ACRO SPORT Newsletter

ASSISTANT EDITORS:
Ann Ruby - Laura Remer

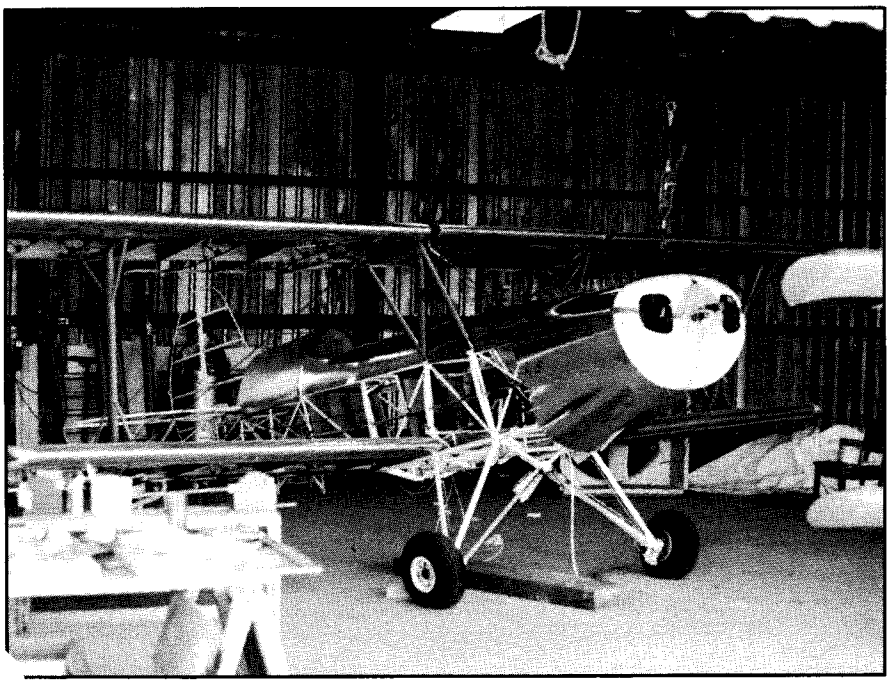
JANUARY 1989
No. 26

EDITOR: Ben Owen
PRINTING: Times Printing

JOHN COLLIER'S ACRO SPORT II

John Collier's Acro Sport II
From John Collier, 3003 Yukon Circle, Cedar Park, Texas 78613.

John's Acro Sport II and EAA Biplane, both are basically yellow in color with brown and orange trim.



This shows the aircraft under construction in John's shop.

JOHN COLLIER'S ACRO SPORT

Dear Ben,

I apologize for taking so long in responding to your request for information about my Acro Sport II. We had a baby shortly after EAA Oshkosh '88 and of course have been neglecting other things in favor of spending time with our son.

First of all, why did I choose the Acro Sport II? I had built an EAA Biplane, first flight in February of 1982. I am definitely addicted to biplanes and wanted to get a 2 place so my wife could accompany me to the fly-ins. I knew I could not afford a Pitts and didn't like the looks of the Starduster or the Great Lakes. I had flown a Skybolt, but it really needs a big engine to perform. I liked the way my EAA Biplane performed so I just figured that the Acro Sport II, being designed by the same person would probably be a good choice.

I had read a couple of articles in Sport Aviation and the builders seemed pleased with the airplane. On my first trip to Oshkosh in 1985, I talked to Larry Stephens (N5546K) and was convinced of my decision. My original plan was to use a 150 hp engine so I could burn auto fuel. I knew the airplane would have a smaller rate of climb, but in those days, avgas was still $2 per gallon. I also intended to be as careful as possible to keep the weight as low as possible. I already knew, from my EAA Bipe how easy it was to add a couple of hundred pounds.

I managed to stick to the weight objective fairly well. I did add an electrical system. Again, the EAA Bipe and the "armstrong" starter convinced me I didn't want to be hand propping this airplane. I also put basic instruments in the front cockpit since I intended to use the airplane to introduce others to aerobatics.

I did not stay with the original powerplant. While browsing through the Country Store at the Kerrville 86 Fly-in, I managed to stumble upon an IO-360-A2B removed from a wind damaged airplane with only 100 hours at an unbelievably low price. Oh well, it did say in the plans, a 200 hp engine was acceptable and avgas was getting down to $1.50 at some local airports. A little quick figuring told me I could fly several hundred hours on the savings. Of course, this particular engine weighs some 40 pounds more than the average O-360 engines.

