ACRO SPORT NEWSLETTER

#17

SEPTEMBER, 1986 PAUL POBEREZNY: PUBLISHER, BEN OWEN & ANN RUBY: EDITORS

Acro Sport II by Donald "Al" Smith, Jr. , of Macon, Georgia. N4233T was built in 1982 and has a Lycoming 150 HP engine. At 1986 Oshkosh, it was the Reserve Grand Champion Plans Built. H.W. Meyer Memorial Award for Outstanding Craftsmanship and Best Acro Sport II. CONGRATULATIONS, AL, FOR A CLEAN SWEEP OF THE AWARDS! This pristine Acro Sport II has been continuously upgraded since Al finished it in 1982 and was hard to fault.

Bob Bell, of Cadillac, Michigan, completed this excellent Acro Sport I in 1979. It has 150 HP and N176DB won the best Acro Sport I at the Oshkosh Convention. It was the only Acro Sport I at the Convention and is, we feel, one of the nicest Acro I's in existence.

Photo Gallery

Lee Farnsworth hails from Racine, Wisconsin! N40LF was completed September 1985, and uses a 160 HP.

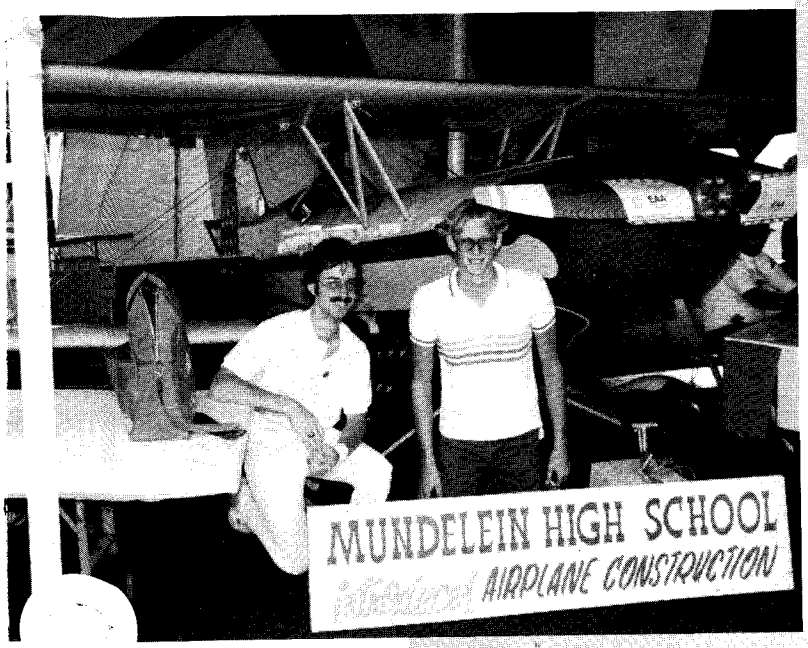
Lee Farnsworth receives his award for his Acro Sport II at the Acro Sport Dinner from Jean Kinnaman, President of Acro Sport, Inc.

The Editors would like to solicit your letters, articles and photographs for consideration for the Acro Sport Newsletter. Please send all materials to Ann Ruby, EAA, Wittman Airfield, Oshkosh, WI 54903-3086.

Jack Elenbaas' spring steel gear Acro II. From Holland, Michigan, Jack completed this beauty in 1985, and uses a 150 HP Continental O-346.

Here Jack receives the award for his airplane from Jean Kinnaman, President of Acro Sport, Inc. — (RIGHT)

