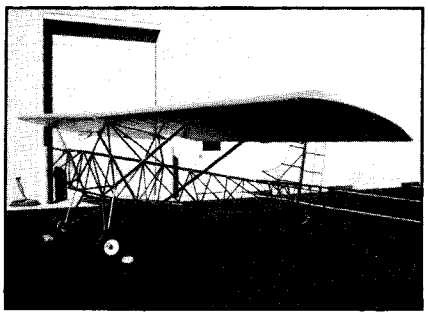
ACRO SPORT Newsletter

NO. 20 JUNE 1987



The Pober Corben Super Ace has since had the 85 horsepower Continental installed.

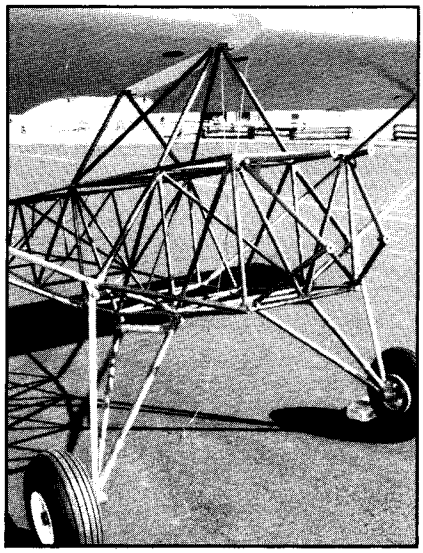
EDITORIAL BY
PAUL H. POBEREZNY
EAA President

As you can see by the photos in this issue of the ACRO SPORT Newsletter, the Pober Corben Super Ace is coming along quite well. Since these pictures were taken, the control stick unit has been mounted in the aircraft, as well as a Continental 85 HP powerplant. Many of the people who have seen the airplane have fallen in love with its appearance. . .its wide outrigger landing gear, 6:00 x 6 wheels and wide fuselage. . .and think it will be an ideal single place sport plane.

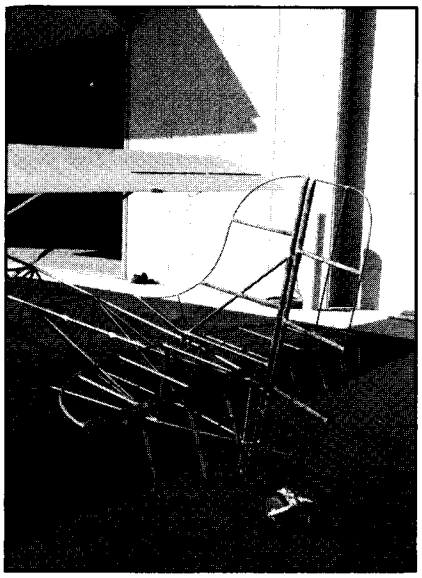
The airplane will be on display during the 1987 EAA Fly-In/Convention at Oshkosh in the Workshops Area. The wing plan form, the rudder and outrigger gear is the mark of aircraft of yesteryear with charisma and, of course, the Model A powered Corben Super Ace touched the heart of many of us as young men and women. With the Continental 85 developing twice the horsepower of the Model A and the overall airplane being approximately 125 lbs. lighter than the original, the airplane should be an excellent performer and with the wide landing gear, a pleasure to fly. The fuselage has been widened considerably to accommodate a 200 to 225 lb. frame with plenty of leg room.

The original Corben Super Ace had poor forward visibility due to the fact that the Model A Ford engine was faired into the upper wing and all the way back to the cockpit. With the Continental 85 flat four cylinder opposed engine, the cowling lines and the visibility will be greatly improved. In fact, the fuselage wing cabane struts have been raised several inches to add to forward visibility. As the set of wings that is on this prototype were made prior to building the fuselage, the curved opening at the cockpit will be enlarged so as to allow a little more room for the pilot in entering the cockpit. This was also accomplished on the Acro II two place to enable the front seat passenger to get in without discomfort. Drawings for the Corben Super Ace (the original) are available along with the updated fuselage drawing changes, and as other improvements and changes are made, they will also be incorporated.

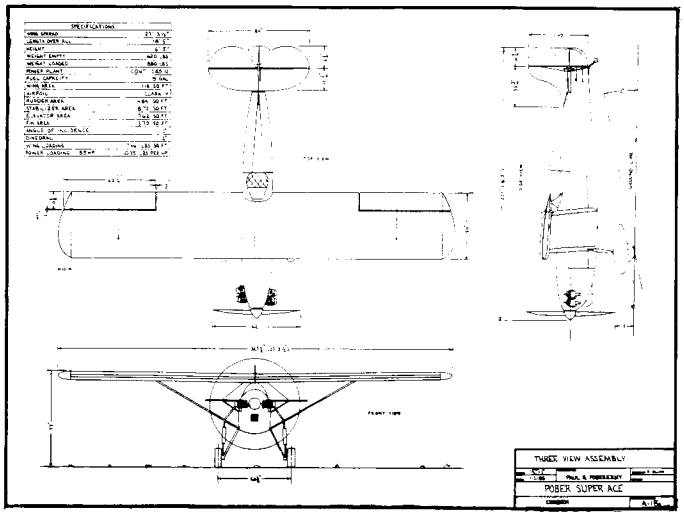
The two place Pober Corben Junior Ace, side by side aircraft, is well along and it, too, will be on display in the educational workshops during the convention. The wings are completed, as are the struts, tail group, turtle deck and fuselage, and, hopefully, by convention time the control system will be installed and the airplane almost ready for covering. More on this in the next newsletter.