The airplane is built according to plans. There are only a few minor, mostly cosmetic alterations. The biggest deviation from the plans was to incorporate a small baggage area in the center wing. I also plan to someday build a small tank to place there when I go cross country. With the Wag-Aero fuel tank, I have 22 gallons of gas and I burn 9 gallons per hour at cruise giving me a 2 hour range. Most of the time that's OK but there are times when I wish I had another half hour.

Another modification was to make the rear seat slightly lower. There is plenty of leg room for a tall pilot but there is not enough depth for one. Even lowering the seat as close as possible to the control push-rods leaves the top of my head even with the top of the windscreen. And I am only 6 feet 1 inch tall.

The airplane is covered with dacron and finished with Randolph butyrate dope and enamel.

Empty Weight is 1063 pounds. Considering this is with full electrical, wheel pants, the heavier engine, extra instruments and radio that's not too bad. The tail weight was 69 pounds and the CG limits were right in the envelope.

I am using a fixed pitch propeller, 76 inches diameter and 64 inches pitch. At 2400 RPM I get 115 MPH cruise. I really haven't done exhaustive performance testing. Initial rate of climb at 1000 feet MSL and 1700 pounds is around 1200 FPM at 90 MPH IAS.

The one thing that disappoints me about this airplane is the roll rate and stick forces in roll. My airplane rolls at slightly less than 90 degrees per second with full aileron deflection. I only got this rate by sealing the gaps with plastic and tape. As for the forces, it really takes a strong arm to get full deflection of the ailerons at 160 MPH.
Editor's Note: Max full aileron deflection speed is equal to stall x $\sqrt{\text{limit load}}$.

To date, N5TT has just over 100 hours since the first flight in November 1987. Included in the time is one trip to Oshkosh and one trip to the National Biplane Fly-in at Bartlesville, Oklahoma.

I think the plans for the Acro Sport II are very good. Of course I have a background in creating and reading engineering drawings. Also, having an aviation maintenance background and having built one biplane already, I don't need explicit instructions for every detail.

I am enclosing a few pictures of N5TT for your use. One is of the final precover assembly. Two are different views of the completed airplane and one is of N5TT in formation with my EAA Biplane, N42JC. I have since sold the EAA Bipe "Tweety Bird" and the Acro is called "Tweety II".

Acro Sport I for Sale:

Jim Glover has an unused Acro Sport I Kit for sale. All materials (tubing, wood, etc.) still in shipping cartons. Plans are included but will have to be updated. The value of this kit is far in excess (at least three times) of the asking price c $1100.00. Call Jim on (205) 881-506[illegible] if you are interested.

Corrections

ACRO SPORT II CORRECTIONS

If you will look on your drawings, sheet no. 2, in zone D4 and 5, the fuselage bottom view shows the diagonals coming together at the bottom of station 3 and that they are 3.5 inches apart at the bottom of station 4. Unfortunately, this was not noticed on the aircraft that were welded up in our welding workshop at our EAA/Oshkosh convention. The prototype was built that way but the aircraft that was in the workshop for the last several years and also the aircraft that was on display in the museum for the same period of time had the diagonals at station no. 4 come together. In plain words, we forgot the 3.5 inch dimension there. That makes the area there very tight to work on and also makes the dimensions on sheet no. 3 in zone D4 incorrect for the rudder pedals.

Various builders called us and could not get the dimensions that we were using on the plans to come out with their aircraft because they were building them properly. I went out and measured the dimensions 3 or 4 times in the museum and did not notice our error until Mike Finney brought it to my attention. His address is: Michael E. Finney, 3008 Imperial Lane, Muncie, Indiana 47302, telephone (317) 747-1217.

Dear Ben,

It was fun talking with you on the phone about my Acro Sport II.

After welding in my rudder pedals, I thought I would let you know of all the changes I found necessary.