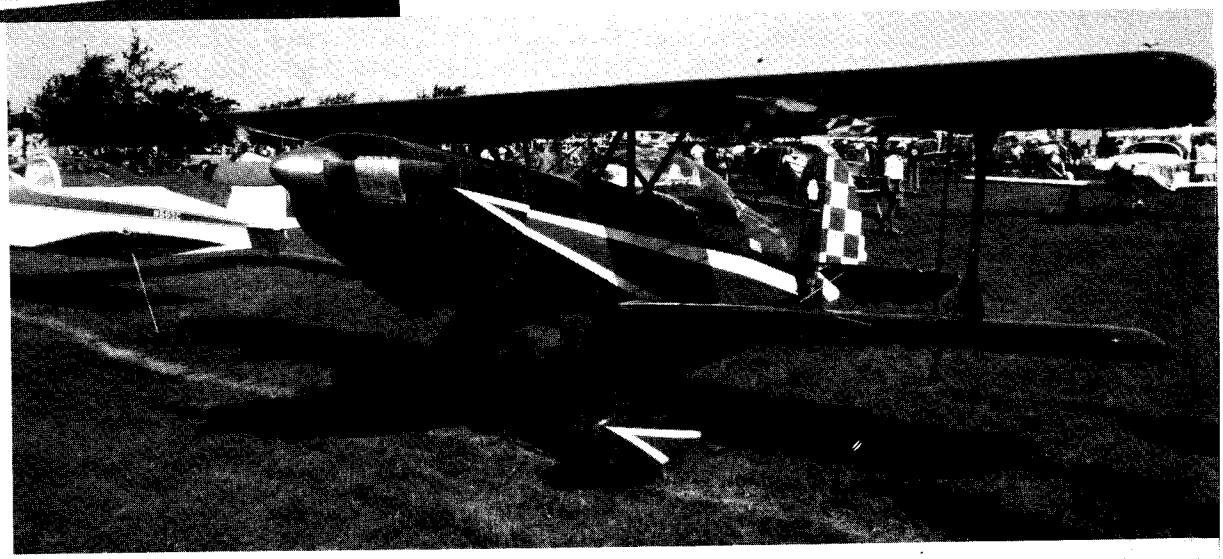
Goodyear brought their advertising blimp along, and it was ne of the hits at Oshkosh '86. It cruised the valley with its ghts on at night, and is quite spectacular. I hope all you builders of Acro Sports out there have a very. . .

