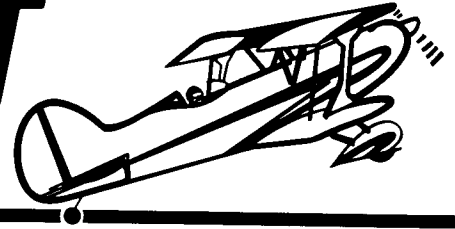


ACRO SPORT Newsletter



NO. 24

Printing by Times Publishing Co.

Ben Owen, Editor

June 1988

GEORGE JONE'S ACRO SPORT II

by George Jones, Rt. Box 430, Ruffin, NC.

Dear LaFonda: I received your letter, and am happy to reply. I had intended to earlier, but my work schedule simply hasn't permitted. I was also trying to put more time on my Acro II so as to provide more performance data, but the weather here hasn't helped.

It all began with my first trip to Oshkosh in 1975. I couldn't help but sense the satisfaction that each airplane builder displayed. I was hooked!

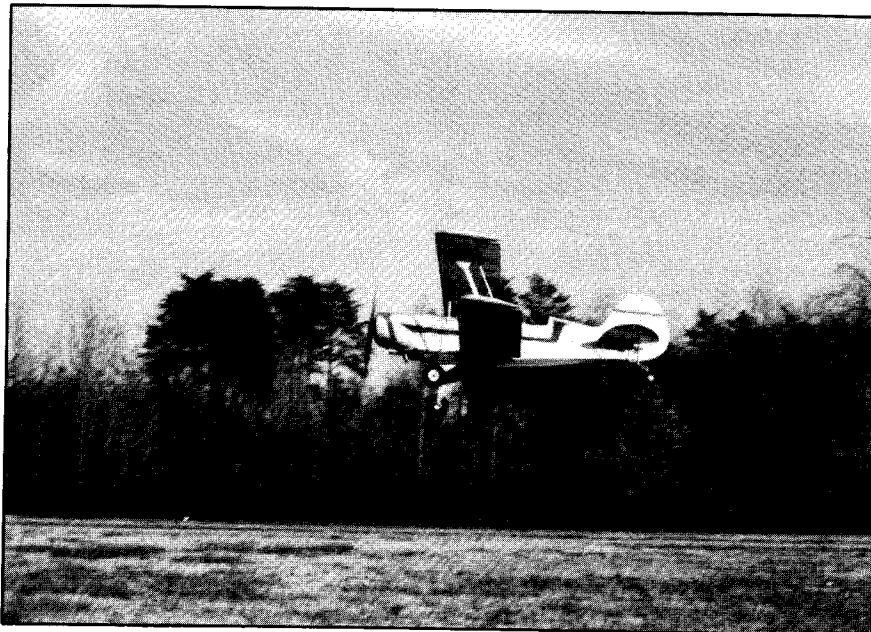
First, I decided to attempt a recover job under supervision of a friend who is a licensed A&P. This gave me some valuable experience. I had a mechanical background, having served in the Navy as a submariner, and working as a mechanic on Polaris Missiles and Launcher systems, but had very little experience on airplanes.

Then came Paul Poberezny's promise to design a two place, sport aerobatic airplane, so I simply waited. When I first



George C. Jones and his wife, Linda, with N39GC.

George Jones' Acro Sport on its first flight, November 20, 1980.



saw it in SPORT AVIATION magazine, I knew that was it. The lines on the Acro II were perfect! Plans were ordered and I received them on February 22, 1979. A few weeks were spent studying them, which made me realize the complexity for a first time builder would require that I do things in a most orderly fashion. I enrolled in the local community college for a night welding course of nine weeks, and it only cost \$5.00. Next, a set of plans for a two car garage were purchased. My wife, Linda, and daughter Vicki, and my two sons Jeff and Jon joined in, and we built the shop in our spare time. My wife's basic logic was that if you are going to build an airplane, surely you can build us a shop! Besides, it will increase our property value!! That, along with the fact that we needed some additional power tools, such as table saw, metal cutting band saw, etc. . . The timing was perfect. The next day the tubing for the fuselage and tail group arrived. May 12, 1979 the project was started. I spent 95% of my spare time on the project. If I happened to wake up at 0300, then I'd get up and put on coffee and go to work. The most fortunate thing I've done is to build the shop close to the house, because it served as a constant reminder of what

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I should be doing.