1.) Sheet 3 zone D4 Change the 7 1/4 inch to 8 1/2 inch.
2.) Sheet 3 zone D5 The "Rudder Balance Cable Pully attch Brk" actually attaches parallel to the tube (upright) instead of perpendicular as shown.
3.) Sheet 5 zone D1 Change the 5 1/2 inch dim to 6 1/2 inch.
4.) Sheet 6 zone D5 The correction in the "Acro Sport II plans corrections pink cover set 6/8/87" The first change listed for "front and rear pedals." is not needed. The 2 inch dim would be better and will clear the tube fine. However, if you make this change and weld the bushing 1 1/4 inches instead of 2 inches from the top of the pedal, you will need to raise it 3/4 inch. If you use the 2 inch dim you can weld it right to the top of the tube as shown in the plans.
5.) Sheet 6 zone C6 The brake actuating rod will need to be made slightly longer, as we have moved the rudder pedals further apart. If you measure from the rudder pedal attach points and make your rod to that length it will be right. (35 5/8 inches instead of 34 3/8 inches as shown.)
6.) Sheet 6 zone C1 You no longer need the "pedal balance cable fitting.

These changes should work if you have followed the plan.

I might also caution the builders that before mounting items like the trim tab attach brackets, brake master cylinder attach brackets, etc., you have your cable and cylinders as the method of attaching is different on some of these items.

Ben, of all the airplane plans that I have ever seen, the plans for the Acro Sport II are the most clear and concise that I have ever seen. They sure make this job of airplane building almost . . . easy?

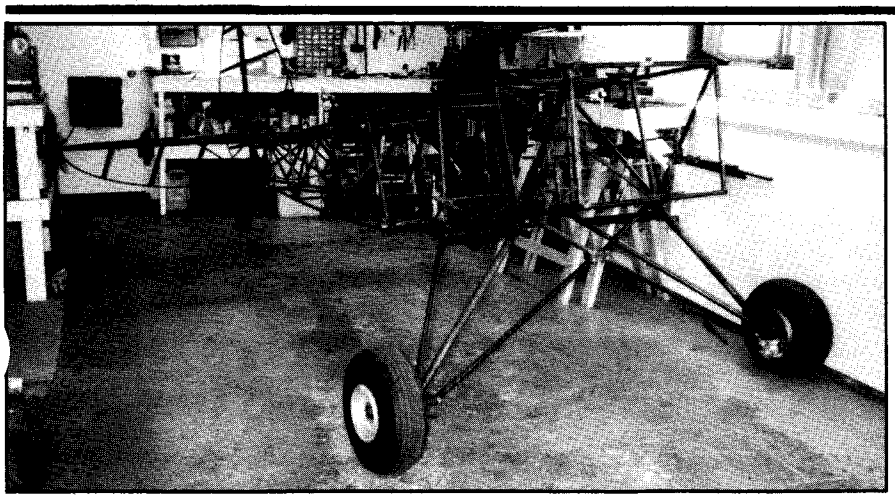
My Acro Sport is now, after 600 hours and exactly one year to the day, on the gear, with the tailfeathers ready for cover. All steel parts are completed except the engine mount, struts, and the small brackets for the stringers. We now await the arrival of the wood, so I can start on the wings.

The hardest part so far was, I think, the alignment of and mounting of the stabilizer. I really felt the pressure was on to maintain alignment of the stabilizer, so the elevators and the trim tab torque tube would work smoothly. I built the stabilizer mounts with the elevator spar tube uncut. Then I could look thru the tube and see that all was straight, and in alignment. Then I brazed the trim torque tube in place after all was in perfect alignment. I guess it really wasn't that hard, it just takes time to figure the proper sequence.

CORRECTIONS TO ACRO SPORT NEWSLETTER NO. 25 FRONT PAGE

There are some nice pictures on the front page Acro Sport News No. 25. The only trouble is that only the bottom right one is of Don Baker's aircraft! The other three excellent shots are of the beautiful aircraft built by C. R. Nichol, 2026 Mars Drive, Garland, Texas 75040-4805. His home phone number is (214) 495-5139. We apologize for this error; the pictures were all received in one bundle and I erroneousiy assumed they were the same airplane. Both C. R. Nichol and Don Baker use coil spring steel landing gear which they appear to be pretty happy with.

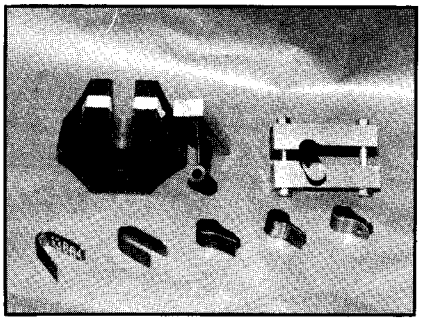
We apologize too, to C. R. Nichol for confusing his airplane with Don Baker's but I think they are both in pretty good company, both being excellent examples of Acro Sport II's. Photographers, to reduce errors, if you will put on the back, your name, whose aircraft and the date when you send pictures in, it would be appreciated. Please and thank you.