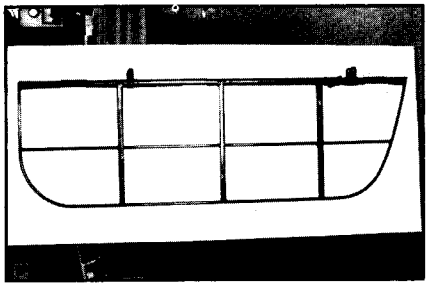
This shows the details of the Pober Corben Super Ace, its wide landing gear stance and the changes to the wing cabane to raise the wing up higher.



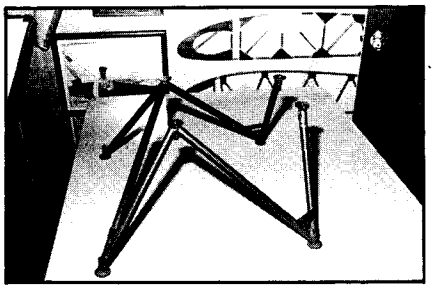
This photo shows the welding on the tail and the distinctive tail shape of the Super Ace.



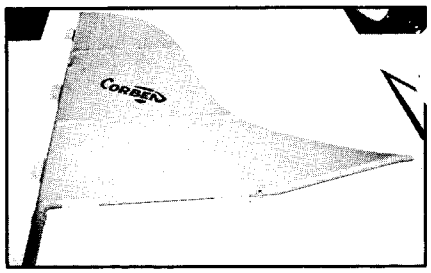
Pober Corben Super Ace



Corben Super Ace P-Model engine mount for the C-85 engine.



Corben Super Ace P-Model rudder welded up in its jig.



Corben Super Ace P-Model fin in the jig in which it was made, covered and lettered.

Acro Sport II Plans Corrections & Questions

ACRO SPORT II PLANS CORRECTIONS
PINK COVER SET
6/8/87

Any aircraft plans ever made has had plans corrections due to the high number of measurements on the drawings. The holder of the Acro II Plans Set with the pink cover should have the following corrections:

SHEET/ZONE/CORRECTION

1 Prototype loaded C.G.: 3/4 inch forward of leading edge of the lower wing to a maximum of 5 inches aft of leading edge of lower wing.

3 Rudder pedals - try first to fit to you.

3 A3 Dimension of 3-3/8 inches is actually 3-1/2 inches. Check the belly pan mounts for straightness by sighting down them or using a straight edge. The belly pan is one piece of straight aluminum with no curves.

3 B5 The bottom stringer clamp front piece tapers from 1-1/4 inches at the top to 3/4 inch at the bottom on the flat pattern. The front piece is 3/4 inch wide top to bottom

3 B5 Rudder balance cable pulley attach bracket should be attached to the vertical member at station 1 so that the loop cable from the pedal runs level from the pedal to the balance cable, and not on to the lower horizontal member. The dimension for the rudder balance cable pulley attach bracket should be approximately 5-1/4 inches up from the center line of the lower longeron to the center line of the bracket.

3 D2 Assembled pulley bracket pin to pin, 1-1/4 inches.

3 D4 Pedal attach tube. Change 1-3/4 inches to 2-3/4 inches. This moves the pedals inboard to avoid interference with the fuselage side tubing.

3 D4 Brake cylinder attach tube. The brake cylinder attach tube is bushing stock 1015/1020 steel, 5/16 inch x .065 inch wall. This tube is 4-5/8 inches overall, and the piece on the longeron (outboard) actually came out at 1-7/8 inches overall, not 1-1/8 inches as shown on the plans. The inboard portion came out at 2-7/16 inches overall, and not at 1-3/4 inches as shown on the plans. The gap in our situation was 5/6 inch allowing the brake cyclinder to be attached with a 5/32nd inch rod. This rod was drilled on the ends and cotter pins and washers installed. It is advisable to move the whole assembly about 1/8 inch inboard for welding, or the rod and cotter pins will rub on the fabric when the aircraft is covered.

3 D5 Rudder balance cable pulley attach bracket, 4130N.090 inch sheet.

3 D5 Clevis pin AN394-11.

4 B2 Tailwheel steering fork goes on end of rudder post - not on fin post as shown.

5 B3 Roll wire attach fitting, change 2-1/4 inches to 2-3/8 inches.

5 C3 The dimension from the roll wire fitting hole to the top of the longeron in 1 inch.

5 D2 Flat patterns are 25 degrees off vertical, change bend up on first part to 25 degrees, change bend up on second part to 65 degrees.