I elected to start with the rudder first, then the elevators, and the fuselage last. When all of that was completed, I started the wood work, wings, ailerons and floor boards. I purchased a Piper Tri-Pacer that was in need of a recover job, and removed the large O-320 engine which had less than 600 hours with good compression on all cylinders for a major savings on the power plant. The remainder of the airplane was sold. The majority of my Acro Sport II was purchased from Wag Aero material kits. The Acro was covered with the Stits

system, except final colors, which were purchased locally and were the Dupont Imron system. I saved all bills, added them up, and found the Acro Sport II cost me \$11,773.00.

It was a family project. Linda made the seat covers, shock cord covers and she helped in many other ways only a wife can. Jeff, my eldest son, did nearly all of the rib stitching. Jon held the many pieces on the fuselage so I could weld them.

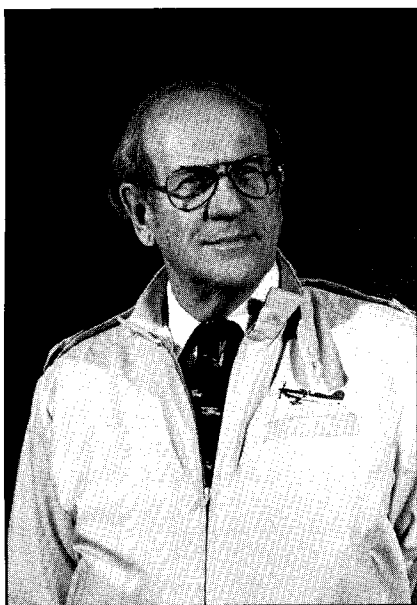
My Acro II has a full electrical system, including an Escort 110 transceiver. The empty weight is 930.7 lbs., which

doesn't include wheel fenders or spinner. It stalls power off around 52 MPH IAS, and 48 MPH IAS power on. The stall is a high sink rate! The aircraft handles well and the only surprise was the sensitivity in the pitch axis, which I am sure will be welcomed in ham-merheads, etc.

I must express my thanks to Don Oberhart of Wag Aero, and certainly to Bill Chomo and Ben Owen of EAA Headquarters. I wish I had another one to start building today!!

Sincerely, George C. Jones

Editorial



EDITORIAL
BY PAUL H. POBEREZYNY,
ACRO SPORT DESIGNER

In a little less than one month, many of us will be gathering here at the EAA Convention in Oshkosh, Wisconsin. It is a gathering of more than the Eagles; it is a gathering of homebuilders, restorers, historians and dreamers - a melting pot of ideas and enthusiasm! As the annual Convention grows each year, there is a great amount of extra work created to serve the many and varied aspects of EAA. It is unfortunate that so many wonderful people come to the Convention to be educated, to learn, to participate in workshops, and we find ourselves with all too few people to act as educators or instructors to serve this audience of participants. For example, the EAA Aviation Foundation maintenance personnel have worked diligently through the winter in preparing a number of aircraft wings for museum

aircraft for covering, but our appeal for qualified help to help us cover a number of these wings with donated materials from Stits Aircraft has brought few, if any, willing to instruct.

In our welding shop, we have the same small staff, the same fine gentlemen who for the past number of years have undoubtedly seen very little of the Convention, the airplanes, or even the airshow as you will find them dispensing education and the art of welding in the workshop. And of course, there are those who come to the Convention expecting a lot more from their fellow human beings than this small number can offer.

You can relate to this newsletter; to make it enjoyable and educational takes cooperation, contributions of material, and of course, even enough subscriptions to pay for printing and postage. It can be a self-perpetuating effort and newsletter editors of other designs have often commented to me about this. We have the same problem in our workshops. But we can't give up. We must continue to make both this newsletter and our workshops work, for if we didn't, we would not have the almost 14,000 homebuilt aircraft flying today, and the many other thousands under various stages of construction, or the EAA itself (now becoming the backbone of sport and general aviation). So if you would like to help in the workshops, just drop us a note here at Headquarters, attention Daryl Lenz and Bob Stagner, and we will get back to you so that our programs can be inspirational to those many who will pass through our workshops, or see Bob in the workshop area during the EAA Convention.

Due to the airspace problem (Mode C), my time to work on the Super Ace has been rather limited, however, with some help after hours from several of our

maintenance technicians, we have been able to get the fuel tank installed, the instrument panel and the instruments installed, our jury struts and fittings in place, and the wings ready for final covering. Pat Packard, who is the museum's artist, has done an outstanding job over the years in preparing the museum's drawings and using his imagination to make the museum's displays what they are. His talent in drafting has created a new set of drawings of the Pober Super Ace of very high quality that one would be proud of.

