rolling to a 45 degree angle and pulling up. I did this to the left and right. Once I was comfortable with that we headed north of the Longmont Airport to do some aerobatics.

After reaching our destination John asked if I would like to start with some rolls. I said sure why not, so John had me move the stick all the way to the left. The plane instantly rolled over to the left very quickly. It took a lot of concentration for me to keep focused and stop the plane back where we were level again. I was also sort of dizzy asking John about this he said I needed to stay looking down the center axis of the plane when rolling. My first roll I was looking all around, down up etc. I tried another rolling staring straight ahead at the gas cap in front of me. This went much better, not as dizzy and I rolled the plane quicker as well. After one more roll we moved on to some more aerobatics. Next up was a loop, I dropped the nose of the plane and picked up speed to 160, then pulled back on the stick. Once we were inverted I let off the pressure of the stick and we started to come back around. Then I had to pull and then pull harder to get us back into level flight again. Next up was a immelman, that was actually very fun you started like a loop then leveled off inverted and just rolled over. Simple right. (laughing). The we did a half Cuban eight, that was really fun as well., next we gained some altitude and did a split S. Now I needed a little break or my head did. I can see that you really have to build up to doing these maneuvers. I had asked John if we could do a stall turn and now it was time for that. I pulled the plane up so it was perpendicular to the horizon, John worked the throttle and then told me to kick in left rudder. We flipped over and headed back down. I had to kick in some right rudder to keep us on a straight line on the way down then I pulled us back into level flight. Wow. We only had time for two more maneuvers we did a spin which was wild watching the ground below you spinning. I couldn't help thinking about the scene from Top Gun there. Last John took me up and did a torque roll. That was a blast to be in a plane doing that. Now John had me fly the plane over and follow highway 287 back to the airport. John took us in for an excellent landing. What a wild time, I was on an adrenaline high the rest of the day. This was a great time, I would recommend it to anyone. Let me know if you are interested and I will get you John's number and email.

Gary



# HISTORIC AVIATION

## Pitts Special

[http://en.wikipedia.org/wiki/Pitts\\_Special](http://en.wikipedia.org/wiki/Pitts_Special)

The **Pitts Special** is a light [aerobatic biplane](#) designed by [Curtis Pitts](#). It has accumulated many competition wins since its first flight in 1944. The Pitts Special dominated world aerobatic competition in the 1960s and 1970s and, even today, remains a potent competition aircraft in the lower categories

Curtis Pitts began the design of a single-seat aerobatic biplane in 1943–1944.<sup>[3]</sup> The design has been refined continuously since the prototype's first flight in September 1944, however, the current Pitts Specials still remain quite close to the original in concept and in design.<sup>[4]</sup>

Pitts also built several monoplane racing planes in the 1940s–1950s, the most famous of which was the low-winged "Pellet" of 1947 and the mid-winged "Li'l Monster" of 1951.<sup>[5]</sup> Among other one-off projects, he also built a two-seat sport monoplane called the "Big Hickey".<sup>[6]</sup>

Several of the aircraft that Curtis Pitts built had a picture of a skunk on them and were called "Stinkers". After she bought it, aerobatic performer [Betty Skelton](#) called the second aircraft that Curtis built, "Li'l Stinker". The prototype S-2, which was the first two-seat Pitts, was "Big Stinker", the prototype Model 11 (later called S1-11B) was "Super Stinker", and the prototype Model 12 was the "Macho Stinker".<sup>[7]</sup>

In 1962 Curtis Pitts set up Pitts Enterprises to sell plans of the S-1C to homebuilders.

All single-seat (S-1) and two-seat (S-2) Pitts Specials are variations on the basic design from 1944.