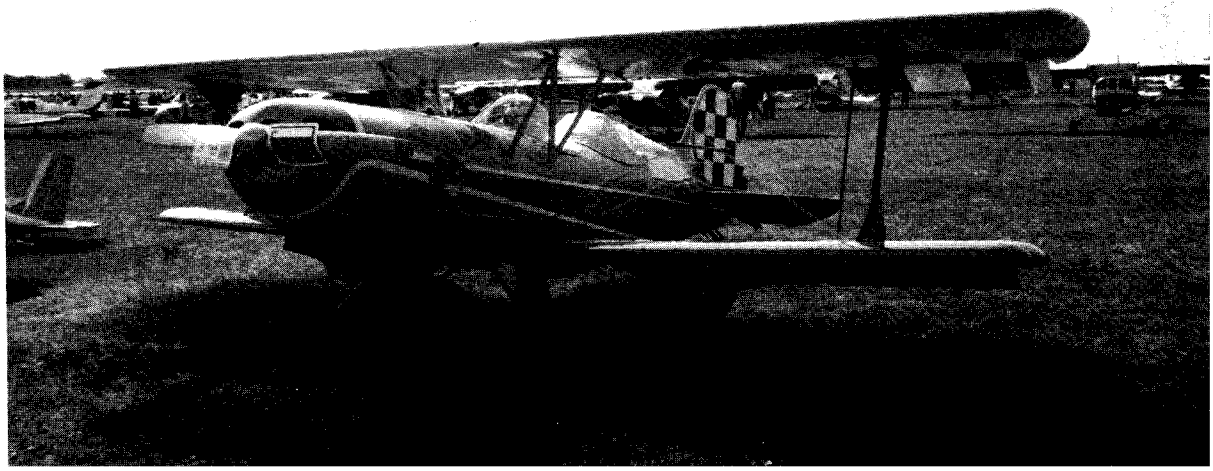


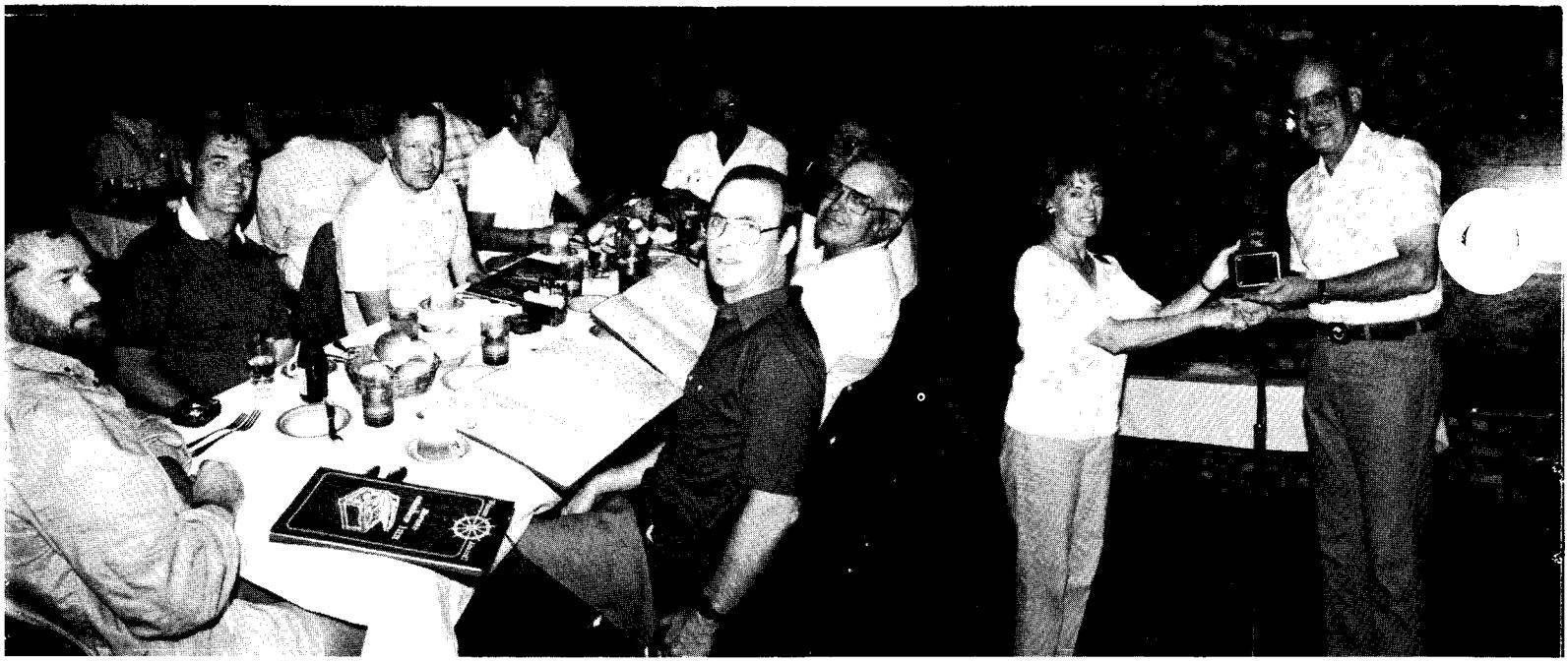
(LEFT) — Mundelein High School, in Mundelein, Illinois, and their 99% complete Acro Sport II. Students Brian Beyersdorf and Todd Matulnik kneel in front of the plane, which they helped complete. Jim Jackson has done an excellent job in guiding the young people to completion of this Acro II, but was unavailable when this picture was taken.

(BELOW) — This very attractive aircraft by Eugene Jones of St. John's, Michigan, has a bubble canopy and 180 HP Lycoming.

This Acro Sport II by Jim Jahnke of Green Bay, Wisconsin, was completed in 1984 of 150 HP. This 150 HP aircraft is currently for sale. — (BOTTOM)







All at the Acro Sport Dinner had a very good time, and this shot shows a few of those attending at Oshkosh '86.