If you have not gotten a copy of the **TECHNIQUES OF AIRCRAFT BUILDING** that I put together some time ago, I think you would find it quite educational and interesting, no matter what type of aircraft of the steel tube, wood and fabric covering you are building. And for those of you who have completed your Pixie, Acro Sport I or II, if you would like to participate or offer a little of your advice and experience at the Acro Sport Forums, please get in touch with Ben Owen, (414) 426-4821, and he will arrange the scheduling.

We had planned to meet here at EAA Headquarters with the FAA, Washington representatives, Canadian Department of Transport representatives, EAA Headquarters staff and several other people to discuss the overall amateur built program and the 51% rule. However, with the FAA starting the reorganization plan, the FAA representatives had to cancel their visit. A new date will be established, hopefully early this fall. It certainly takes a long time to get worthwhile subjects through the FAA, however, when they propose airspace restrictions (Mode C NPRM), they can get it done in 45 days! Please give us a hand to keep the homebuilt movement alive. EAA needs all the support it can get.

NORMAN GATZEMEYER'S ACRO II

by Norman Gatzemeyer, 616 S. Jefferson St., Mason, MI 48854.

Dear Ben: Let me tell you about my Acro Sport II, N55NG. Plans #5 were received in late fall of 1978 and on January 2, 1979, I completed the first rib. Because I considered this a recreation project, I had no completion date. I'm sure that's obvious, considering the 9+ years for completion.

It is powered by a 150 HP Lycoming with a 74-61 pitch prop from a wrecked Piper Tripacer. empty weight is 1,032 (left main 475, right main 492, and tail 65), and includes a radio, full electrical system (gell cell battery, starter, alternator and lights). At the present time, it does not have the inverted oil or fuel system. All covering material is Stits including the polyurethane enamel. It follows the plans with only two exceptions. I added an electrical backup fuel pump and I used wood panels instead of metal on the baggage compartment ends.

First flight was on Sunday evening, May 1, by Bob Jones, a friend who had owned an Acro II and had about 80 hours in the type. Rigging seems to be perfect and it flies straight and level hands off. At the present time, 10 hours have been flown off and the only problem was a pinched line for the airspeed indicator. I plan on having the 25 hours flown off by June 1, if the Michigan weather will cooperate! Again, thanks for all the help and assistance down through the years!



GEORGES COUSSEMENT - ASI

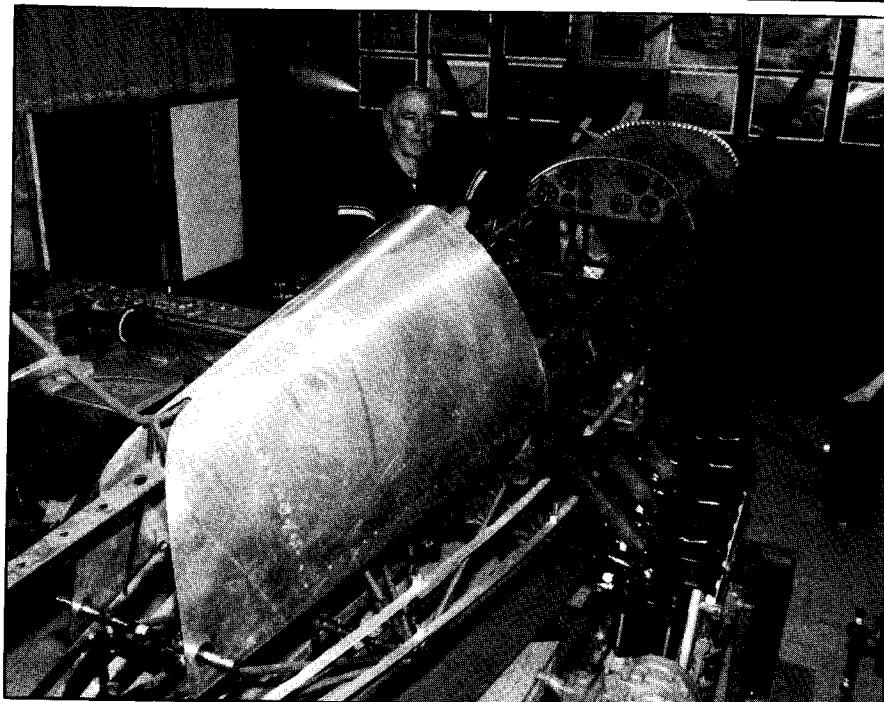
This is the Acro Sport I built by Alfred Haeck and Georges Coussement of Belgium. The photo was taken at a fly in at Ghent Airport in Belgium.