Michael Finney's Acro Sport II — Muncie, Indiana.

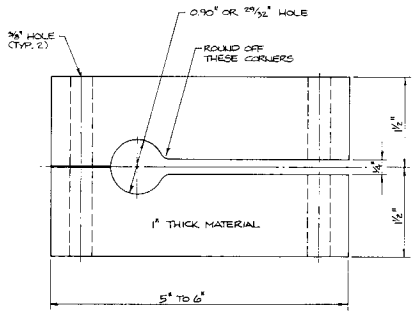
TOM WATSON'S ACRO SPORT II

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

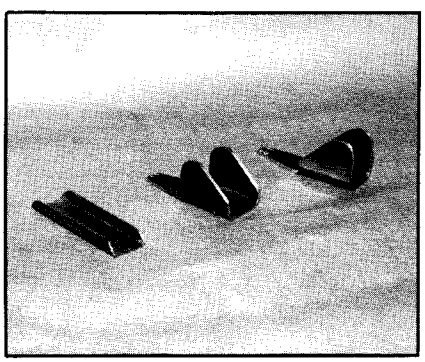


From left to right in the photo: fitting is taken from die, the fitting after closing with mandrel and vice (or hammer), the fitting after forming and press, fitting after squeezing legs together in the vice (may not be necessary), and completed fitting.

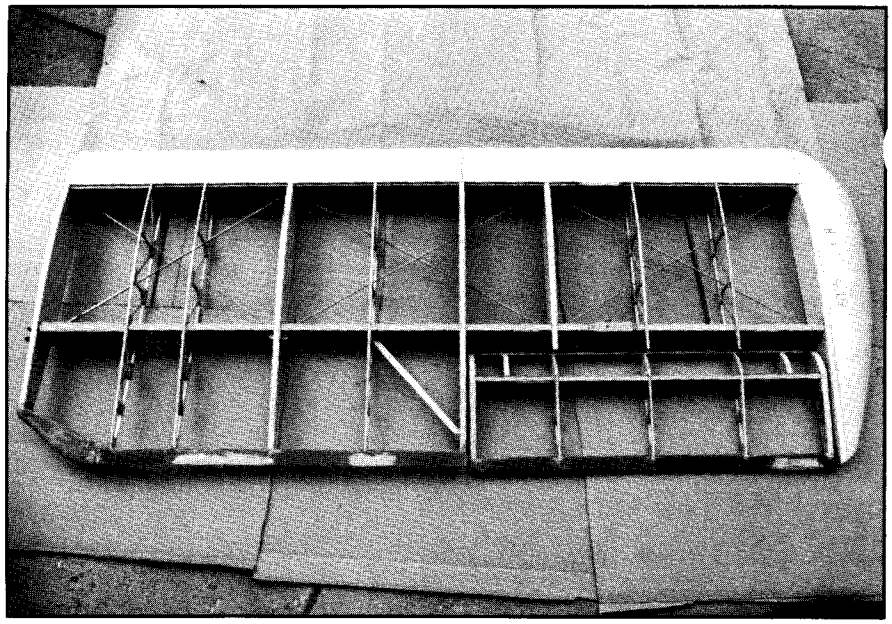
FIGURE 1



STEP 1. DRILL THE TWO 3/8" HOLES.
2. DRILL THE 0.90" (OR 29/32") HOLE.
3. MACHINE THE 1/4" GROOVE (ON CENTRELINE).
4. HACKSAW THE REMAINING CUT (ON CENTRELINE).
5. ROUND OFF THE INSIDE CORNERS AS SHOWN.



Additional fittings Tom made on his hydraulic press.



Tom has elected to use plywood on the leading edge and fiberglass on the trailing edge — incredibly strong, he states.

Tom says some of the more difficult fittings to make on the Acro Sport II are the seat belt and shoulder harness restraint fittings. After a couple of attempts to bend the tubular section over a mandrel I decided to make a press that would do the job.

1. A die set was made per the photo. The hole diameter is 0.900 (or 29/32 inches) and the make die uses 3/4 inch tubing. The hydraulic press described in issue #24 of the Acro Sport newlsetter was used.

2. The special press is shown in the photo and detailed in Figure 1.

3. The photo shows the fittings in various stages of construction. Note that one leg was made long and finished later. With this fitting both ends could be shaped and finished after forming.

