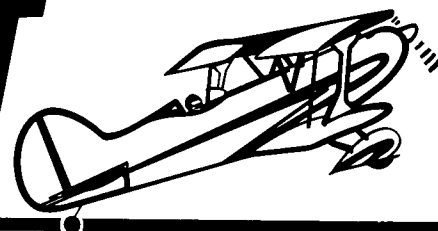


ACRO SPORT Newsletter



NO. 25

Printing by Times Printing Co.

Ben Owen, Editor

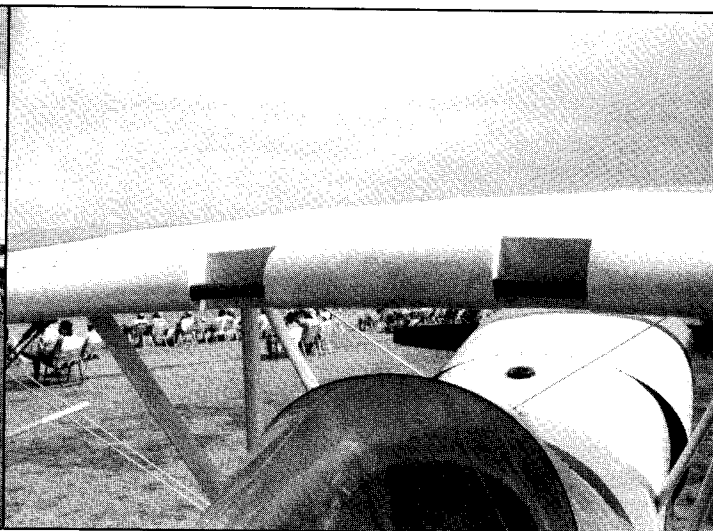
Ann Ruby, Asst. Editor

September 1988

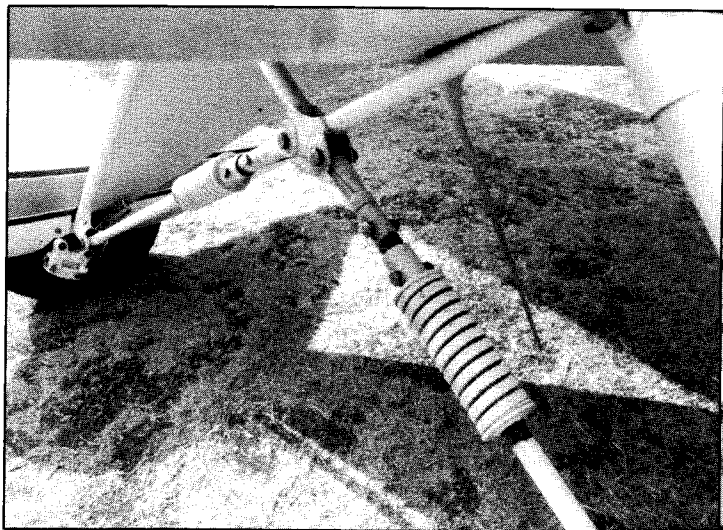
DON BAKER'S — BEST A.S. II — OSHKOSH '88



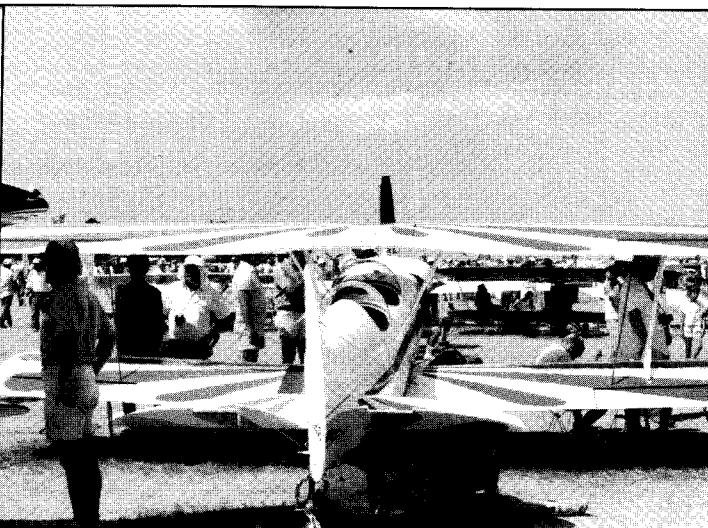
Don Baker's Acro Sport, flown in from Elida, Ohio. He won best Acro Sport II at the Oshkosh convention.



Don's hand holes are entirely square. One to a side.



Don used the coiled spring steel rather than the more traditional bungee cords.

