

Tim Sinnott's Model S260-2 Staudacher features a light weight 3-blade MT prop, Christen Eagle spring gear, and 310 hp Monty Barrett modified Lycoming IO-540. This spectacular performance package allows Tom to cap figures and "drive away" without any settling.



Doug McConnell

Dave Gustafson



Doug McConnell



With excellent visibility, clean lines, and plenty of power the S260-2 is a capable competitor and a joy to fly. Tom reports he can easily control altitudes in the box and not worry about being too low even on a hot day.



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Doug McConnell

Tom Sinnott first spotted this 6-cylinder two-place in a magazine photo and it was love at first sight! After moving from the Pitts S1C, to a Christen Eagle, and then to a Pitts S1T, the S260-2 offered exactly what Tom was looking for with its combination of top performance, good looks, and two-place convenience.



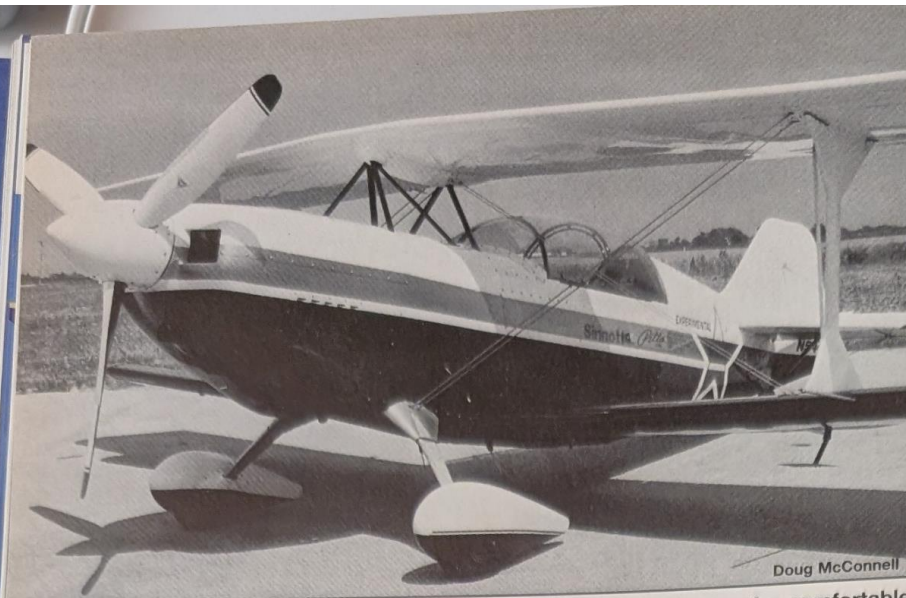
Doug McConnell

The aft-located ram-air charged engine oil cooler helps keep the big 310 hp Lycoming temperatures under control, but the primary design goal was to isolate the cooler from engine vibrations which often shorten component life dramatically.

The tail was reshaped more for aesthetics than for improved flight control. Tom states that all control surfaces are nicely balanced making the S260-2 a joy to fly!

Doug McConnell



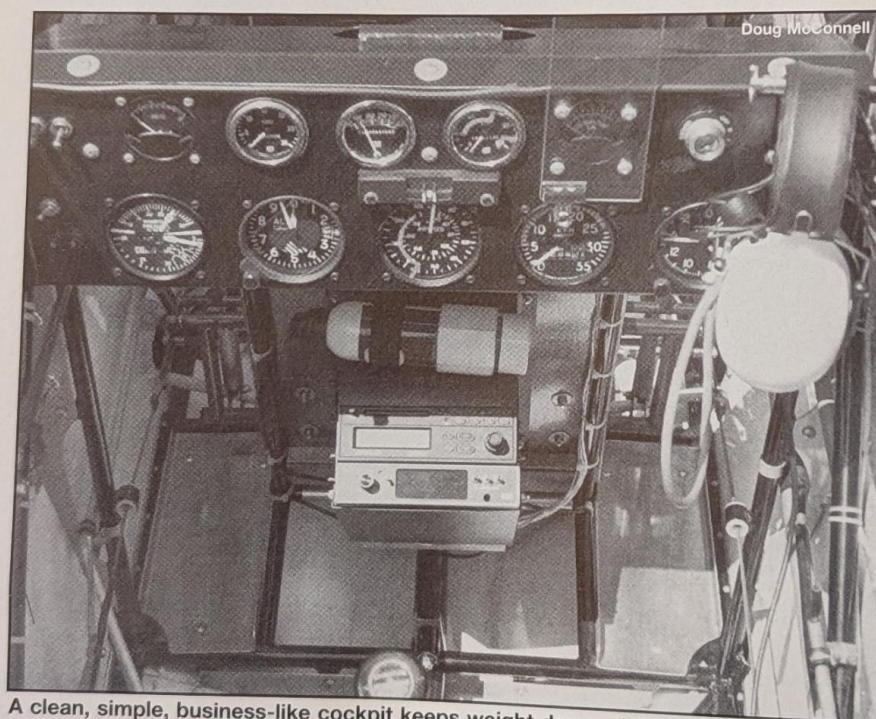


The good-looking Staudacher S260-2 also offers the convenience of a comfortable two-place. Note the arched canopy cross-brace which was Jon's innovation for eliminating possible cockpit interference during canopy ejection.

Eagle gear, a reshaped tail for esthetic effect, an aft-positioned oil cooler, along with woodskinned wings and ailerons. According to Jon, "All-wood surfaces can be designed for a much closer fit than is practical with fabric. As a result, the aileron fit is very tight producing extremely impressive roll-rates. In addition, the wood surfaces allow for a superior finish, simplified construction, and long life! The oil cooler was positioned in the aft fuselage primarily to isolate the components away from engine vibrations which can

shorten cooler life dramatically. Because of Jon's admiration for the Pitts design, much of the remainder of the S260-2 remains identical and yet not a single Pitts manufactured or purchased part was used. After all the creative new designs that Jon has introduced he still loves the S260-2, stating "Tom's airplane is still my favorite!"

Tom Sinnott's "little" modifications included sending the 260hp Lycoming to Monty Barrett who did magic to it. With balancing, porting, polishing, 9.5 to 1 compression, cold air sump, airflow



A clean, simple, business-like cockpit keeps weight down while providing the basics for cross-country flight. Does that G-meter really say -4g?



Wings and ailerons feature unique all-wood skins which minimize gaps and maximize control effectiveness. The resulting smooth lines and mirror-like finish make the S260-2 look as good as it flies!

performance servo, special cam, etc., it ran 310 hp on the dyno! A 3-blade MT prop replaced the original fixed pitch unit. The cowl was reworked, glassed, and painted, fairings added, javelins and struts streamlined, and electrical system reworked. Tom added a light weight alternator and starter, radio, Loran, Hooker harness, gap seals, and extended the paint scheme to present better lines to the judges.

According to Tom, "With the new engine, prop., and streamlining, the plane will now go 200 mph all screwed-in on a standard day and get well over 3,000 fpm climb! I can control altitudes in the box and not have to worry about being too low even on a hot day." Tom states, "It's a nicely balanced airplane with pitch forces being slightly heavy... which I like! It caps nicely with the big engine and prop. and just drives away with no settling."

But Tom has still worked hard to make the airplane perform at its best. Tom explains, "The only problem I've had is getting the plane to snap the way I like. I've trimmed the wing-tip fairings and moved the CG aft a little...Jon was a real help in this area. I've also changed my technique and finally found the 'sweet spot'! I love the airplane!!"