The gentleman who we have to thank for all these fine pictures from Oshkosh is Acro Sport builder Tony Hohenwald, shown here accepting the Appreciation and Service award for the Acro Sport Forums at Oshkosh. Thanks Tony!

Bob Stagner accepts the Acro Sport Service and Appreciation award on behalf of his wife, Louise, and himself for the work they have done on the Acro Sport workshops over a period of years. Thanks Bob and Louise!

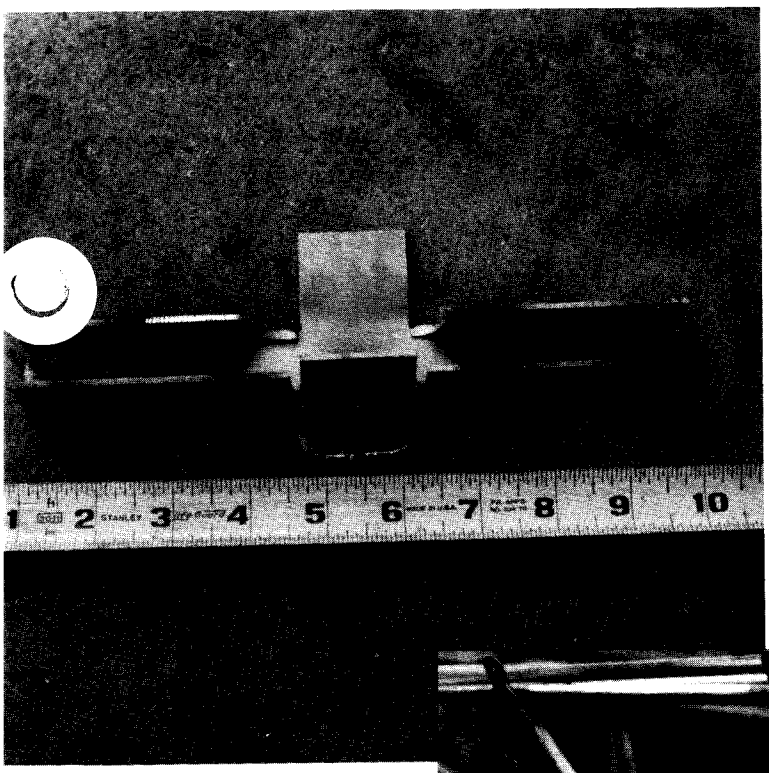
Pixie builder John Leitus receives a similar Service and Appreciation award for the many years he has been working at the Pixie workshops at Oshkosh.

COMMENTS FROM ACRO SPORT II FORUM, OSHKOSH '86

Acro Sport II aerobatic pilot, Bud Judy, spoke at length on the Acro Sport II. His suggestions were that spring gear would be a nice way to clean up the airplane and reduce drag. He suggests that builders "tighten" the cowling, work on getting good airflow through the cowl for cooling. He emphasized (several times) the necessity for light weight in the aircraft. Bud described the airplane as an "honest airplane", fun to fly. Stall strips were discussed as strictly a builder option after the airplane has been test flown. Some fliers find them unnecessary and others like to use them. Lee Farnsworth spoke up at this time and said that he found that shortening his front windshield by 1-1/2 inches helps a great deal, and discussed how you don't want to get your windshield too high, as it may slightly disturb the flow over the tail. This is not a big problem. Paul Poberezny spoke on design, but couldn't comment on others airplanes. He said he added the Piper Cub type landing gear to the airplane to provide it with a great deal of control - and it does work! He talked about the size of the cockpits on the airplane, and did confirm that cutting down the windshield will cut down the turbulence over the tail. He explained how he'd had some problems years ago with other aircraft, due to too high windshields. When asked about the 100 HP version, he said that it was a nice flier and tends to float a little bit on landing, but would be a good option for a cheaper airplane. He spoke about how electrics added about 60 lbs. to the airplane, and a performance gain does ensue for those that are flown without electrical systems. He also answered some questions about how it is possible to hand bend tubing for tail sections. He confirmed Bud's opinion that the lighter airplanes are going to fly better, and spoke a little bit about new designs from Acro Sport, such as the Corbens with their outrigger gear. Tony Hohenwald suggested that the servo trim tab system tubes be continuous across the horizontal stabilizer, welded in place and then cut apart, so that there would be no mis-matching between the horns that operate them. It is a good suggestion.

