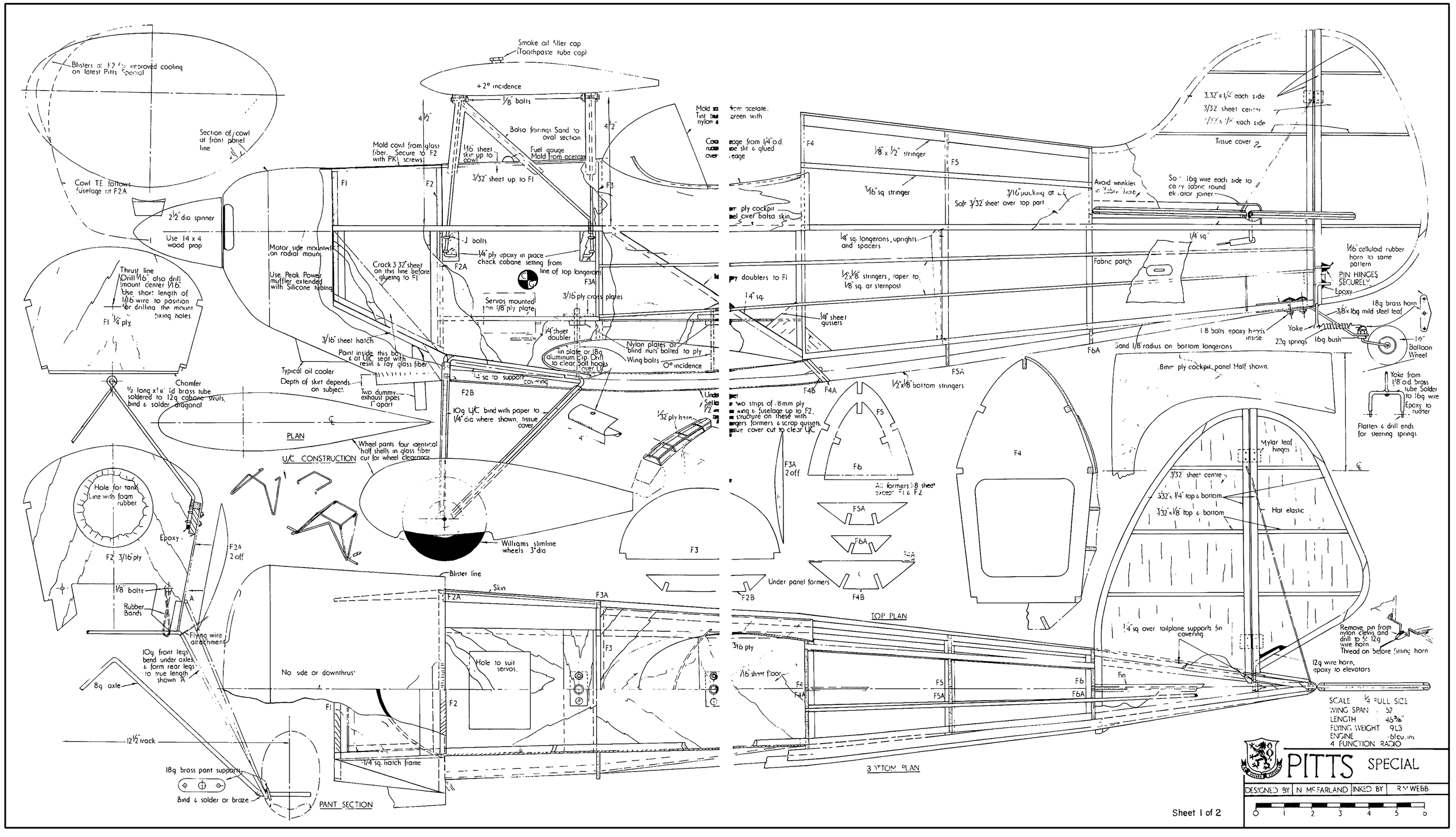
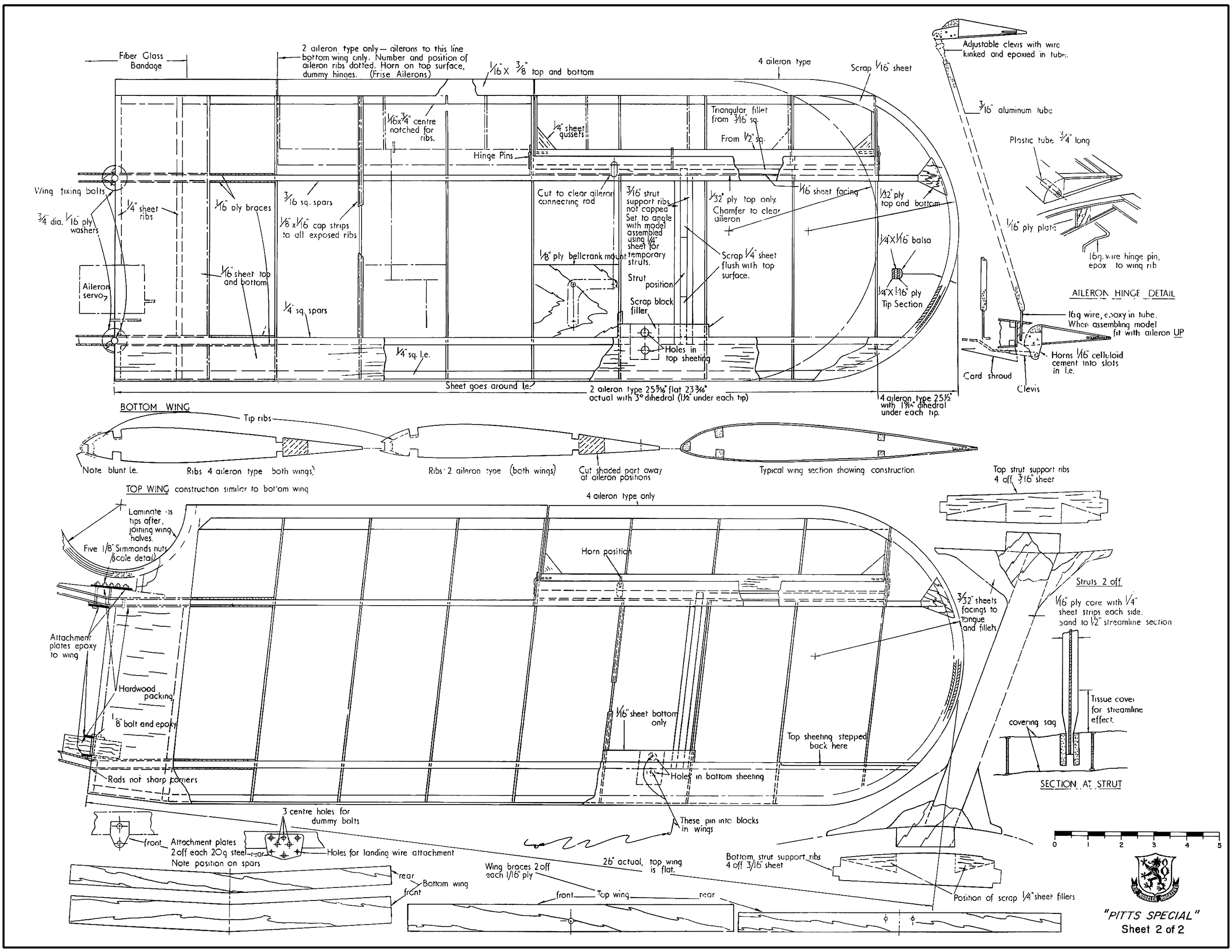

Blisters at F2 for improved cooling on latest Pitts Special
Section of cowl at front panel line
Cowl TE follows fuselage at F2A
2½" dia spinner
Use 14 x 4 wood prop
Thrust line
Drill 1/16" also drill mount center 1/16". Use short length of 1/16 wire to position for drilling the mount fixing holes.
F1 ¼" ply
Chamfer
½ long x 1/8" id brass tube soldered to 12g cabane struts, bind & solder diagonal
PLAN
Hole for tank Line with foam rubber
Epoxy
F2 3/16" ply
F2A 2 off
1/8" bolts
Rubber Bands
Flying wire attachment
10g front legs bend under axles & form rear legs to true length shown 'A'
8g axle
12½" track
18g brass pant supports
Bind & solder or braze
PANT SECTION
Smoke oil filler cap (Toothpaste tube cap)
+2° incidence
1/8" bolts
4½"
Balsa fairings Sand to oval section
Mold cowl from glass fiber. Secure to F2 with PK screws
1/16" sheet skin up to cowl
Fuel gauge Mold from acetate
3/32" sheet up to F1
F1
F2
F3
J bolts
¼" ply epoxy in place check cabane setting from line of top longerons