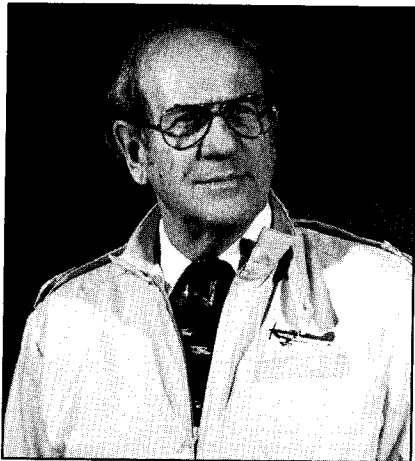


In the Oshkosh heat, the aircraft made some nice shade for some.

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Editorial



Paul Poberezny, designer of the Acro Sport series of aircraft.

This year's EAA Oshkosh Convention again saw more people, more airplanes, more homebuilts and more Acro Sports than ever before. We had seven beautiful Acro IIs in attendance.

We'd like to take this opportunity to congratulate Don Baker of Elida, Ohio for being presented with the Best Acro Sport II Award at the annual Acro Sport banquet. John Leitis also brought his Pixie for the sixth straight year and worked in the Pixie workshop. There were also two Cougars at Oshkosh this year — the Cougar looking very similar to the Wittman Tailwind.

Those who attended the Acro Sport II forum felt it was a big success with approximately 50 to 60 in attendance. It was lead by Bob Stagner, Tony Hohenwalde and Maynard Engel. Bud Judy, a Delta Airlines Captain, also participated by telling about his flying experience and aerobatics in the airplane. Also, Acro II builder Bill Wilkins brought an excellent scrapbook and described his aircraft along with Ben Owen.

The Pixie forum was attended by some 30 enthusiasts. John Leitis, Dr. Hartwell Jewell and Art Green, all Pixie builders and fliers, ran the forum while Bob Stagner moderated.

One of the most active volunteers in the Acro Sport area was Joe Peshek of Platte City, Missouri. He was at the Acro Sport tent every day answering questions along with other fine volunteers who like tube, spruce and fabric.

A number of flight demonstrations were held during the showplane demonstration by United Airlines 747 Captain Don Taylor and Delta Airlines Captain Bud Judy who flies 1011s overseas. It certainly was nice to see them put the aircraft through various maneuvers with their super short takeoffs, slow

flight, climb outs, etc. which is about all you can do during non-waivered time. Ben Owen checked the ground roll of the Acro Sport II with the wind of about 15 mph and noted the aircraft broke ground in approximately three seconds with a very spectacular climb out.

The prototype Acro is powered with a 180 hp Lycoming. The prototype Acro Sport does not have an electrical system installed which makes it a bit lighter. Now, for the sad news. The EAA International Aerobatic Club holds its annual aerobatic contest the week following our EAA convention. Many fine aerobatic aircraft are put through some very rigid flying. One of the competitors, while flying a sequence, came out of a maneuver and the airplane pitched over in a dive to an inverted flat position from which the pilot rolled out and all the while in the dive the pilot pulled the stick expecting normal recovery. Upon making an immediate landing (he happened to be right over the airport) a thorough search of the airplane for cause was made. Nothing seemed to be wrong until one of the individuals felt the trailing edge of the elevators and found that there appeared to be nothing more than fabric underneath. No wrinkles or cracks were evident in the fabric. A knife was put to work in opening the fabric and to their amazement they found that about half of the elevator ribs going to the trailing edge were not there. Further examination showed that there were no drain grommets on the elevators and that water, over a long period of time, had entered the control surfaces and completely rusted away half of the elevator ribs. The elevators were removed. Bud Judy contacted me and asked if we could be of some help. I said bring the elevators to our EAA restoration shop. We all pitched in and within five hours a new set of elevators were made, covered, switched, taped and ready for installation on the airplane, less paint. But that still is not all of the sad story.

Toward the end of the contest, Bud Judy and our Oshkosh Tower Chief were returning in the prototype Acro Sport II when they incurred loss of power. Bud made it into an oat field over some trees surrounded to the south by some high tension lines with a high sink rate. The airplane hit hard, taking out the landing gear, both lower wings, the lower cowlings and bending the propeller. Bud received some minor abrasions to his forehead and the passenger received several stitches above his eye. It would have been worse without a shoulder harness.