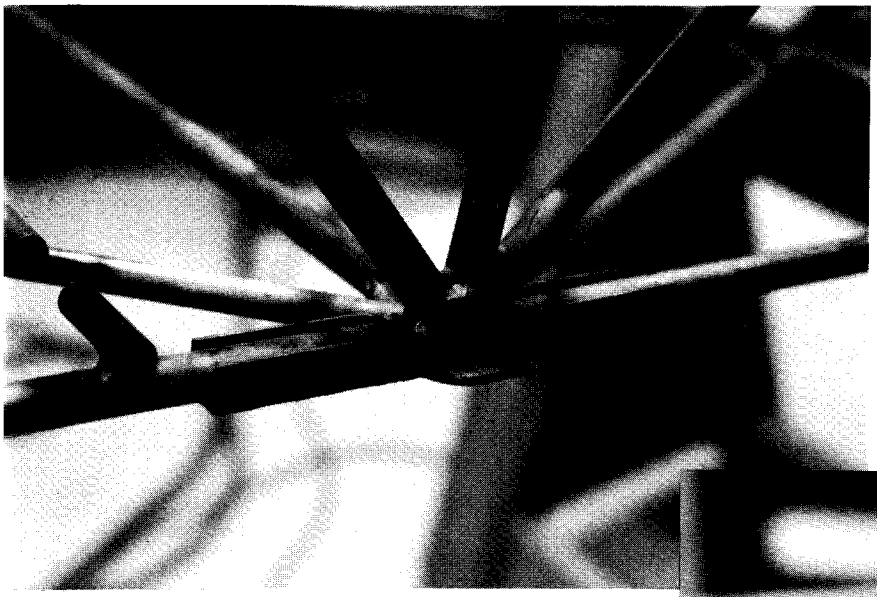
ACRO SPORT II SPRING GEAR

For those of you interested in modifying your aircraft for spring gear, Greg Windham of Wildwood, Florida has provided us with the pictures of the modifications he made.



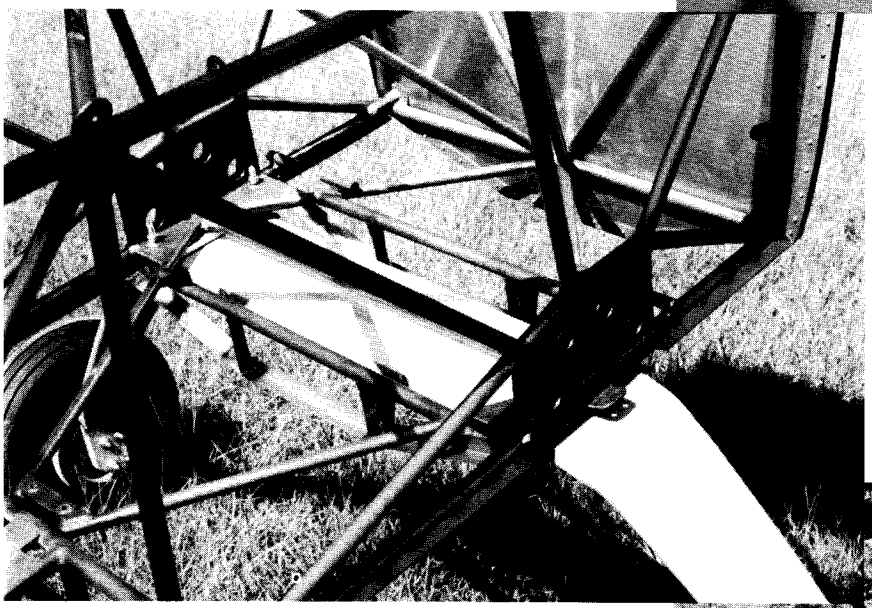
(LEFT) — Welded up strengthening frame before being welded to the fuselage. (090")