FRANK LANGDON'S ACRO SPORT PROJECT

By Frank Langdon, 26 Jill Crescent, Islington, Ontario, CANADA M9B 6B3

Builder, Frank Langdon and his Acro Sport project.

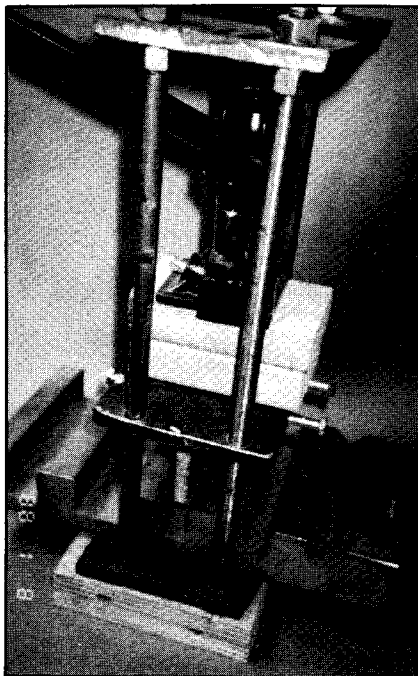
Dear Ann;
I have enclosed a photo of my Acro Sport with the Gypsy Major engine. Along the side of the aircraft, the engine is wrong side up in the picture. The engine is now mounted in the airframe. Everything is complete now except for the wings. I will send a good photo of the installation if I am able to get one. It is very crowded in the family room/shop for photography! I am very pleased that the newsletter is continuing.



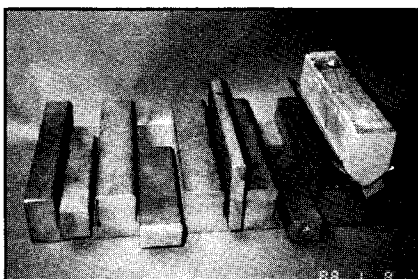
Technical Tips

TOM WATSON'S LOW COST HYDRAULIC FITTING PRESS

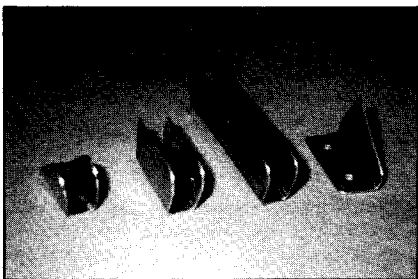
by Tom Watson, 608 Willowbrook Drive SE, Calgary, Alberta, Canada T2J 1N8.



This shows the hydraulic jack in place and the form in press, with press in place.



This shows the press with the various die forming pieces used in the press.



This shows the high quality fittings Tom has been able to achieve using the press.

The accompanying photos outline a low-cost press that was built to fabricate the aileron attach brackets and landing gear brackets etc. for an Acro Sport II. An earlier version had been constructed from 3/8" rod and plywood, and had worked well making 90 degree bends on light plate, but was not strong enough to produce U-shaped brackets.

The press was fabricated from 1/2" plate and 5/8" x 14" bolts. The 14" bolts proved to be too long for the male dies selected, hence the two spacer blocks. The bolt length can be adjusted according to die length and the hydraulic jack available. The three 1/2" plates were clamped together and the 5/8" holes drilled through the plates — this is important in order to keep everything square. The centre plate holes were later reamed out 1/64" oversize. Bolt heads were arc welded to provide rigidity as were the four 3/8" nuts on the bottom of the centre plate. These nuts and the clamping bolts provide flexibility in mounting the various dies required.

Thirty dollars was spent at a scrap yard for the 2" plate material for the dies. The machining for the dies was done in exchange for rides to fly-in breakfasts — be sure to get firm quotes if you have to go to a machine shop as there can be a lot of work involved. The corners were rounded to 3/16" radius with hand filing. The dimensions for grooves and dies were calculated from Doug Bell's article in issue #7 of the Acro Sport Newsletter.

The additional photos illustrate the die set, the press in operation, and some finished product.