6 A5 Control sticks - before welding insert an old bearing or an aluminum or steel spacer in the bearing hole so that welding slag does not require reaming before installation of the good bearings.

6 B2 Holes in bottom of stick are about 3/8 inch below the torque tube center line when stick and stick support are built correctly.

6 D2 Rudder pedal tube is welded tc longeron and diagonal tube. Run the complete tube across and then cut, or tack weld with inner tube in.

6 D2 Pin-Rear. Change to the dimension from 5-1/4 inches to 6-1/4 inches. The front pin stays the same. The above change is to accommodate the pedal attach change listed above on Sheet 3, Zone D4.

6 D4 Brake Pedal, Front and Rear. Change the vertical dimension of 2 inches to 3 inches. This moves the brake actuating rod up 1 inch and gives better leverage.

6 D4 Rear rudder pedal, change dimension of 3/8 inch to 5/8 inch.

6 D5 Front and Rear Pedals. Change the 2 inches vertical dimensions to 1-1/4 inches. This moves the rudder cables up 3/4 inch to cross the horizontal bar at the front seat.

6 D5 Front Rudder Pedal. Change the horizontal dimension of 1-1/4 inches to 1-3/4 inches to give more foot room. (Align the cable with the front closed loop cable.)

6 D5 Rear Rudder Pedal. Change the horizontal dimension of 2-1/4 inches to 1-3/4 inches. This is to insure that the brake rod clears the rudder tab and cables.

7 D3 Change T/B to Turnbuckle.

11 B2 Trim Tab. Use +10 screws or AN470-3-14 rivets spaced 1 inch apart **2D from** sheet edge.

11 B3 Torque tube and housing - fit tube across the aircraft and assemble in position. Tack weld to insure alignment with the tube running entirely across the aircraft. Cut last for good alignment. NOTE: Elevator horns — tack weld to ensure alignment with tubes on the aircraft.

12 D3 Terminals AN665-21 left and 21 right (terminals are left and right)

12 D5 Wing attach fitting, lower hole drill 5/16 inch.

13 A4 You may like to use maple corner blocks or face drag anti drag wire blocks with 1/16th inch plywood or **large** 4130 washers, round or square.

14 B4 Vertical distance from pin on lower bell crank arm to center of bell crank is 2-7/16 inches.

14 D1 The pitot tube outer tube is 1/2 inch OD and about .078 inch wall. .065 inch wall will probably work. Pitot tube of 1018 steel will make the whole assembly strong enough if hardware store aluminum is used for outer tube.

14 D2 Push rod to aileron bell crank 1/2 inch X .078 inch wall.

14 C1 NOTE: Pitot tube 1018 steel, drill and tap 3/4 inch deep, (not 1-15/32 inches).

14 C1 Block, drill and tap 1/4 NPT, 5/16 inch deep from face.

14 D3 Bell crank assembly bracket: 5-5/8 inches dimension goes to inboard edge of rib #7, not to the centerline. Fit to spar with aileron pushtop parallel to ribs before drilling.

14 D5 Idler assembly bracket lower left wing rear spar looking aft change dimension of 5/18 inch to 6 inches.

16 D1 Leading edge angle is 38 degrees down from the horizontal, not 55 degrees as shown.

17 B2 Fuel tank top firewall fitting return line is a -4, not a -6.

17 D1 Change fuel tank dimension of 9 inches to 9-5/8 inches. See sheet 3, zone C5.

18 B3 Note: aileron interconnect push pull tube is offset approximately 9 degrees on the top, and 9 degrees plus dihedral on the bottom.

18 D4 Finger patch - remove 1-3/8 inches dimension.

18 D5 Aileron interconnect - remove 7/32 inch dimension (it is 7/16 inch as shown.)

20 B5 Rear Instrument Panel. Dimension 26-1/4 inches should be 26-3/4 inches.

20 B4 Change elevator horn inspection plate to "trim tab inspection plate - over the trim tab horn". Add note on vertical fin inspection plate that this goes over the elevator horn.

QUESTIONS AND ANSWERS - ACRO SPORT II

QUESTION: I noticed there have been some corrections to the Acro Sport II plans and the rudder pedal.
ANSWER: The corrections are shown previously but it is very important to try the rudder pedals first to make sure they fit your particular personal dimensions.

QUESTION: Can I use the Scott Tailwheel in place of the Maule?
ANSWER: The Scott is somewhat more expensive but can be easily fitted to the Acro Sport II.

QUESTION: When welding the control sticks in the bearing area, I noticed I had to clean up the hole pretty good to get the bearing in place.
ANSWER: If you use an old bearing or an aluminum or steel spacer in the hole when it is being welded, it should'nt have a problem with welding slag or heat causing a very tight fit for the stick bearings.