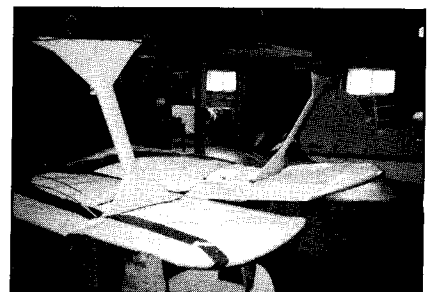
I have the airplane in my shop with a

lot of work to do. The fabric (Grade A) was ten years old and looked beautiful. It is being completely stripped and will be recovered. Others and I were very pleased at how well the fuselage stood up. I will only have to replace one piece of tubing between the lower right front and rear wing spars where the right landing gear came back and bent the tubing. All of the rest of the fuselage stood up well and we hope to have the airplane on the line next year at OSHKOSH. We also have to locate a new carburetor and lower sump for the engine. I plan on putting a battery and electrical system in the airplane. We're including some photographs of the machine in the farmer's field. I would like to thank all those fellas that gave us a hand in getting it out of the field and back home to Oshkosh, which took until 3:30 in the morning.

As you all know, the midwest has had a severe drought. The crops haven't done very well due to the lack of rain. The field that Bud landed in was a good example of the drought. But, the farmer feels his crop was extra special and was a bumper crop. Who's kidding who? There is always someone out for a fast buck.



The Acro Sport II fuselage had very minimal damage. The cockpit area was well protected.



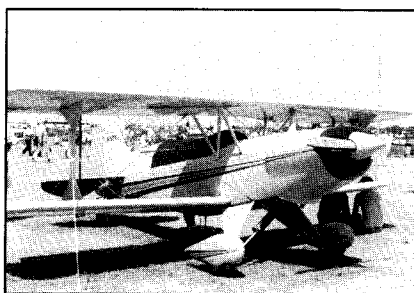
This shows the lower wings following the mishap to N9EA.

Oshkosh '88

EAA OSHKOSH '88 COMMENTS

I want to thank Acro Sport II builders, John Collier, Cedar Park, Texas; Jack Elenbaas, Holland, Michigan; Lee Farnsworth, Racine, Wisconsin; James Jahnke, Green Bay, Wisconsin; C.R. Nickle, Garland, Texas and Larry Mayhew, Eagle, Michigan for bringing their Acro Sport II's to the convention. Likewise, thanks to John Leitus. His Pixie was at the convention for the sixth year. Also the Cougar owners Ken Dannenburg of Holland, Michigan and Thomas Erickson of Bellbrook, Ohio for bringing their aircraft.

JOHN COLLIER'S ACRO II



John Collier's Acro Sport II flew in all the way from Cedar Park Texas!

THE ACRO SPORT FORUM

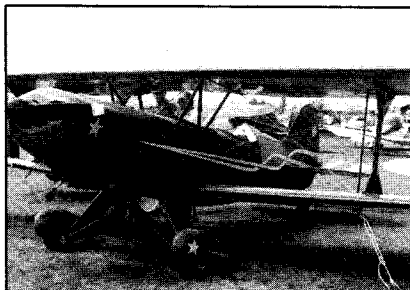


Bob Stagner, a typical OSHKOSH Chairman, runs the workshop area. People enjoy working for him.

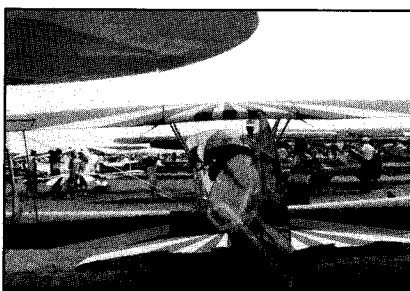


The Acro Sport II forum was well received. Bob Stagner left, Jean Kinman right.

LEE FARNSWORTH'S ACRO II

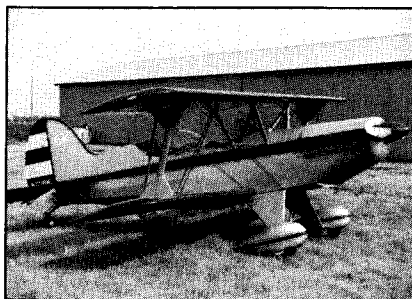


Lee Farnsworth is from Racine, Wisconsin. He has a beautiful ship.



This shows the rear sunburst on the top of the wings and the tail on Lee's airplane.

BILL WILKIN'S ACRO II



Bill Wilkins, 16220 Portage, Bowling Green, Ohio 43402 has recently finished this Acro Sport II in silver with blue trim. Bill didn't bring his airplane but he did bring a big photo album on the aircraft to the forum and did a nice presentation on the airplane.