VHT PAINT MISPRINT

In our September 1987 CRAFTSMAN'S CORNER article in SPORT AVIATION magazine, entitled "Color them Cool!", there was a misprint. VHT brand high temperature paint goes to 1,350 degrees F, whereas most other high temperature paints for exhaust systems only go to about 1,200 degrees F. This particular paint is manufactured by the Sperex VHT Corporation of Gardena, California. It is not cheap. The NAPA distributor in Oshkosh, Wisconsin carries it at \$7.00 per can. This brand of paint comes recommended by Technical Counselor, Dick Finch of Florida, and he has found it very useful for exhaust systems.

ACRO I BUILDER'S COMMENTS

From Ron Hamel, 628 Burgess St., Berlin, NH 03570

Ron has an Acro I with an M6 Airfoil and about 180 hours, many of them in hard aerobatic flying. He flies 2-4 airshows per year and does lots of practice. He says that the I strut washers have compressed the plywood, and that he is going to modify this with a "gang" washer or channel on the other side of the attachment point for the I struts. Ron says he hasn't done many snap maneuvers, but did want to pass this on to other Acro I builders.

DRAG WIRES

from Roger Davenport, RR No. 1, Box 423D, Adams, WI 53910

I am rebuilding a Super Champ. Ben told me about the Pitts pre-loading of the wires of 1-1/2 turns, and then tremeling the wings with not more than 3-1/2 total turns on the drag and anti drag wires.

After tensioning one set of wires, as per the Pitts instructions, I put a torque wrench on them and they are right at 20-22 inch/pounds, so I guess the 25 initially pulled by my own method isn't that far off, huh? The wires are pulled against steel fittings in front (and to the rear) of a steel tube compression member so the values through-out the entire wing should be about right!

SERVICE DIFFICULTY REPORT ON N896JC, ACRO SPORT

The aircraft was involved in a forced landing without incident, the probable cause being fuel contamination and/or icing. The remedy was to drain and flush the tanks and lines, and there have been no further problems. This particular aircraft uses a Lycoming O-360A1A of 180 HP.

THE TOOLS IN PAUL POBEREZNÝ'S SHOP

From an inquiry by Robert S. Barnes, Detroit, Michigan.

Robert wrote in asking about the picture he saw of Paul in his workshop, and he was wondering about some of the tools Paul uses. I told him that he would be surprised at the few tools that Paul actually has to use and what he gets done with them. He has about half the number of tools that most of us have in our shops. The carpenter's vise, however, is an excellent one for cutting tub-

ing, and works better than a metal vise, because it has more area, wooden jaws, and doesn't mar the work. Bob saw several round objects hanging on the wall, and I explained that they are plywood discs, one of which fits the propeller drive on a fiberglass nose-bowl exactly, and the other two are slightly larger. The one that fits the hole exactly is clamped on the prop flange, with the others front and rear with the engine in place to hold it in position so that the cowling can be formed. It certainly enables a cowling to be built easily. Robert's tip is an old one — take your index finger and press on the nut end of an instrument screw that is behind the panel where you can't see it, and quickly pull out your arm, and the imprint will tell you which size spanner you need to hold that end. It is good to tell if you need a straight or Phillips screwdriver in blind corners, too!

BUILDERS COMMENTS

1. Tracy Tong, an Acro Sport II builder in New York, questioned why the feet trays are cut away. This is for the push-pull tubes and for their clearance.

2. Frank Johnson of 8910 Greenleaf Drive, Ft. Wayne, IN 46819; telephone (219) 427-4204, has a gravity feed O-320 Acro Sport II. This requires, basically, a half PSI pressure. He wanted to know if any Acro II builders out there are using a similar situation and how they have plumbed their fuel.

3. Steve Blake of 410 Spring Ridge Trace, Roswell, GA 30076 modified his aircraft from the Posa to the Ellison, and says he obtained 300 FPM more in the climb, due to the larger throat on the Ellison than the Posa.

4. Builder, Ross Reimer, on the Acro Sport II, Page 15, Zone C3 says that the wire that looks thicker is actually not the correct wire, but that the wires are designated as is shown. The anti-drag wire is the thicker wire in that area.

5. From Ron Adams, Acro Sport II builder, Sheet 6, Zone B2, the holes in the stick should be about 3/8" below where they are pictured. The stick end should just clear the stick attach fittings on the bottom, as when it is moved fore and aft, the only way that assembly has to go is up. Be sure you have clearance

in that area before final welding.