QUESTION: Where can components be brazed in a welded steel fuselage project?
ANSWER: In general, brazing is not a recommended procedure in aircraft construction. However, you will note that we recommend brazing attaching the torque tube to the stabilizer ribs. The reason for this is to reduce heat expansion and warpage of the sabilizer ribs. And also as the interior tube there might need a reamer to install if normal welding methods were used. Brazing generally uses less heat and is also less strong.

QUESTION: What type of welding rod should I use on my Acro Sport project?

ANSWER: One manufacturer is Oxweld and they have a number 7 and number 32 CMS rod. This will be acceptable and most builders are using 1/16 inch rod of a similar type or mild steel. Most welding rod suppliers have comparison books that they can compare the Oxweld type of rod with other manufacturers similar rods. 4130 welding rod is not used in aircraft welded components unless that component is going to be heat treated after welding. The reason is that the metal in the welded area is reduced in strength and 4130 rod is unnecessary.

QUESTION: When assembling my center section, I noticed that spruce blocks of 3/8 inch on a side are recommended. Can I use larger blocks than this?
ANSWER: Larger blocks can be used up to about 3/4 inches on a side. It is no problem.

QUESTION: How do I tighten the bolts on the aileron after the aileron is assembled?

ANSWER: On our aircraft we have found a 1/4 inch drive and 3/8 inch socket will fit (barely) so that the bolt can be reached with the ailerons off the aircraft. If you wanted to tighten them without recovering the aileron, it is possible that a nut plate could be installed on the back side of the aileron spar or the aileron hinge bolts.

QUESTION: I note Lord rubber mounts J-7401-2 are called out on the aircraft plans. These appear to be out of stock at my dealer.

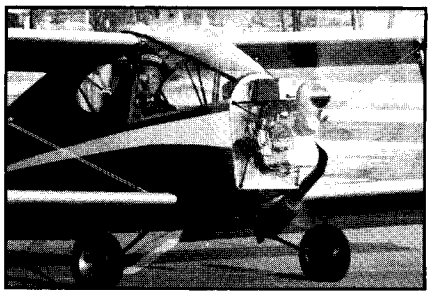
ANSWER: The rubber mount cups on our aircraft are 2-1/2 inches in diameter. A suitable rubber mount is any Mooney mount and in particular the J-7402-1 available from Wag-Aero and other sources. This is a suitable Lord mount for the dynafocal ring.

QUESTION: What is the offset of the aileron push pull rod to the aileron bell cranks?

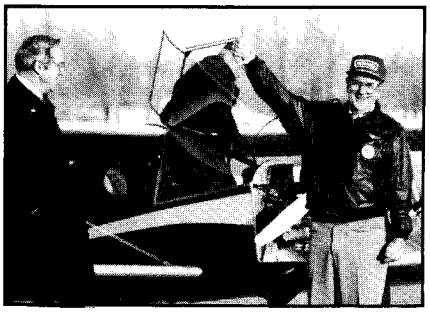
ANSWER: The difference is 9 degrees off of perpendicular on the top and 9 degrees plus the dihedral angle on the bottom.

Aircraft Builder Reports

Paul's Project

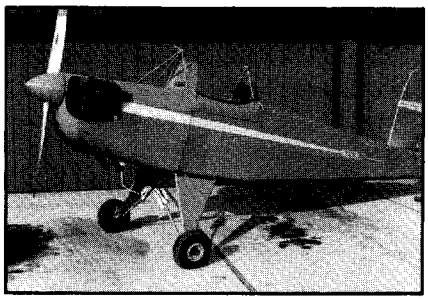


Paul recently completed, along with a few friends, this model of the Sorrell Hiperlite. It was test flown on February 23, 1987 and since has had cowling installed!



Paul gives the thumbs up in the photo; Ben Owen on the left and Norm Petersen on his way to his first flight.

Lloyd's Pixie

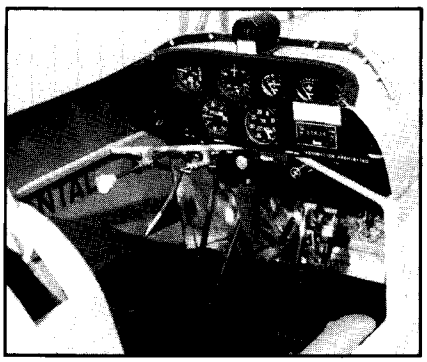


Lloyd Thompson of Boise, Idaho completed his aircraft about two years ago. In February 1985 while doing some practice landings, he flipped the Pixie over and hopes to have it flying again, if it is not already.