F2A
Crack 3/32" sheet on this line before glueing to F1
Motor side mounted on radial mount
Use Peak Power muffler extended with Silicone tubing
F3A
Servos mounted on 1/8 ply plate
3/16" ply cross plates
¼" sheet doubler
3/16" sheet hatch
Paint inside this box & at U/C seat with resin & lay glass fiber
Nylon plates or blind nuts bolted to ply
tin plate or 18g aluminum. Drill to clear bolt hooks over U/C
Wing bolts
0° incidence
Typical oil cooler
Depth of skirt depends on subject.
Two dummy exhaust pipes 1" apart
¼" sq to support covering
F2B
10g U/C bind with paper to 1¼" dia where shown, tissue cover
U/C CONSTRUCTION
Wheel pants four identical half shells in glass fiber cut for wheel clearance
Williams slimline wheels 3" dia
Blister line
Skin
F2A
F3A
F3
Hole to suit servos.
No side or downthrust
F1
F2
¼" sq. hatch frame
Mold from acetate. Tint blue green with nylon
Coat edge from 1/4" o.d. tube slit & glued over edge
ply cockpit panel over balsa skin
doublers to F1
¼" sq.
¼" sheet gussets
F4
F5
1/8" x ½" stringer
3/16" sq stringer
3/16" packing at L.E.