He reports:

"Dear Ben,
Enclosed are some pictures of my Acro Sport II. First flight was on June 15, 1988. To date I have only 7 hours on it. But I have about 40 hours working on it getting the bugs out. During the first flight, I had no airspeed indicator, (only 60 mph at cruise, no indication during approach), low tach rpm, (defec-

tive tach), high oil temperature, (still working on this one), cracks on cooling lip and side of lower cowling, (replaced cooling lip and added doublers to lower cowl corners), cracked and softened plastic brake fluid reservoirs, (replaced), tail wheel shimmy, (installed short, stiff springs), and a heavy wing, (re-rigged wing). Plus a couple more minor bugs not worth mentioning. The high oil temperature has been the biggest problem by only allowing about 15-20 minute flights. At this point, I'm getting 30 minutes where temperatures have leveled off at 220-230 degrees. I am going to change the thermostatic valve first, then move the oil cooler if that doesn't work.

"So at this point, with only 7 of 40 hours flown off, it will not make Oshkosh this year. I decided not to rush the flight testing and myself in the interest of safety. However, I will be at Oshkosh and I am still planning on talking at the forum. I am going to bring a 11 X 14 of my Acro Sport II, and my experience of building and flying it. I will have plenty to say.

Aircraft E.W. 1051, IO-360-A2B 200 hp, Prince P-tip 74-55 wood propeller, Cruise 120 mph at 2300 rpm at 100 feet per minute ROC. Lift-off is in about 300 feet with 0 wind. The airplane is a dream to fly."

Oshkosh Acro Sport II Builder Note:

In discussing fuel systems following the mishap to the Acro Sport II post convention, Paul had suggested that the metal-clad hose (Aeroquip 601 Hose) might possibly be absorbing heat due to being clad in metal and it would be a good idea to protect all engine compartment hoses with "Firesleeve". This exterior covering keeps heat out and is available from most suppliers. It is also a good idea to check the flexibility of the Aeroquip Flop Hose that is installed in the fuel tank. Don Baker had a little problem with his in that it stiffened up and had to be replaced. Bud Judy suggests on preflight, check the position of the flop tube and if you haven't flown the airplane in a while, check its flexibility with a piece of wire. You do need a small flashlight to preflight the aircraft if you check the position of the flop tube, and that wouldn't be a bad item to add to each preflight.

Technical Tips

Mechanical Tip

Acro Sport News recommended tensioning of drag and anti/drag wires bringing them up to finger tight, pre-loading them one and one half turn and then trammelling the wings with not more than a total of three and one half turns on the drags and anti-drags. A builder reports "works super!"

Ron Hamel of Berlin, New Hampshire says that he purchased an Acro Sport I with M-6 airfoil with about 180 hours of time. He noticed that the "I" strut washers have compressed the plywood and has replaced these washers with a gang washer channel. I don't know how tightly this was tightened or if it was overtly tightened before but I would be interested in hearing from others with Acro Sport I or II aircraft who may have had this problem. Ron does fly 2-4 airshows a year and does a lot of aerobatic practice.

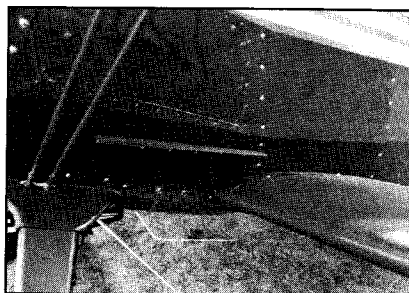
Acro Sport I Service Difficulty Report to N896JC

The fuel lines were contaminated. They made a forced landing without incident. Possible cause; fuel contamination and/or icing. The remedy was he drained and flushed the tanks and lines and has no further problem with his 180 hp Lycoming.

Acro Sport II Mishap

An Acro Sport II was sold following the death of the builder/owner to a group of gentlemen who put it together and attempted to fly it from one point to another. The pilot they selected had no time in biplanes and had made only one landing in a biplane Pitts S2 with a Haigh tailwheel. He took off in the Acro II after it was assembled and went about 30 miles. He tried a "wheels landing" and bounced it three times, hit a runway light and got both wingtips. There was one spar on the bottom wing that was shattered and he tore the left gear off. This particular aircraft was modified with a spring gear in place of the bungee cord (not Wittman style, but Smith Miniplane style). It had only about one to one and a quarter inch travel and was very tight.

LEX'S



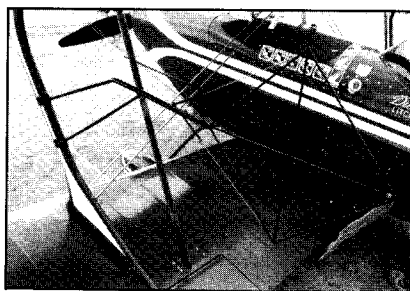
Here you see the aerobatic pilot's version of leading-edge strakes as used on any of today's fighters, known as leading-edge extensions (LEX's). LEX's are added to fighters to give them the ability to fly under control at very high angles of attack. At high angles of attack, strong vortices form off these plates adding energy to the boundary layer of the wing and delaying the onset of separation or wing stall. If you look carefully, you will see them on some Pitts at aerobatic competitions. When you see them, you should talk to a user and measure them carefully as they do have to be very carefully set up.