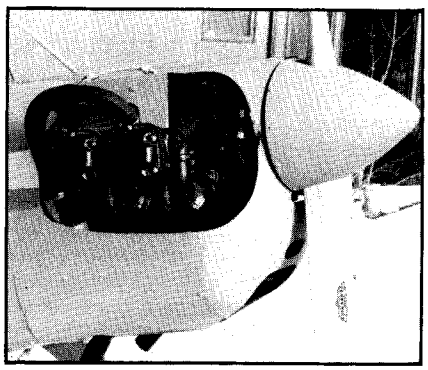
Lloyd states that the damage done to his Pixie was very minor when it overturned and hit a runway light. He had accumulated five hours of time on the airplane when the accident occurred. It never stalled since the weather was too cold to climb to a sufficient altitude for this test! He had some questions about the angle of incidence as the plans called for a 2 degree angle of wing incidence. He also had rigged them flat bottom or with no twist. Our letter to him is as follows:

I would not change the angle of incidence of the Clark Y airfoil. Although the plans call for 2 degree angle of incidence, the Clark Y has such high lift that the aircraft will fly quite successfully set up the way it is at this time. The angle of incidence was measured on the common Clark Y incidence line, which is not actually parallel with the bottom surface. The prototype is rigged without any twist, and as is usual with constant chord wings, has no problems dropping a wing at the stall. As far as installing stall strips, I don't believe the airplane will be in need of them. Its gentle stall is one of its nice characteristics, and stall strips would only serve to sharpen the stall, which would be of very minimum to no benefit in this type of aircraft. You might need stall strips were you to be flying aerobatically, but frankly, the Pixie was never designed as an aerobatic aircraft. I am sure, also, that you will like the shoulder high doors that you put in around the cockpit. John Leitis installed doors like this, and they gave him 7 miles an hour more of cruising speed!

Sincerely,
Ben Owen
Executive Director of
Information Services

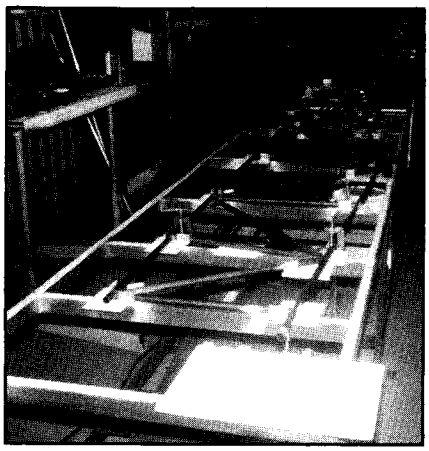


This shows the instrument panel of Lloyd's nice Pixie.

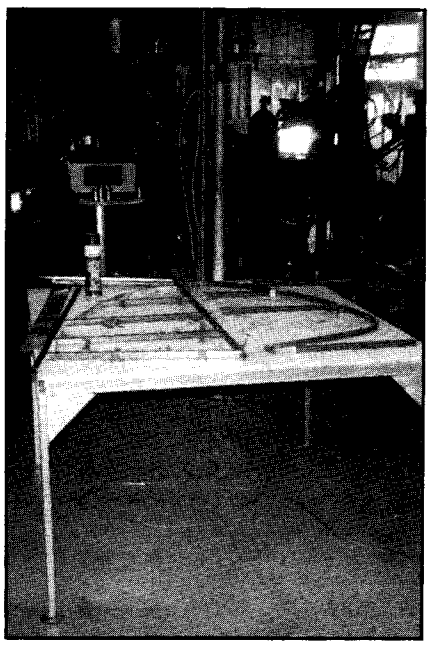


Open cowl engine installation on Lloyd Thompson's Pixie of Boise, Idaho.

Keith Hinchliffe Arco Sport II



This shows a rather unusual jig for the Acro Sport II. Side frames built by Keith Hinchliffe.



Keith Hinchliffe's Acro II tail surfaces laid out on a metal table.

Keith requested information on aerobatic limitations for the aircraft. Our answer was as follows:

We do not have a manual relative to an approval for aerobatic limitations as such, nor is one required. The Acro II, however, has been flown through all aerobatic maneuvers as follows: spins, loops, rolls, snap rolls and Lomcevaks (which emcompass all or part of other maneuvers). The aircraft has been flown to 6.5 Gs upright and 4.0 Gs negative; snap roll speeds up to 130

miles per hour have been accomplished, and a diving speed to 195 has been registered.

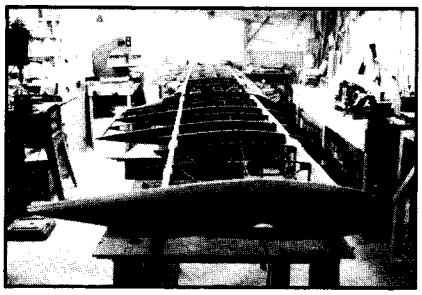
The airplane has appeared at our annual Oshkosh convention and show, flown by airline Captain Bud Judy, for some five years, except 1986 when personal injuries (rib fractures, in falling off a ladder) caused his lack of participation.

There are approximately 450 Acro IIs under constructions and some forty-five completed. The prototype Acro II is here at Oshkosh and is maintained in flying condition. We have two others 95 percent completed and uncovered that we use for educational purposes at the present time to show the construction techniques used in building the machine; one is on display in the Museum, the other in the Restoration Shop.