The aircraft was popularized by [Betty Skelton](#), [Caro Bayley](#) and other air show performers, which lead to the offering of plans around 1960.<sup>[citation needed]</sup>

Pitts produced limited numbers of aircraft during the 1940s and 1950s. It is widely accepted that the Pitts Special is the standard by which all other aerobatic aircraft are judged. After a number of home-built aircraft were produced from rough hand-drawn plans produced by Pitts, more professionally drawn plans went on sale in 1962. While many home-built aircraft were built in the 1960s, earning the Special a reputation as an excellent aerobatic aircraft, Pitts worked on the design of a two-seat aerobatic trainer version, the S-2, which first flew in 1967 and gained its [type certificate](#) in 1971. Factory-built aircraft produced by the Aerotek company at [Afton, Wyoming](#) were joined in production by the single-seat S-1S in 1973.<sup>[9][10]</sup>

In 1972, the US National Aerobatic Team won the World Championships flying only Pitts Specials.<sup>[2]</sup>

In 1977 Curtis Pitts sold his interests in the Pitts Special to Doyle Child.<sup>[8]</sup> Child later sold the rights in 1981 to Frank Christenson, who continued production at the Afton plant under the guise of Christen Industries.<sup>[10]</sup> The rights for home-built versions of the Pitts were sold in 1994 to [Steen Aero Lab](#) in 1994,<sup>[11]</sup> with the Afton factory and production rights being transferred to [Aviat](#).

Curtis Pitts died in 2005 at age 89. At the time of his death, he was working with Steen on the prototype of the new Pitts Model 14, a brand-new, two-seat biplane designed for unlimited aerobatics powered by the 400 [horsepower Vedenev M14P radial engine](#). The rights to the Pitts name is currently owned by [Aviat](#) which also owns the similar model to the Pitts in the [Christen Eagle](#)

Certified versions of the compact Pitts Special are now produced by Aviat in [Afton, Wyoming](#). It is available as an S1 single-seater with up to 200 hp (150 kW) [flat-4 Lycoming engine](#) and a 17 ft 4 in (5.28 m) wingspan, or as an S2 two-seater variant featuring a 260 hp (194 kW) [flat-6 Lycoming](#) and a 20 ft (6.1 m) wingspan. Pitts Specials have been equipped with engines of up to 450 hp (338 kW).<sup>[1]</sup>

The Pitts Special held sway over the aerobatic world championships until the rise of the [monoplane](#), though it remains very competitive in all levels of competition and remains a favorite of [air show](#) performers worldwide. The first monoplane to topple the Pitts from the top of unlimited aerobatic competition was the [Russian](#)- built and designed [Yak-50](#).<sup>[citation needed]</sup>

Today, the single-seat Pitts Special S1-S plans are available from [Aviat Aircraft](#). The S1-C and derivative S1-SS plans and kits are supplied by Steen Aero Lab in [Palm Bay, Florida](#). The S1 continues to provide extremely high performance at a relatively low cost. Many hundreds of homebuilders have successfully completed and flown the Pitts since plans became available in 1960.



## 2009 Club Officers

**President**            **Hank Baron**  
**hbchs@wildblue.net**  
**Vice Pres**            **Ron Martin**  
**martin.ra@comcast.net**  
**Treasure**            **Tom Glaess**  
**ltglaess@comcast.net**

**Board**                **Earl Keffer**

**Board**                **Lee Overholt**  
**kaover@comcast.net**

**Field Maintenance**

**Newsletter Editor** **Gary Hodges**  
**gbhodes58@msn.com**

**Web Page**

<http://www.minatureaerosporters.org>

Serving the Northeast Denver Area the Miniature Aero Sportsters flying site sits on 48 acres with a 500 foot paved runway. The club is open to all who have a current AMA membership. The Miniature Aero Sportsters consists of a group of individuals with a common interest in radio control aircraft. Club meetings are on the 4th Thursday of the month at Gander Mountain Sporting Goods located at 9923 Grant Street Thornton , CO. Meetings start promptly at 7:00 pm. All M.A.S. club members are encouraged to attend meetings, and to become actively involved in the club's activities

The first year there is a once a lifetime \$125 initiation fee charged to all new members. Every year after that Annual membership dues are \$90.

For membership information check out our web page:

<http://www.minatureaerosporters.org>



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Phone: (303) 431-0482  
Email: [htuwestminster@mesanetworks.net](mailto:htuwestminster@mesanetworks.net)

All articles or items of interest should be submitted to me by the 1st Wednesday of the month. Newsletter editor (that's ME) reserves the right to accept, refuse and edit all articles submitted for publication. Articles or items submitted after the deadline will be included in the following month's newsletter. Send or deliver articles to:

Gary Hodges  
[gbhodes58@msn.com](mailto:gbhodes58@msn.com)

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