CANOPY



The rear canopy fairing on a Firebolt could also be adapted to those Acro Sport I and Acro Sport II builders who are installing canopies. It certainly is a drag reducer.

SIGHT GAUGE

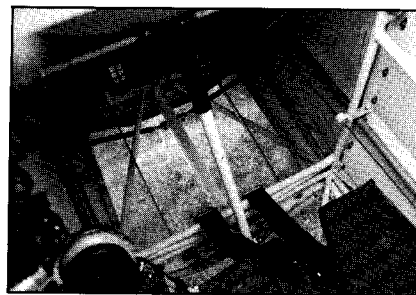


If you are going to get involved in aerobatics in a biplane, this sighting device is a good example of how to construct one.

Acro Sport I Changes

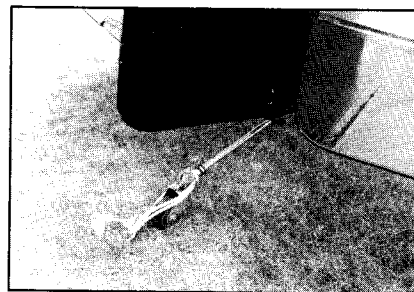
The Acro Sport I has been with us since 1972 and quite a few have been built. Some of these are now changing hands and we would like to advise the builders of these aircraft that there were important changes to the Acro Sport I. These include raising the horizontal stabilizer rear fittings at the top longeron to enable adjustment of the leading edge of the horizontal stabilizer down without grinding into the weld between the leading edge spar and the vertical bushings. Additionally, when the Pitts aircraft went to a horizontal stabilizer leading edge brace, we did the same. We added gussets on the landing gear and increased the size of the tubing on the front landing gear leg, put a cross fuselage brace at the front of the seat. We changed the tubing to a larger size in the aft stabilizer mount. Any Acro I purchaser should have information on these changes.

VIEW WINDOWS



With today's crowded skies, a plexiglass window and plexiglass foot trays help in other than aerobatic flight, they can help you see and avoid the aircraft that might be coming up underneath.

HAIGH TAIL WHEEL



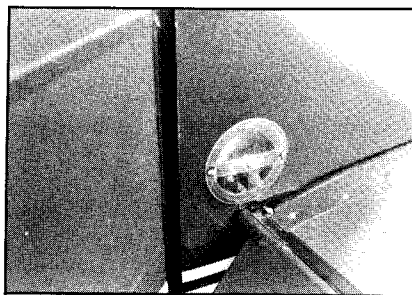
The Haigh tailwheel performs several functions pretty well. It extends the wheel base and also provides a locking tailwheel that many small biplane owners find adds a great deal to stability on take off and landing rolls.

REARVIEW MIRROR



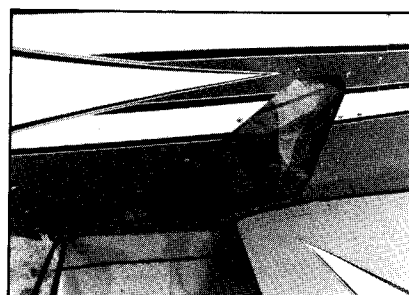
The mirror installed on the cabane of a Firebolt might give some builders an idea as to how to install one on their aircraft.

INSPECTION COVER



This plexiglass window is for checking out the elevator cables prior to flight. It is an excellent idea we could copy on our airplanes.