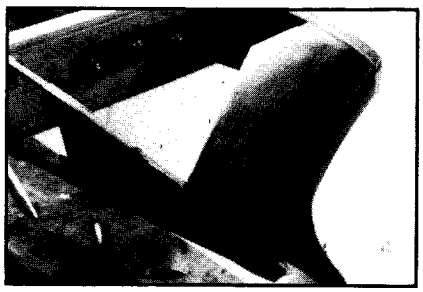
Sincerely,
Paul H. Poberezny,
President of EAA

Ben Owen — Publisher
Mike Drucks — Art Director
Laura Remer — Editor
Times Printing — Printing

William King's Acro II



William G. King's Acro Sport II from State College, Pennsylvania. Wing and fuselage are currently completed.



Bill has an unusual way of finishing off the center section bow.

Bill had some questions regarding the "engine mounting spools". Apparently the firewall was welded up without these bushings being welded in place. Our answer to him as follows:

If the firewall has been welded up without the engine mounting spools welded in, then you are in for a little bit of work. First of all, you are going to have to drill through the location where the spools will be welded, and after that, you are going to have to file with a rat tail file until you get a hole big enough to put the spools in. Of course, before that occurs, you are going to have to cut off the ends that you left there for welding purposes. I guess I should mention in the newsletter that those "spools" should be installed and welded in at the same time as the entire fuselage is welded up.

Regarding the cabane struts, it is quite possible to use the optional front cabane fittings - the overall dimensions are given on the drawing and just try to keep the pin to pin dimensions the same as that.

In finishing, a tape is usually placed over the nails on the leading edge and masking tape (good quality) is usually used for this purpose. Masking tape is also used for other sharp edges of aluminum that the fabric will go over. It is just fabric covered over and the fabric is generally glued down in those places. The ailerons are not balanced beyond the balancing that the interconnect strut affords them. If they have been built to the plans, this should be no problem. Be careful to clamp your ailerons in place before drilling the holes for the hinges, and be sure you have everything all set up before drilling those holes.

Sincerely,
Ben Owen
Executive Director of
Information Services

Projects/Parts For Sale

ACRO SPORT I MATERIALS FOR SALE

Louis McAlister, 11125 Bently, Houston, Texas 77093, telephone (713) 442-5968. He has (from Wicks) most tubing for fuselage and started to tack weld it. Has wheels, axles and cowling, he paid $3500 and is asking $2000.

ACRO SPORT II COMPLETED AND FLYING FOR SALE

I35DQ from Daniel Quebedeaux, Jr., oute 1, Box 501, Arnaudville, ouisiana 70512. The story on his aircraft was in newsletter no. 10. He has 43 hours total time on the aircraft and has lost his airstrip. He has $25,000 invested and this is his *bottom* price.

ACRO SPORT II FOR SALE

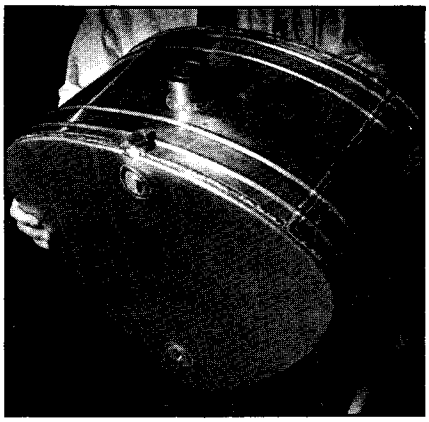
N86AM, this aircraft is owned by Art Mathews, RR 1, Box 580, Whitwell, Tennessee 37397-9645. This aircraft is dark blue with yellow trim. Terry Capart of High Performance Engines worked on the engine. It has a PS5 carburetor and is estimated to have about 220 HP output. At 2400 RPM, the aircraft indicates 137-138 MPH. Its empty weight is 946 lbs. and it has a gel cell battery and starter. Its airport is at 700 feet and at 120 miles indicated he is getting a healthy 2000 feet/minute rate-of-climb. Art is with Eastern Airline where some changes are occurring.

CONTROL CABLES

Acro Sport II builder Tony Hohenwalde reports that he has some nice teflon lined cables of stainless steel which he obtained from Isspro Instrument Sales & Services, Inc., 6590 E. 49th Avenue, Commerce City, Colorado 80020, telephone (303) 289-5957. They can be purchased in various styles. It might be a better idea for most suppliers who don't deal directly with the homebuilt market to not discuss "aircraft" when ordering from non-aviation suppliers. Most firms will sell to boat and race car enthusiasts with no problems.

CUSTOM FUEL TANK SERVICE

Have your fuel tank built to your custom specifications for approximately $250.00 per tank. The builder is experienced in the construction of tanks for amateur built aircraft over several years. The weight of the tank is 8 lbs.,12 oz. Contact Benny Davis, Route #2, Corydon, Iowa 50060. Telephone (515) 872-2032.



Photograph of Benny's tank by Carl Schuppel, EAA Staff Photographer.

Builder Greg Windham of Wildwood, Florida reports that he obtained some nice Acro Sport II fiberglass wingtips from the Rattray Brothers, 2357 Afton Road, Beloit, Wisconsin 53511, telephone (608) 362-4611.