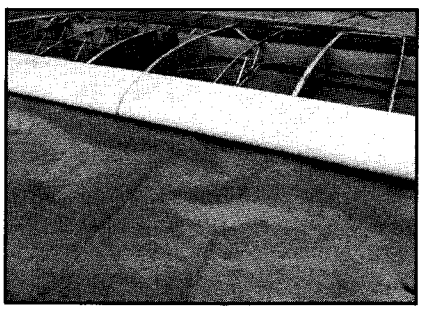
NOTES:

1. To make the fittings for the 5/8 inch tubes, the procedure is modified. Make an insert (1 inch wide and 4 inches long) from 0.063 material using the 3/4 inch die. Leave that in the die and press out the four 5/8 inch fittings using a male die made with 5/8 inch tubing. Form the 1 inch insert in the special press and then saw on center line. Put the two halves around the material and press out.

2. The shoulder attach fittings do not have a space. To make these it is necessary to clamp the legs together in a vise and heat the sides of the tubular section.

3. Always have a mandrel inside the tubular section during the forming operations.

4. Place a piece of 1/4 inch plywood between the legs when drilling in order to keep the two holes aligned properly.



Front view of Tom's wing showing the plywood leading edge.

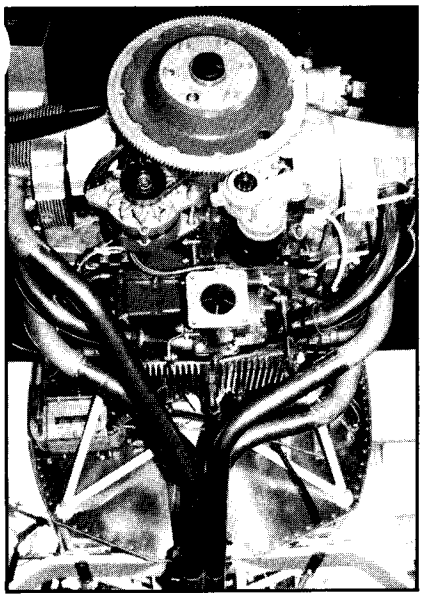
MISCELLANEOUS NOTE

I got a call from Ron Thompson, TV Producer at CKX-TV 2940 Victoria Avenue, Branden, Manitoba, Canada R7A 6A5; telephone (204) 728-1150.

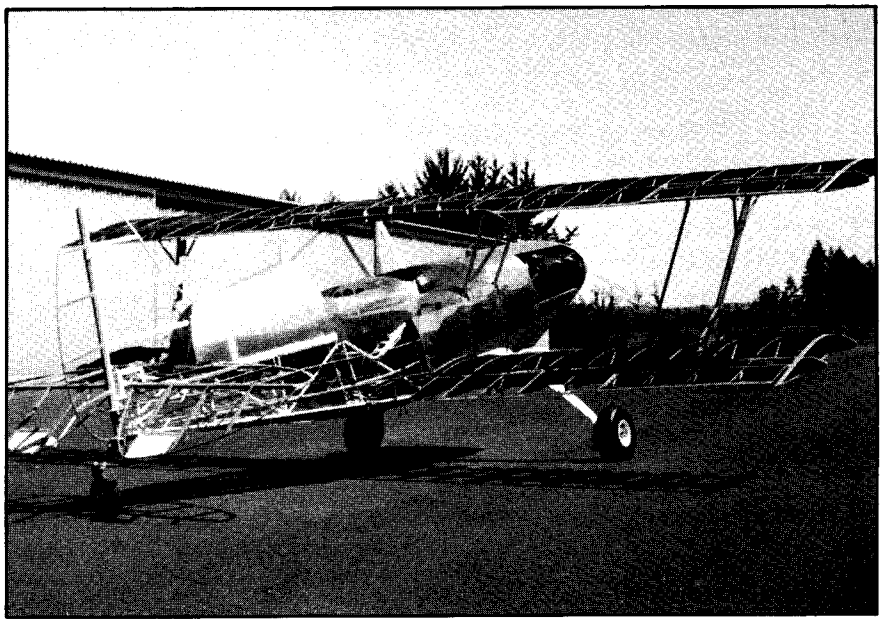
He has an Acro Sport II plans and parts, and his TV network runs through northwest Ontario, Saskatchewan and North Dakota. He will be following the construction of the aircraft from time to time with short briefs on the TV channel, and is looking for additional video tape that other Acro builders may have.