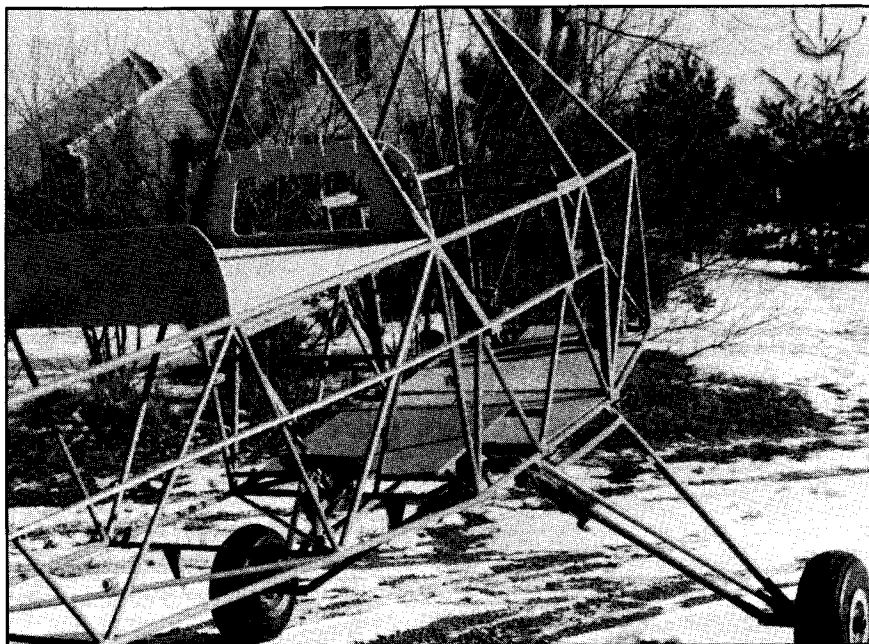
6. One of our builders wanted to know why the pullout drag anti-drag wire tab on sheet 12, Zone D4 is 5/8" on Sheet 13 C-1 and sheet 15 C-1 shows 3/8". This is totally acceptable, but if you want to make them all 5/8", Paul Poberezny will go along with that.

7. Builder, Tom McKlinskey with an Acro II on Sheet 16 of the pink plans has a question that is also common to Lance Polzin's aircraft, of Littleton, Colorado. He wanted to know how far the leading edge plywood overlaps the spruce nose piece. On our Acro II's here, this overlaps the nose piece about 1/4" and is sanded off to eliminate any sharp point at the leading edge of the plywood. There are 2 pieces of 1/16" plywood used to cover the aileron leading edge, and it is not wrapped totally around. Some builders have glued this portion down on the leading edge, and when later the glue has dried, have pulled the back portion down on the ribs and spar. These were nailed in place, and on the leading edge, after they had dried, the nails were removed and then the trailing edge pulled down.

Photo Gallery

George Jennings of Mount Pleasant, Michigan, is coming along nicely on his Pober Pixie fuselage. George is getting ready to build the engine mount, and he has a Continental A65-8. In order that he can remove the magnetos without removing the engine, the engine mount has to be 8-1/2" long, making the rear prop flange to firewall about 25-13/16ths. He believes the shorter distance with the Continental is a step in the right direction, because the A65-8 is about 20-25 lbs. heavier than the Monnett Volkswagen. John Leitis indicated his engine mount was only 6-3/4" long, and he indicates that the CG is about 1" forward of the prototype Pixie. He also found that the prototype Pixie had a loaded forward CG of about 34.9% of MAC and a rearward CG of about 38%, which is about correct. The Clark Y airfoil can accept quite a long range of CG travel, and as we indicated to him, the possibility of his getting his Pixie too nose heavy seems very remote. The prototype has flown well, as have the other copies built from plans with no change in the CG as indicated.

George Jennings's Pober Pixie



JOHN NATION'S ACRO SPORT II

From John Nations, 2629 NW 41st St.,
Boca Raton, FL 33434

Acro Sport II — N113JN

Empty Weight — 1,032 lbs.

Right main — 480 lbs.

Left main — 484 lbs.

Tailwheel — 68 lbs.