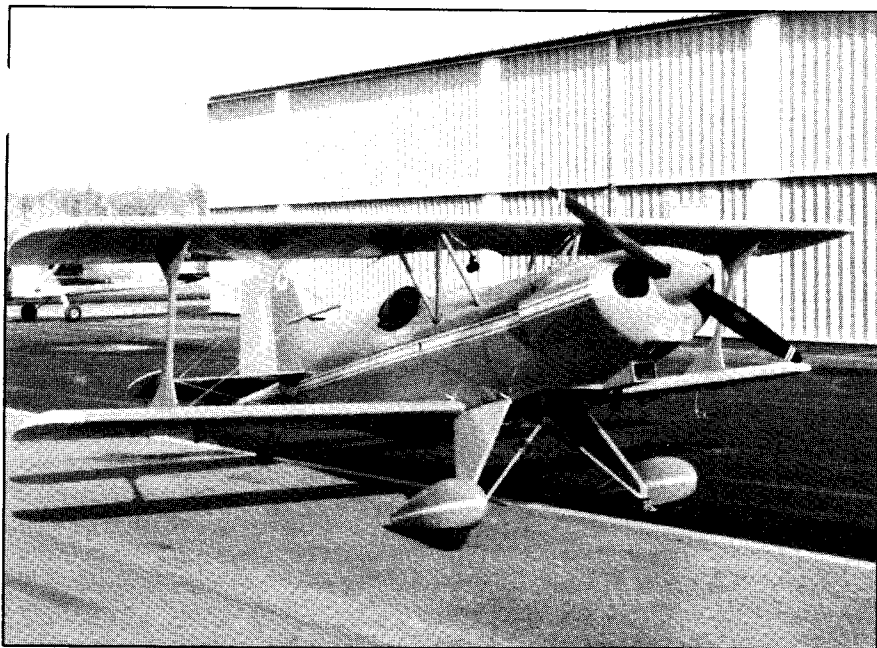
SIDE WINDOWS



These side windows help a biplane owner view the ground on flair. It can be helpful during taxi.

Photo Gallery

GEORGE FULLER'S ACRO SPORT I



George Fuller's Acro Sport I of Hudson, New Hampshire.

Enclosed is a picture of my Acro Sport taken shortly after its first flight. I've since replaced the prop with a wooden Sensenich 70X54 which pulls the plane along at 115 mph 2350.

I can't begin to describe the joy this airplane has given me, both the flying and the building. After all the years of building, the plane feels like an extension of myself when I fly.

After a couple of false starts building parts I never used, I began serious construction in January of 1974. The

airplane was originally going to be an EAA Biplane but after starting the fuselage, I bought the Acro plans and converted the airplane to an Acro I.

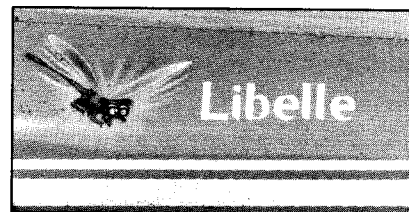
Most of the major parts were bought by me or for me by my wife and kids in the middle and late 70's so the airplane was completed for just under \$5000.00 including the \$800.00 I paid for the engine (O-290D). Nothing on my Christmas list but airplane parts for ten years!

I built parts only when I felt the urge and had the time. For eight years, when

it became obvious to me that this was indeed really going to be an airplane, I then worked on it (if you can call it work) nearly every weekend and several nights a week for the next two years.

First flight (I did it) was October 7, 1984. It's very easy to fly as evident by the fact that I had not flown since I started building except for a BFR three days before 1st flight and hadn't flown a taildragger since 1959. I've made some terrible landings and the airplane has saved me every time.

I belong to EAA Chapter 336 and my birthday is the 3rd month 1936, hence, the N number 336F (Fuller).



The name of the aircraft is Libelle. (Dragonfly) on the cowling.

I am enclosing also a picture of the artwork on the cowl. That's Evinrude, the dragonfly from Walt Disney. My daughter who was 12 years old when the plane was started (now 26, where does time go?) insisted that the Acro looked like a dragonfly and wanted me to name it Evinrude. Since that's the name of an outboard motor (ugh) I compromised by having the creature painted on and name it Libelle which if pronounced right becomes a German word for dragonfly.

George

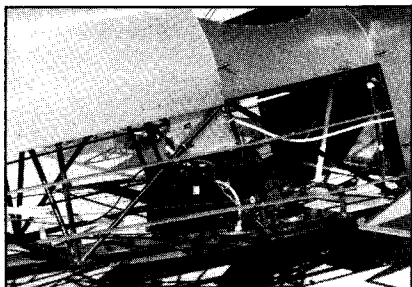
FRANK JOHNSON'S ACRO SPORT II



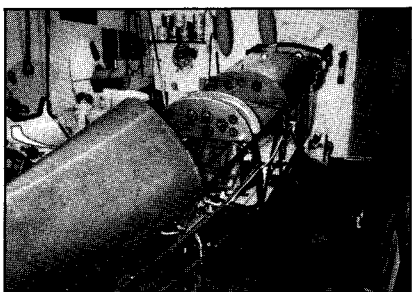
Frank Johnson started his Acro Sport II in October of 1983 and as of August '88 has about 2400 hours in the project.



He just made the windshield flanges per Acro newsletter 22 and it worked great!



The battery is mounted behind the pilot seat on a mount that Frank designed.