I promised him to put a note in the Acro Sport News requesting additional video material that others may have that they would share with him. He can accept any format. He expects to be running brief programs on the aircraft project for the next two to three years.

HERB WILLIAMSON'S ACRO SPORT
From Herb Williamson, 1276 SE Roke Drive, Hillsboro, Oregon 97123-5079



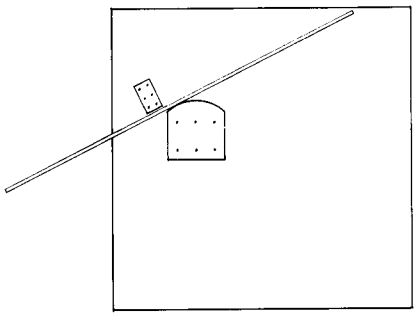
This photo shows Herb Williamson's engine installation.



BENDING TUBING

I used a 1/2 sheet of 3/4 inch plywood, with a 2X10 radiused block and 2X4 back up block. I used a radius somewhat smaller than the smallest radius needed, for spring back. The two big benefits I found with this method are: 1. Very easy to keep bend in flat plane; 2. You can get good leverage pulling tube with plywood against your hips.

I have enclosed a sketch of my method of bending the tail group tubing.



This shows the aircraft assembled and at this time he has it covered to silver. He is making plugs so he can make molds and make his own wingtips.

The stabilizer leading edge being 3/4 inch X .035 is the hardest to bend where it meets the spar. I used a piece 10 feet long, marked the center, bent it at the center to match at the spar, cut it at the mark, then finished each bend separately. This way I could easily work with the long piece to get a smooth uniform bend without flattening tube.

John White's Acro Sport II
From John White, P.O. Box 629, St. Paul, Virginia 24283

He has purchased Dan Quibedeaux's Acro Sport II. His comments are as follows:

The horizontal stabilizer was basically parallel with the top longeron and the elevator did not fair completely with the horizontal stabilizer in normal flight. He raised the leading edge of the horizontal stabilizer up approximately 7/8 inch, using 10 washers. This has helped with the flying. It flies more normally and he doesn't have to use as much forward pressure in the slow roll. Before, it wanted to drop the nose down in the vertical or knife edge position. He can almost turn it loose and hold it level inverted with a feather. Before, as the airplane rolled to the knife edge, he had to push in the slow roll and could barely hold forward pressure. He feels that the ten washers are a little bit high so he is building a bushing to fit in this area and will use longer bolts. With the horizontal stabilizer level with the longeron, it had too much of a nose-up tendency. He also found that with the big tail he can do snap rolls and stalls. With the elevator back in the full up position, the aircraft appears to deep stall. He feels that there is almost too much elevator for the airplane to snap properly with the elevator in the full up position. He found that it snaps best to the right, the trick is not to pull full elevator because this kills the speed and causes too deep a stall. By using less elevator it stalls and snaps properly without a need for stall strips. With full elevator you run out of speed too quickly. If you pull throttle about 1/2 and snap, you will find the aircraft does snap properly. Again, the key is not not coming back so far on the elevator. He feels that the snap roll is comparable to a Pitts Special and a Great Lakes "in the blink of an eye", when you get the elevator positioned right. The wings break clean without the need for stall strips. He found in the spins, when he pulled the stick all the way back, the nose comes up about 20 degrees and it buffets. If he lets up, the nose comes down a tad and it winds up like a top. He says if he puts it all the way back, it will stall too far and take 1-1/2 turns to recover from a 3 turn spin. If it is pulled back properly, similar to the snap, it will hold a stall well and will stop in 1/2 turn. Most aircraft don't have enough tail power and this one, he feels, has "too much". He feels strongly that technique is the answer, both for the snap and the spin.

ACRO SPORT II WINGS FOR SALE

Acro Sport II wings for sale, 75% complete with aileron bell crank, bell crank assembly, idler assembly, idler arm and brackets (sheet14 pink - built by an A&P and IA). $2,500 invested - asking $1,500 from Tom McLinskey, 5610 Kenny Drive, Tampa, Florida 33617, telephone (813) 988-6924 after 6 pm E.S.T.

ACRO SPORT I AND II, AND POBER PIXIE COMPLETIONS

The following is a listing of Acro Sport I's, Acro Sport II's and Pober Pixies that have been completed. If your completed project is not listed with us, please call Ben Owen at (414) 426-4821.