Empty Wt CG — 73" (6" fwd lwr LE)

Powerplant — Lyc. O-320A3B 150 HP

Hartzell 72" Constant Speed Prop

Bendix PS5C and Christen

Inverted Oil System

Stall Speed (power off) —

53 (single) to 58 (at gross) MPH

Rate of Climb (at 75 MPH) —

1,400 FPM (single)

1,000 FPM (at gross)

Cruise at 25/25 at SL — 108 MPH

Max. Cruise at SL — 121 MPH

Covering — Stits Polytone &
Alumathane

Colors — Lemon Yellow, Cruiser

Orange and True Blue

Avionics — II Morrow 706 Comm

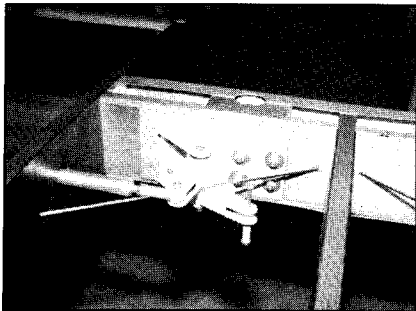
(antenna mounted in wing tip)

II Morrow 602 Loran

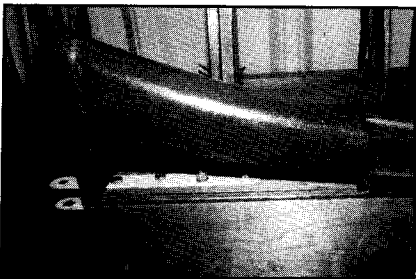
Bendix Transponder



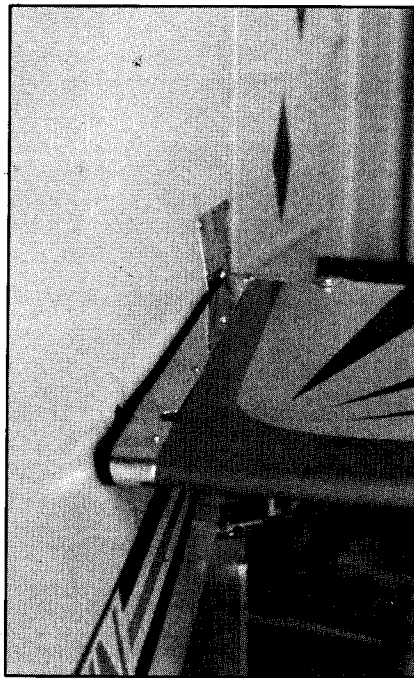
Photographed on its first flight on 7/3/87.



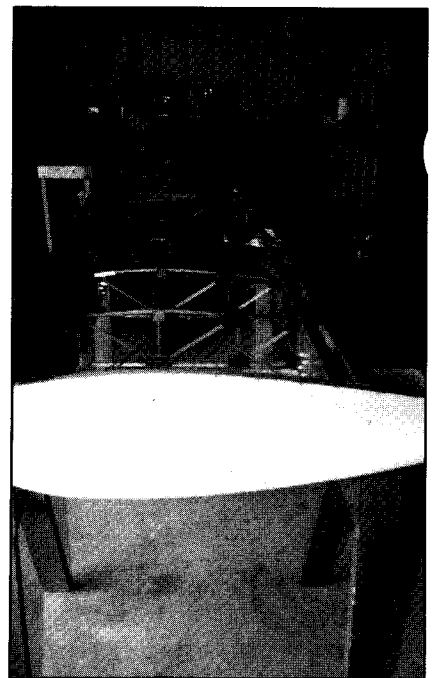
Detail in the area of the aileron bellcrank.



This shows the fairing and the center section, including two hand holes.



This shows the detail fairing of the horizontal stabilizer to the fuselage.

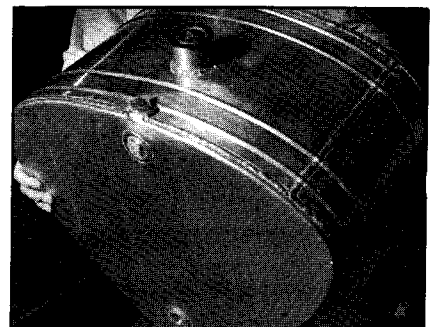


This shows the detail of work in the wing — very clean installation!

CUSTOM FUEL TANK SERVICE

Have your fuel tank built to your custom specifications for approximately \$250.00 per tank. 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 No. 2, Corydon, IA 50060; telephone (515) 872-2032.

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



RICH HARTZELL'S ACRO II

by Rich Hartzell, 144 Briar Avenue NE,
North Canton, OH 44320

I have enclosed a picture of my Acro Sport II project; just completed in November of 1987, which took 6-1/2 years to build. The total flight time to date is 5-1/2 hours. Soon as Ohio winter weather breaks, this aircraft will have all restrictions flown off and hopefully make Oshkosh this year. The aircraft is powered with a Lycoming O-320-E2A 150 HP engine and the best I can tell at this time, cruise speed is approximately 118 MPH. Empty weight of this aircraft is 995 lbs. with full electrical system, including radio and transponder. This aircraft is based at Akron/Canton Regional Airport, North Canton, Ohio. I am a member of EAA Chapter 82, Canton, Ohio. EAA Member No. 49767, and Technical Counselor No. 16.