This shows the additional bracing on the lower fuselage longeron - port side. — (BELOW)

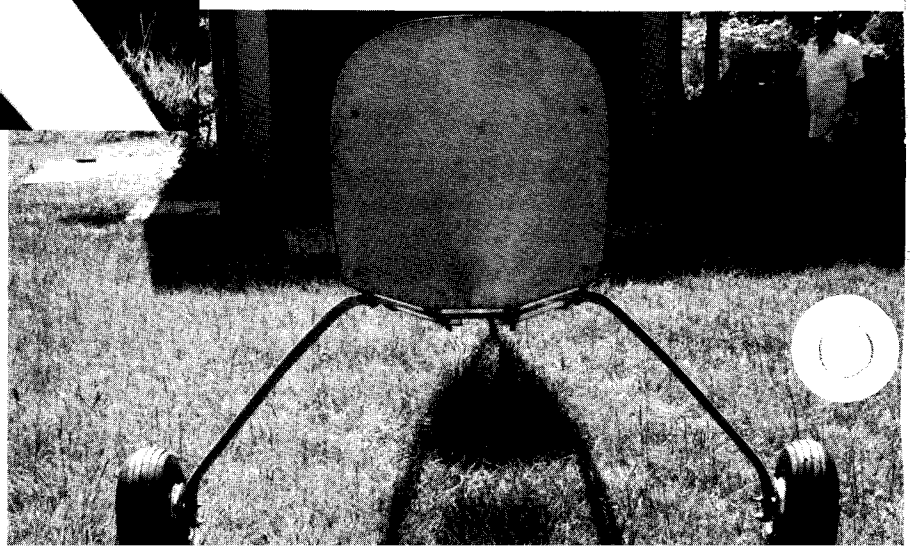


Left side view of the brace.

This view up from the bottom gives you a better idea of how the base is welded to the tubes at the end.

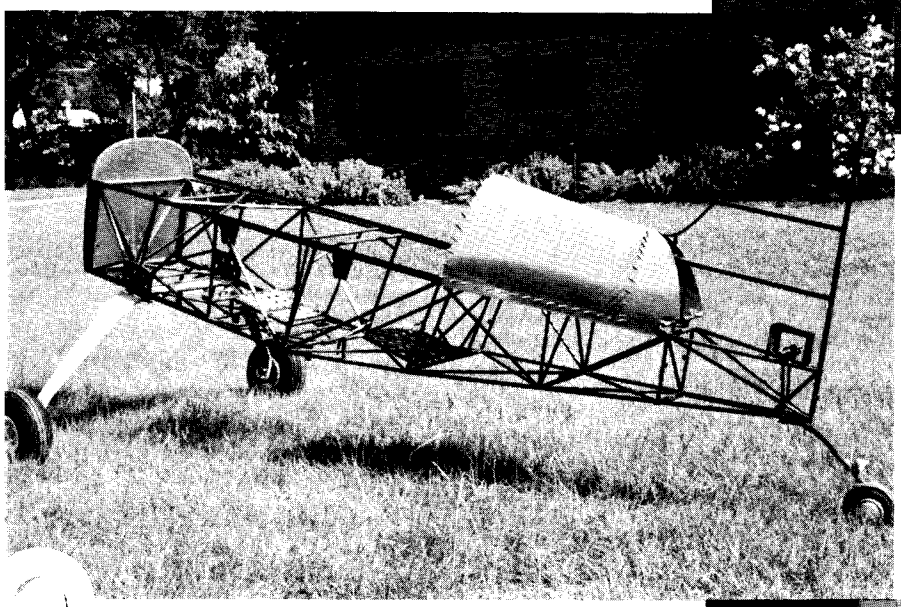


Reinforcing lightening holes drilled and strap gear bolted in place temporarily. Crossmembers to support belly formers and stand offs.