ACRO SPORT I

EAA Aviation Foundation, N1AC and N5AC
3000 Poberezny Road
Wittman Airfield
Oshkosh, WI 54903-3065

Dorothy T. Aiksinoras, N6AS
755 Oxford Road
Oxford, CT 06483

Dave Marsino, N118DM
66 Columbus Avenue
Closter, NJ 07624

Edwin Hartz, N19ED
108 Hartz Drive
Holly, MI 48442

Willard C. Anderson, N8488C
1208 Park Garden Road
Great Falls, MT 59404

Paul D. Brooks, C-GCDJ
98 Monsarrat Crescent
London, Ontario
Canada N5Y 4Y8

Ralph W. Cashen, Jr., N-61SC
RFD Pleasant Bay Road
Harwich, MA 02645
- sold project to Dick Blaten

Douglas H. Bell, N176DB
1301 Chestnut
Cadillac, MI 49601

W. F. "Fred" Damler, N41HD
45 Hidden Valley Road
Hollister, CA 95023

Robert D. Johannes, N42J
624 E. 4th Street
Escondido, CA 92025

Archie McDonald, C-GZWM
P.O. Box 93
Kinistino, Saskatchewan

George Gibbs, (sponsor of C-G-KSS)
Rural Route #3, Field Road
Kelowana, British Columbia
Canada

Ronald S. Alexander and the
Kelowana Secondary School
(builders of C-G-KSS)
P.O. Box 82
Maple Ridge, British Columbia
Canada V2X 7E9

R. Thomas Herr (owner of N21WC)
6572 Claybourn No. 212
North Hollywood, CA 91606

Warren R. Curd (builder of N21WC)
9611 Lane
Kansas City, MO 64134

George T. Baker, N90257
Aviation School
3275 N.W. 42nd Avenue
Miami, FL 33142

Earl F. Ritter, N3ER
RD 1, Box 282
Milton, DE 19968

Norman Atkins, N5897
1938 Mayfield
Lapeer, MI 48446

Tony Skinner
311 Chicago Road
Oswego, IL 60543

Donald R. Hardich, C-GNKH
1954 River Road, RR 4
Sarnia, Ontario
Canada

Georges Coussenent, 00-80
Boomsestsenwg NF NG
2640 Welryk
Belgium

C. L. "Bud" McHolland, N-76BM
1432 Big Horn Avenue
Sheridan, WY 83801

Fred Caravetta, N9053Y
5353 SW 60th Place
Miami, FL 33155

Larry C. Lindsey, N2LL
Rt. 1
Randolph, MS 38864

Richard A. White, Jr., N27RW
301 David Drive
Alamo, CA 94507

Richard E. Maulsby, N611DM
770 Spruce Brook Road
Southbury, CT 06488

George Jenkins, N9DL
Route 3, Box 337
Orange, TX 77630

Rick Fasen
810 Ducharme Avenue
Windsor, Ontario
Canada N9G 1W8

Garry Grover, N GG
P.O. Box 867
Dorris, CA 96023

Jim Inman
50 Ocean Drive North
Stamford, CT 06902

Ken Tate, N20KT
1700 W. Wyatt Earp
Dodge City, KS 67801

Hugh W. Moreland, N10JW
211 N.W. 1st Street
Havana, FL 32333

Wally Roder
214 N. Main Street
Mayville, WI 53050

Manfred Krause, D-E1MK
Schlattstrabe 12 Postfach
4901 Hiddenhausen 4 4149 West Germany

Don Hoelzen, N26DH
29656 179th Place SE
Kent, WA 98031

Glenn Van Ortwick, N36V
218 NE 18th Avenue
Hillsboro, OK 97123

Gary Starn
933 Columbus Drive
Capitola, CA 95010

Gunnar Bakke, LN-BGK
P.O. Box 50
1330 Fornebu
Norway

Harry E. Hill, C-CEBO
P.O. Box 5
Flaxcombe, Saskatchewan
Canada S0L 1E0

John Kimber, G-BJHK
Orchard View - Garth Rd.
South Ockendon, Essex
England

Tom Arthur, N47TA
535 Wilson St.
Danville, VA 24541

ACRO SPORT II

EAA Aviation Foundation, N9AS
3000 Poberezny Road
Wittman Airfield
Oshkosh, WI 54903-3065