PLANS AVAILABLE FROM ACRO SPORT, INC.

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

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	15.00	2
Wing Drawings		
Corben Jr. Ace P	85.00	35
Pober Corben	85.00	17
Super Ace		
Acro Sport Tail Decals — \$6.00 each		

Newsletter (4 issues per year) for \$12.00 and the book "Techniques of Aircraft Building" is \$12.00 + \$2.25 postage. The information packet on any of the above aircraft is \$5.00. Acro Sport, Inc. does not have facilities for credit card at this time.

NOTE FROM BEN OWEN, EDITOR

It is common, when writing articles, to send the article only to one publication. If you send to two at once, of course you embarrass the Editors when the same article appears in two publications. If you do send a copy of your article to more than one publication, please advise the editors of those publications that you send the article to that you have done this so that they can coordinate with other editors.

ACRO SPORT BACK ISSUES DISCOUNT

Back issues of the Acro Sport Newsletter, considered mandatory for all Acro Sport and Pixie builders, are available at \$30.00 for issues #1 through #24. Postage is included. The subscription rate is currently \$12.00 per year for four issues.

ACRO SPORT, INC. FORUMS AT OSHKOSH '88

*MONDAY, AUGUST 1, 11:30 a.m. - 12:45 p.m., Tent No. 8, Forum for Acro Sport I and II builders, with Bob Stagner, Chairman; Bud Judy, if available; Maynard Engel; Tony Hohenwalde and a new volunteer, William Wilkins.

*TUESDAY, AUGUST 2, 11:30 a.m. - 12:45 p.m., Tent No. 8, Forum for Pober Pixie builders with Bob Stagner and John Leitis.

*WEDNESDAY, AUGUST 3, 11:30 a.m. - 12:45 p.m., Tent No. 8, for the Corbin Jr. Ace and Super Ace, with Bob Stagner presenting alone, unless we can recruit any other builders???

ACRO SPORT, INC. DINNER

*WEDNESDAY, AUGUST 3, 7:00 p.m. cocktails, 8:00 p.m. dinner, at Butch's Anchor Inn, 225 W. 20th Avenue in Oshkosh. Hope you can attend! Sign up in the Stits Acro Tent Workshop Area.

CLOTHING AVAILABLE FROM ACRO SPORT, INC.

NO. AVAIL.	ITEM	PRICE	SHIPPING CHARGE
1	Medium Tan Acro II Jacket	\$34.00	\$4.75
4	Small Tan Acro II Sweaters	\$27.00	\$3.65
8	Large Tan Acro II Sweaters	\$27.00	\$3.65
7	Small Grey Acro I Sweaters	\$27.00	\$3.65
4	Medium Grey Acro I Sweaters	\$27.00	\$3.65
2	Large Grey Acro I Sweaters	\$27.00	\$3.65
2	Small Grey Acro I Golf Shirt	\$19.00	\$1.00
	Hats - Acro Logo/Baseball Style	\$ 5.00	

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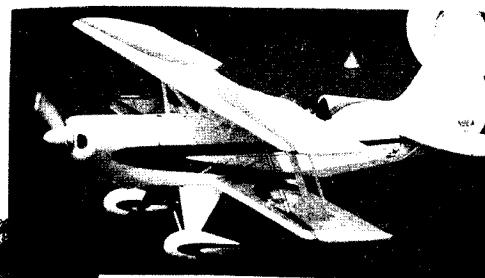


Wicks Aircraft Supply

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HIGHLAND, ILLINOIS 62249

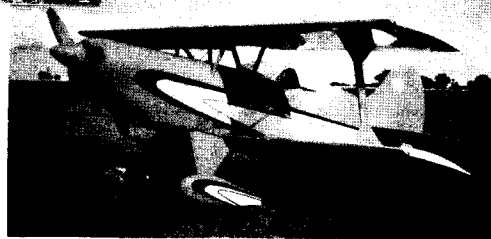
618-654-7447

ACRO SPORT II KITS



POBER PIXIE BASIC KITS

ACRO SPORT KITS



FOR MORE DETAILED INFORMATION PLEASE CONTACT..



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