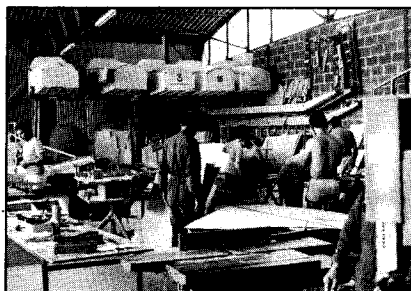
He has made everything from scratch except the nose bowl, fuel tank and wheel pants. These photos were taken in January of 1988. He plans to use the Ceconite 7600 process. He uses a gravity feed fuel system with electric boost pump. He has a Sensenich 74/54 wooden propeller on an O-320-E2D, 150 hp engine.

LEY/STEEL ACRO II



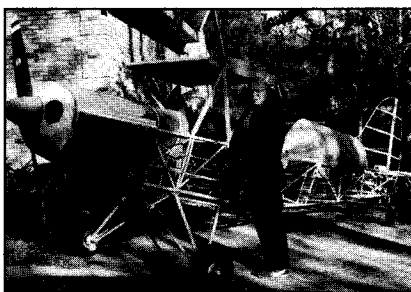
Paul Poberezny and Jack L. Ley, owner, at the Sun 'n Fun Fly-In in Florida. Jack hails from Sewickley, PA. This particular aircraft was built by Jack Steel in 1986. Al Smith's Acro Sport II was also there during the later part of the week, but unfortunately, we didn't get a picture of it.

EZRA CORBEN BUILDER



Mark Ezra, La Verrerie Basse, 81140 Vaour, France has some pictures from his "Centra Aeronautique". Mark is building a Corben Jr. Ace, serial number 12. French homebuilders apparently engage in mass production! Notice the 5 fuselages for Jodel aircraft up in the rafters!

BARRON A.S. II



Clinton Barron, 3505 Havil Rd, Gvartier, Mississippi 39553, telephone (601) 497-2239. He has the fuselage complete as of 6-17-88 and the engine running at 2.2 hours total time. Work left on the project is covering with 7600. He started the project on March 30, 1986 and has approximately 3680 hours invested as of this time.

KRAUSE ACRO I



Manfred Krause of West Germany built this Acro Sport I. The aircraft was photographed along with its designer, Paul Poberezny, at Lelystad, Netherlands in 1981.

EAA BIPLANE PROJECT

by George Bellofatto, Revere, Massachusetts

"Dear Ben: Thank you very much for the technical advice. It is nice to know that even after 20 years, I can still get help on the EAA Biplane. I have enclosed two photos for you. We have figured that the airframe has about 650 hours on it. I am the third owner of this plane. It was started in November of 1964 and first flew in 1969. It now has a new (250 hour) O-320 Lycoming and fabric covering. It last flew in 1979 and is now flying again. There was an article on this airplane in the August 1967 issue of SPORT AVIATION on page 32 entitled "DID IT!". Thanks again, Ben, for all your help."



George's EAA Biplane — very nicely finished in red, white and blue. Very colorful!



George has a nice way to take a cockpit shot in a dark hangar — just put a bright light inside! The aircraft is very nearly all IFR equipped.

History of Acro Sport's Aircraft

by Ben Owen, Editor

ACRO SPORT I - The Acro Sport I was designed by Paul Poberezny specifically for construction by school students as a pupils' project. First flight of the prototype Acro Sport, N1AC, was made on January 11, 1972, only 352 days after its design was started. Plans, and an accompanying instruction manual (The Techniques of Aircraft Building) are available. At this time, over 1,000 sets of plans have been sold, and we know of at least 42 aircraft, probably more like 50 aircraft, flying. This single seat aircraft uses the Munk M-6 airfoil, the same as the Pitts S1D plans. The fuselage is of welded steel tubes, and the wings of wood supported by tie rods. The Acro Sport I has been successfully flown on engines from the Continental O-200 of 100 HP, up through the Lycoming IO-360A of 200 HP. It has provisions for an additional tank that can be used for fuel or for airshow smoke. Normal cruising speed is approximately 120 MPH and the stalling speed is 50 MPH. Higher powered versions of the Acro Sport can climb to 5,000 feet in about 2 minutes.

SUPER ACRO SPORT - is an Acro Sport with a modified wing airfoil section using the NACA 23012 airfoil instead of the Munk M-6. This gives a slightly improved performance in outside maneuvers. The aircraft is, essentially, otherwise very similar to the Acro Sport. The prototype of this particular aircraft, N5AS, was flown March 28, 1973. It was intended for use with a 200 HP engine and for unlimited aerobatic competition.