Paul Erickson
Route 3, Box 835
Salem, WI 53168

George C. Jones, N39GC
RR No. 2, Box 225-GJ
Terrell, NC 28682

Jim Schenfield
6677 Harshmanville Road
Dayton, OH 45424

Mike Brown
2295 114th Avenue
Allegan, MI 49010

Elmer Parris, Jr., N80EF
142 Preston Avenue Lexington, KY 40502

Al Smith, Jr. (Donald), N3342T
3631 Clay Circle
Macon, GA 31206

Jimmy and Anna Key, N9AK
Rt. 1, Box 236A
Sandy Ridge, NC 27046

Elton James, N3145K
7071 Wilshire Circle
Sacramento, CA 95822

William H. Merwin, N15BM
Rt. 1, Box 422
Clarksburg, CA 95612

David J. Kragnes, N317DK
Rt. 1, Box 100
Felton, MN 56536

Albert "Bud" Gores, N37918
25 Hillcrest Drive
Burlington, WI 53105

John C. LaBelle, N9202P
50 River Street
Windsor, VT 05089

Thomas R. Fox, N94DB
66 Warden Road
Doylestown, PA 18901

D. E. Comrils, NZ-VWT
c/o Valley Wood Turning
64 School St.
Dunedin, New Zealand

Keith Kinder
Box 5346
Sydney, MT 59270

Rod MacKenzie, C-GRGM
RR 4
Thunderbay, Ontario
Canada P7C 472

Ron Price, N360RP
839 Linda Mar Boulevard
Pacifica, CA 94044

Dan Quebedeaux, N35DQ
Rt. 1, Box 501
Arnaudville, LA 70512

Glade D. Hoyal, N797F
210 N. Mississippi St.
Amarillo, TX 79106

Harry S. Griffin, N87HG
5340 Crescent Road
Hillard, OH 43026

Jim Olson, N52260
710 Katherine
Arcadia, CA 91006

Larry Stephens, N5540K
RR 3, Box 139
Chrisman, IL 61924

Cliff Schrader, N155CC
RR 1, Box 46
Cutler, IL 62238

Jack Elenbaas, N12JE
A4354 46th Street
Holland, MI 49423

William H. Neelin, CGWTN
139 Westridge Road
Edmonton, Alberta
Canada T5T 1B5

Lee Farnsworth, N40LF
2409 Erie St.
Racine, WI 53402

Bill Drew, N976
4301 13th Way NE
St. Petersburg, FL 33703

Joe Gersky, N66JG
209 Horn Street
Las Vegas, NV 89107

Bernard Huschle
Oberdorfstrabe 7
D-7614 Gengebach
West Germany

John J. Steele
105 Lycoming Drive
Coraopolis, PA 15108

Steve Chace, N452
1413 Dallas
Bloomington, IL 61701

Albert S. Blake, Jr., N68SB
3122 Riverstream
McHenry, IL 60050

Art Matthews, N86AM
RR No. 1, Box 580
Whitwell, TN 37397-9645

Dick Van Luchine, N1372T
2512 Yellowstone Avenue
Billings, MT 59102

John F. Nations, N113JN
2629 NW 41st Street
Boca Raton, FL 33434

Donald Baker, N122DB
2733 Whippoorwill
Elida, OH 45807

Larry O. Hale
Rt. 2, Box 209
Pontotoc, MS 38863

Norman Gatzemeyer, N55NG
616 South Jefferson Street
Mason, MI 48854

Bill Farabaugh
RD 1, Box 168
Edensburg, PA 15931

Jack E. Doggett
3207 Lakestream Drive
Kingwood, TX 77339

Bob Cunliff
RD #2, Box 482
New Alexandria, PA 15670

John Collier
3003 Yukon Circle
Cedar Park, TX 78613

POBER PIXIE

EAA Aviation Foundation, N9PH
3000 Poberezny Road
Wittman Airfield
Oshkosh, WI 54903-3065

EAA Chapter 443
Tom Tyler, Chapter President
1975 Carriage Road
Powell, OH 43065

EAA Chapter 85
Delta Air Park
Grant Thorkelsson, Chapter President
11067 146th A St.
Surrey, British Columbia
Canada V3R 3V3

M. John Leitis, N81JL
817 Roosevelt Avenue
Roaring Springs, PA 16673

Howard P. Mayer
57 Main Street, P.O. Box 236
Sturgeon Falls, Ontario
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