Aircraft exhaust rebuilders who also do all welded components and crossover exhaust systems are Chris Stepp and Larry Dawley of Stepp and Dawley, 281 E. Chestnut Street, Burlington, Wisconsin 53105, telephone (414) 763-3113 or 1-800-338-5420. They are certified aircraft welders.

Acro Sport, Inc. News

Acro Sport Dinner

The Acro Sport dinner for builders and families will be on Wednesday, August 5 at the Butchs Anchor Inn, 225 W. 20th Street, Oshkosh, Wisconsin. Cocktails will be at 7:00 pm and dinner at 8:00. This is a "no host" dinner (you pay for your own). Due to the Designer awards being given in the Theater in the Woods on the same night, the Acro Sport Designer awards will be presented at this annual dinner.

Pober Pixie Forum
This will be held Monday August 3 at 11:45 am - 1:00 pm at tent #8 given by Bob Stagner and John Leitis.

Acro Sport I and II Forums
They will be held on Tuesday, August 4 at 11:45 am - 1:00 pm in tent #8 shared by Bud Judy, Bob Stagner, and Tony Hohenwalde.

Volunteers at the Workshops
We would like to formally recognize the volunteers at the Acro Sport workshops at Oshkosh in the next issue of the newsletter. If you will please sign up as a volunteer we will publish your name when you assist us.

Technical Tips

TIPS BY NICK D'APUZZO

NOW YOU KNOW

How many times have you heard people who should know better refer to a BALANCE TAB as a SERVO TAB? Just so you won't make that same mistake, the following definitions should help to keep you straight.

BALANCE TAB. A balance tab decreases the force which must be exerted by the pilot to move and hold a primary surface in any given attitude. It is similar in appearance to the controllable trim tab and is hinged in approximately the same position. The essential difference between the two is that while the trim tab has an independent control mechanism, the balance tab is so connected to the airplane structure that when the primary surface is moved in any direction, the tab rotates in the opposite direction. As the air stream acts on the tab, it assists the pilot in moving the primary surface to the desired position and holding it there. When the control is released, both the control surface and the balance tab will return to the neutral position because of the action of the air stream. On some airplanes, this tab may be used also to perform the function of a trim tab. If the connection to the airplane structure is adjustable from the ground, the tab operates as a ground adjustable trim tab. Some tabs may be adjusted by controls located in the cockpit to operate as trim tabs and still carry out their balance function whenever the primary surface is moved.

SERVO TAB, A servo tab is used to assist in moving a large primary airfoil and holding it in the desired position. In appearance and location, it is similar to the balance tab, but is controlled from the cockpit by a linkage to the primary control mechanism. The tab linkage is connected parallel to the primary surface linkage, which has a spring-loaded cartridge incorporated in it. When the control in the cockpit is moved, the spring compresses, permitting the primary surface to remain stationary for a time while the servo tab moves at once. Because of the action of the air stream, this tab moves the primary surface. Thus, for primary operation of the primary surface, the pilot needs only to apply enough force to operate the servo tab and put a limited compression on the spring. However, if the action of the air stream on the tab does not cause the primary surface to move far enough, further movement of the control by the pilot will complete the compression of the spring and move the primary surface manually. Whenever the pilot releases the control, the entire system will return to the neutral position.

NOTE: The terms "primary surface" and "primary airfoil" are used interchangeably.

POBER PIXIE PLANS CORRECTIONS - RED COVER

SHEET CORRECTION

002 On the fuselage bottom truss drawing at the top of the page, station #6, the horizontal tube is a -2.

004 **Landing gear shock strut assembly** - The dimension of 18-3/4 inches goes from the bushing to the left of the outer strut drawing, to the hole drilled through the finger strap. The overall length from the bushing to the left to the end piece should be 23-3/8 inches, and **NOT** 18-3/4 inches. In addition, the inner strut 1/4 inch slot should extend 7 inches from the very bottom of the strut to the top of the plug to make it easier to weld.

009 Leave 1/4 inch spruce blocks in the aileron area. The 1/16 inch plywood gussets are unnecessary on both sides of aileron block ribs.

Under the NOTE on that page, change the total number of ribs required to 18 standard, 4 compression ribs with 1 inch spar opening and 2 standard ribs.

011 **Detail B**. This particular cutaway, (Detail B), shows that the plywood skin wraps around the leading edge. This is not correct. The drawing in Detail E shows that the plywood leading edge ends at the leading edge on both top and bottom surfaces of the leading edge, which is correct.

QUESTIONS AND ANSWERS - PIXIE

QUESTION: I noticed that the uprights at station 2 and station 3 are the same height, both being 21 inches. Should'nt the wing be at an approximate 2 degree angle of incidence?
ANSWER: Plans as shown have placed the wing on the fuselage at the proper angle of incidence and no correction is necessary in this area.

QUESTION: I would like to place flaperons on my Pixie. Can you describe how to do this? ANSWER: The airplanes land so slowly that flaperons would be unnecessary. We also feel that this would add complexity and weight to the aircraft and it would be inconsistent with its design as a slow flying, light sportplane.