ACRO SPORT II - is a two-seat aerobatic biplane derived from the Acro Sport I. Designed by Paul Poberezny for the pilot with only a small number of flying hours to his credit. The design began in 1976 and construction started in 1977. First flight was achieved July 9, 1978. Plans are available and about 900 sets have been sold. At this time, there are over 35 aircraft flying, and many more under construction. The aircraft is designed for a powerplant from the Lycoming O-235 of 115 HP, up to a Lycoming IO-360 of 200 HP. Depending upon the power installed, the cruising speed does vary, and has been recorded at 115 to 125 MPH. Maximum

rate of climb at sea level is approximately 1,500 FPM. The aircraft is an excellent aerobatic trainer and very few two-place aerobatic biplanes are of lighter weight. It can be flown successfully in the lower classes of aerobatic competition, and it is possible to equip the aircraft with a smoke oil tank and an additional center section tank for longer distance flying.

POBER PIXIE - is a high-wing parasol, modernized and highly updated version of the Heath Parasol. The Pober Pixie was designed for use with Volkswagen or Continental C-65 power. The design and construction began simultaneously in January, 1974, and the first flight was made in July, 1974. It has been flown with a number of engines, and operated successfully on alcohol fuel. The aircraft has a single seat and is an excellent airplane for low and slow flying, with a cruise speed of slightly over 80 MPH, and a stalling speed in the low 30's. It uses a Clark Y airfoil. Over 12 of the Pober Pixies have been flown, and many more are under construction, with over 700 sets of plans sold.

ADVERTISEMENTS

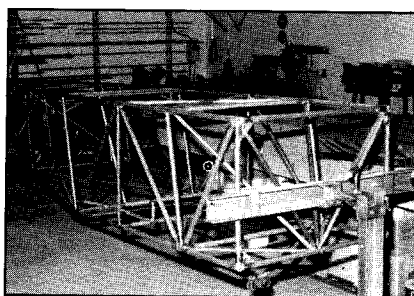
Builder Lloyd Litwin of Saskatoon, Saskatchewan, Canada reports that Richard Louzan of Weldtech will do any custom welding work for a reasonable price. He did Lloyd's Acro II fuselage and did a nice job. Now that he has done one, he can easily do more, as he now has the jigs and experience. Richard has a degree in mechanical engineering and metallurgy and over 30 years experience in all kinds of welding. He TIG welds his frames to mil specs, which are spelled out in his quote. The guarantee includes dimensional accuracy and conformity to drawings and the warranty starts when you get your flight permit - not when you take delivery.

His thoughts on the Acro II were as follows. . .

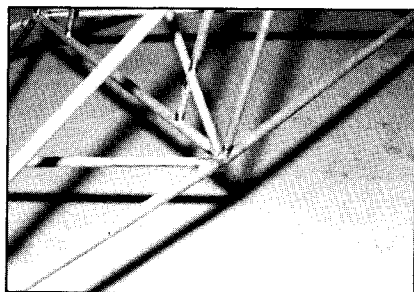
"Very well designed. . . short stations for strength. . . light, of all the fuselages I have done this was by far the easiest to put together. The fittings are strong and easy to do and the whole thing comes out real nice. . ."

He will start with 60% down and the rest on delivery. You can contact Richard Louzan at Weldtech Inc., Route 2, Box 2704, Benton City, Washington 99320, telephone (509) 967-5660.

FUSELAGE WELDER



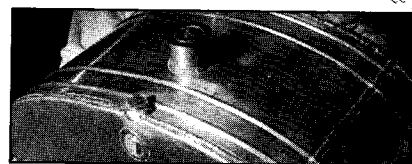
This shows the nice turning jig that Richard Louzan of Weldtech Inc. has for the Acro Sport II.



This shows the closeup of the fit he uses at Weldtech.

ACRO II FOR SALE

For Sale: Acro Sport II, N9202P. Builder John LaBelle. The aircraft has Ellison Carburetor, a Christen Inverted System, Electrical System, an O-320 of 150 hp, 380 hours total time and Narco Com10/Nav 10 and Sigtronics Intercom and David Clark Headset. It has Butler Chutes, the soft pack type, and a Cross-over Exhaust. It is for sale by David Black, 515 N. Main, Guymon, Oklahoma and his partner Jerry Wing. Telephone (405) 338-3114 during the day.



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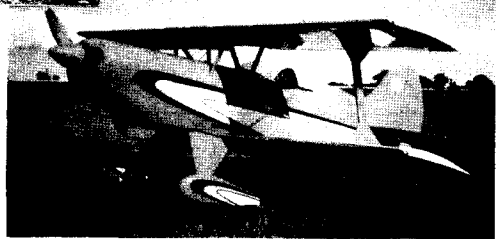
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