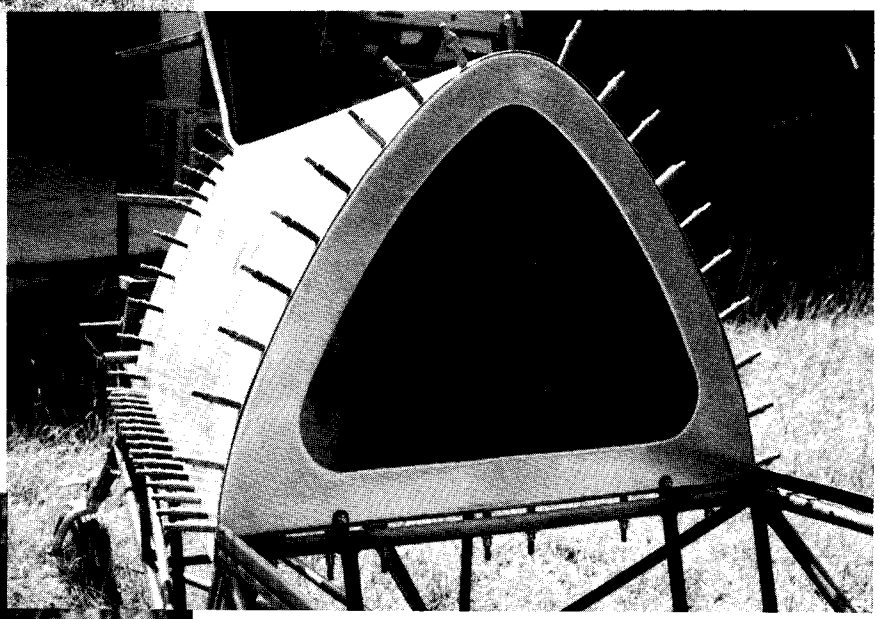
The results - a cleaned up belly section.

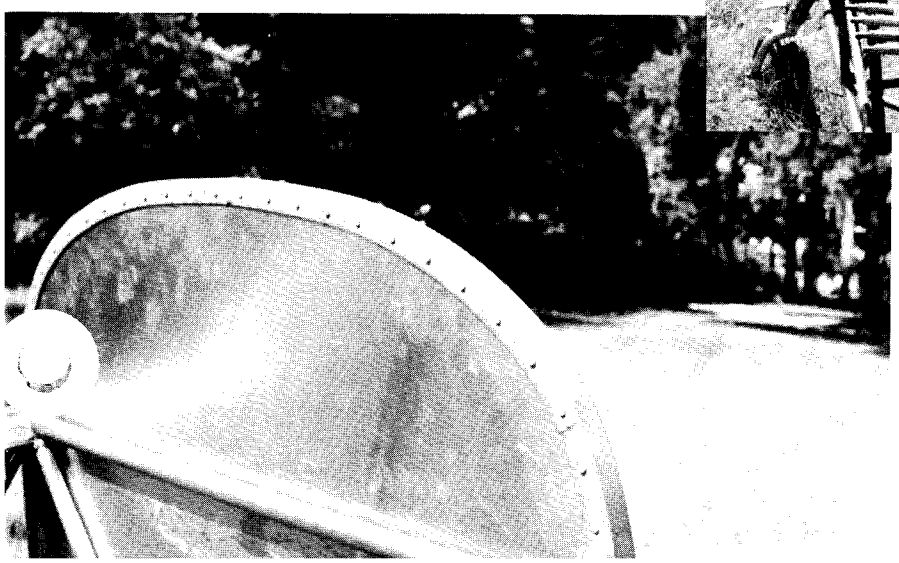
Builder, Greg Windham, an engineer for Seaboard Railroad in Florida says, "The spring gear turned out to be heavy - 38 lbs., not counting the added weight of the extra bracing needed." The only comparison he has is Wag Aero's advertised weight of 42 lbs. for the landing gear materials kit.



Greg's fuselage turtle deck.

More turtle deck detail.





The formed flange on the firewall.

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