PLANS AVAILABLE FROM ACRO SPORT, INC.

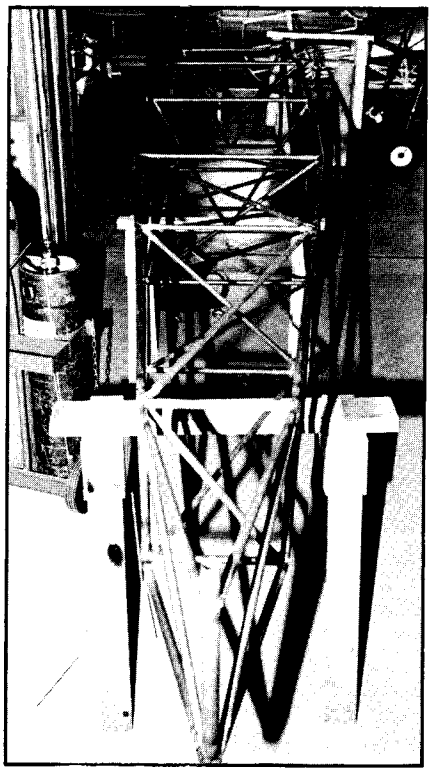
The following are available from Acro Sport, Inc., P.O. Box 462, Hales Corners, WI 53130.

Newsletter (4 issues per years) for $12.00 and the book "Techniques of Aircraft Building is $12.00 postpaid. The information packet on any of the above aircraft is $5.00. Acro Sport, Inc. does not have the facilities for credit card at this time.

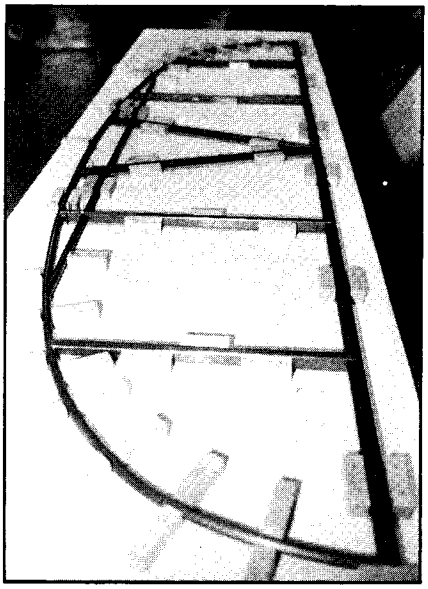
Plans	Price	Pages
Cougar	$60.00	14
Pixie	60.00	16
Acro Sport I	60.00	24
Acro Sport II	85.00	23
Super Acro Sport	75.00	26
Corben Jr. Ace P	85.00	35
Pober Corben Super Ace	85.00	17

Note from our friends in the Sport Aircraft Association of Australia. We find that the EAA Acro Sport has been approved for amateur construction and is acceptable there.

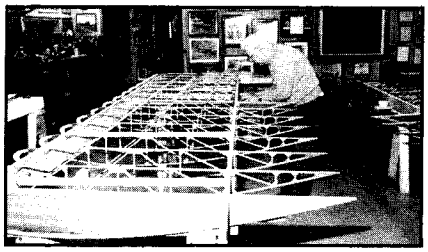
CORBEN JR. ACE P-MODEL



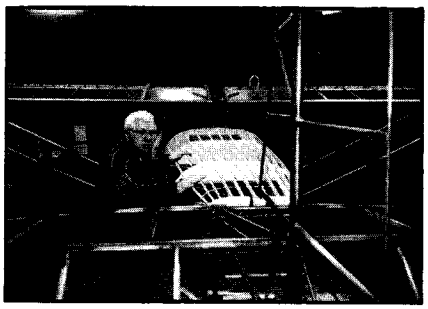
Corben Jr. Ace P-Model fuselage in Paul Poberezny's shop.



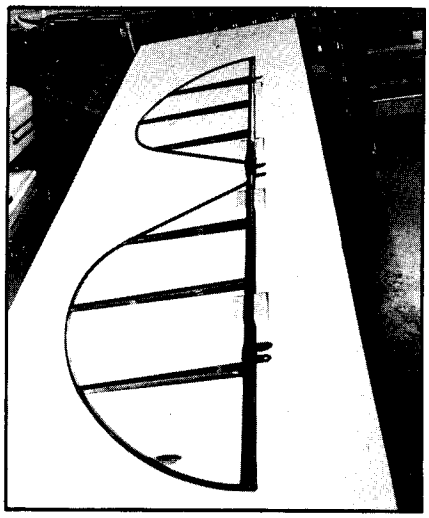
Corben Jr. Ace P-Model horizontal stabilizer it its jig, ready to weld.



Vic Goyke finishing up the trailing edge on the Corben Jr. P-Model.



Vintage aircraft constructor, Vic Govke, completing the alleron well.



Corben Jr. Ace P-Model elevator in its jig, ready to weld.

ACRO SPORT

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