Soft 3/32" sheet over top part
¼" sq. longerons, uprights and spacers
½" x 1/8" stringers, taper to 1/8" sq. at sternpost
F5A
F4B
F4A
½" x 1/8" bottom stringers
two strips of .8mm ply wing & fuselage up to F2. structure on these with formers & scrap gussets. cover cut to clear U/C
F5
F6
F3A 2 off
All formers 3/8 sheet except F1 & F2
F5A
F6A
F4A
F4B
Under panel formers
F2B
TOP PLAN
3/16 ply
1/16 sheet floor
F4
F4A
F5
F5A
F6
F6A
Fin
3/32" x 1/4" each side
3/32 sheet centre
1/32" x 1/8" each side
Tissue cover
Avoid wrinkles in fabric here
So 16g wire each side to carry fabric round elevator joiner
¼" sq.
Fabric patch
1/16" celluloid rubber horn to same pattern
PIN HINGES SECURELY
Epoxy
18g brass horn
3/8" x 16g mild steel leaf
Yoke
1/8 bolts epoxy hinge inside
22g springs
16g bush
1½" Balloon Wheel
Sand 1/8" radius on bottom longerons
.8mm ply cockpit panel Half shown.
Yoke from 1/8" o.d. brass tube Solder to 16g wire Epoxy to rudder
Flatten & drill ends for steering springs
Mylar leaf hinges
3/32" sheet centre
3/32" x 1/4" top & bottom
3/32" x 1/8" top & bottom
Hat elastic
¼" sq over tailplane supports fin covering
Remove pin from nylon clevis and drill to fit 12g wire horn. Thread on before fitting horn
12g wire horn, epoxy to elevators
BOTTOM PLAN
SCALE ¼ FULL SIZE
WING SPAN 52"
LENGTH 46⅜"
FLYING WEIGHT 9LB
ENGINE .61cu.ins
4 FUNCTION RADIO
PITTS SPECIAL
DESIGNED BY N McFARLAND
INKED BY R M WEBB
0 1 2 3 4 5 6
Sheet 1 of 2


Fiber Glass Bandage
2 aileron type only — ailerons to this line bottom wing only. Number and position of aileron ribs dotted. Horn on top surface, dummy hinges. (Frise Ailerons)
1/16" X 3/8" top and bottom
4 aileron type
Scrap 1/16" sheet
Adjustable clevis with wire kinked and epoxied in tube.
3/16" aluminum tube
1/16"x3/4" centre notched for ribs.
1/4" sheet gussets
Triangular fillet from 3/16" sq.
From 1/2" sq.
Plastic tube 3/4" long
Hinge Pins
Wing fixing bolts
3/4" dia. 1/16" ply washers
1/4" sheet ribs
1/16" ply braces
3/16 sq. spars
1/8"x1/16" cap strips to all exposed ribs
Cut to clear aileron connecting rod
3/16" strut support ribs not capped Set to angle with model assembled using 1/4" sheet for temporary struts.
1/32" ply top only. Chamfer to clear aileron
1/16" sheet facing
1/32" ply top and bottom
1/16" ply plate
16g. wire hinge pin, epox to wing rib
1/8" ply bellcrank mount
Scrap 1/4" sheet flush with top surface.
1/4"x1/16" balsa
Aileron servo
1/16" sheet top and bottom
Strut position
Scrap block filler
1/4"x1/16" ply Tip Section
AILERON HINGE DETAIL
1/4" sq. spars
16g wire, epoxy in tube. When assembling model fit with aileron UP
Holes in top sheeting
1/4" sq. l.e.
Horns 1/16" celluloid cement into slots in l.e.
Card shroud
Clevis
Sheet goes around l.e.
2 aileron type 25 5/16" flat 23 3/16" actual with 3° dihedral (1 1/2" under each tip)
4 aileron type 25 1/2" with 1 9/16" dihedral under each tip.
BOTTOM WING
Tip ribs
Note blunt l.e.
Ribs 4 aileron type both wings.
Ribs 2 aileron type (both wings)
Cut shaded part away at aileron positions
Typical wing section showing construction
Top strut support ribs 4 off 3/16" sheet
TOP WING construction similar to bottom wing
4 aileron type only
Laminate tips after joining wing halves.
Five 1/8" Simmonds nuts (scale detail)
Horn position
3/32" sheets facings to tongue and fillets
Struts 2 off
1/16" ply core with 1/4" sheet strips each side. Sand to 1/2" streamline section
Attachment plates epoxy to wing
Hardwood packing
1/8" bolt and epoxy
1/16" sheet bottom only
Tissue cover for streamline effect.
covering sag
Top sheeting stepped back here
Rads not sharp corners
Holes in bottom sheeting
SECTION AT STRUT
3 centre holes for dummy bolts
These pin into blocks in wings
front
Attachment plates 2 off each 20g steel
rear
Holes for landing wire attachment
Note position on spars
26" actual, top wing is flat.
Bottom strut support ribs 4 off 3/16" sheet
Wing braces 2 off each 1/16" ply
rear
Bottom wing
front
front
Top wing
rear
Position of scrap 1/4" sheet fillers
0 1 2 3 4 5
"PITTS SPECIAL"
Sheet 2 of 2