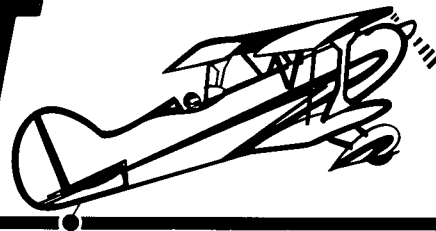


# ACRO SPORT Newsletter



ASSISTANT EDITOR:  
Laura Remer

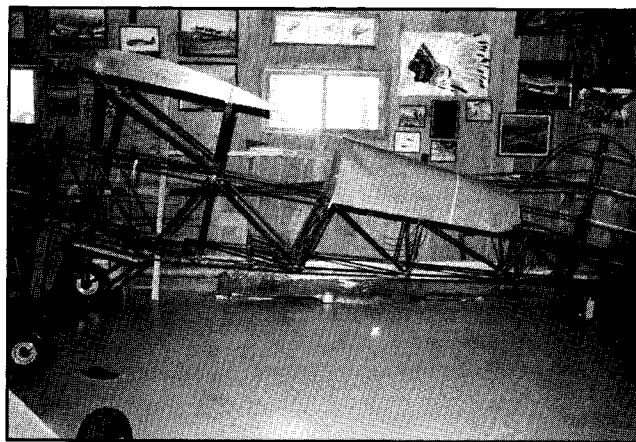
NO. 29  
SEPTEMBER 1989

EDITOR: Paul Poberezny  
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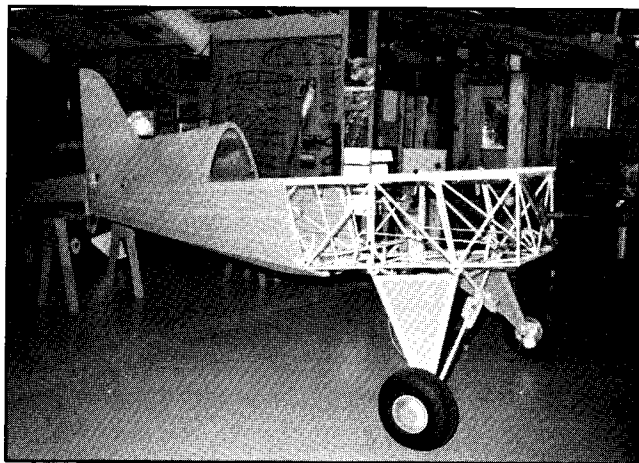
## PAUL POBEREZNY'S SHOP AUDRA JUDY, MECHANIC



Paul's granddaughter, Audra Judy (6-1/2 years old) was kept busy during her 2 month summer vacation in Oshkosh. Here she is helping our Australian friend Brett Clowes on the re-building of the prototype Acro II which is ready for flight.



Project X, another of Paul's creations — awaiting further progress. A single place, high wing parasol with a center section and Clark-Y airfoil.



Another Acro II on the gear in Paul Poberezny's shop. This 108 HP Lycoming powered aircraft was covered during the 1989 EAA Oshkosh convention and will soon be ready for Silver. It is covered with Stits HS90X fabric.



Audra has finished her task and is on "break" — Her dad, Bud, a Delta Airline Captain on 1011's, is also an aircraft homebuilder. They live at Hidden Valley airport in Denton, Texas. He has flown the Acro II in a number of Aerobatic demonstrations at the Oshkosh Fly-in.

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# Editorial

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**By Paul H. Poberezny**  
**Chairman of the Board**

It will soon be fall which always seems to be aircraft building time. I have always enjoyed those snowy days and evenings out in my warm aircraft building shop and the occasional visits by friends who often lend a helping hand or share in some "airplane talk". For those of you who live in the warmer climates, I would imagine the feeling is the same (except you probably don't miss shoveling the snow on your way to the shop!).

The 1989 EAA Convention here at Oshkosh was considered by far one of the best. In the Acro/Stits Tent, McWhyrte Wire Company gave a number of educational forums on their products — streamlined wires, cables, clevis forks, etc. For a covering project this year, Ray Stits, with the help of Tracy Johnson of the EAA staff and several others, took on the project of completely covering the Acro Sport II. A lot of visitors received a great education and participation in the Stits covering tent. This particular Acro II will be powered by a 108 HP Lycoming, using a center section and fuselage tank, which should give the machine a pretty good range. Though this particular Acro II will not have the get up and go as the 180 HP or 200 HP Acro IIs I have (that are nearing the covering stage), it should be a fine sport plane with pleasant cross country range.

The prototype Acro II should be ready for its first test hop after being completely restored. It had experienced a hard landing accident last August. The airplane was completely

recovered with Stits covering. It replaced ten year old grade A fabric, which was still in good condition as the airplane has been hangared all those years. With the Stits covering, the airplane should weigh in lighter than before. We will compare the weight figure after performing a new weight and balance and report back to you in the next issue of this newsletter.

Incidentally, the Acro II is one of the lightest two place home-built biplanes in the horsepower class, which certainly adds to its all around performance. The prototype Acro II is not equipped with an electrical system. The starter was removed but the alternator is still attached to the 180 HP Lycoming; no battery installed.

The aircraft has performed well through the full range of aerobatic maneuvers. The PT-17 Stearman stall strips of approximately 12 inches in length were installed on both upper and lower wings just outside the propeller arc. This added to the cleanliness of snap maneuvers.

Interest in homebuilding continues to grow and the freedom we enjoy in designing and building has brought forth some very fine machines. It is a tribute to those wonderful people. We must ensure that FAA does not change the FARs that would hinder this great experience, which has contributed so much to keeping sport and general aviation alive.

To make this newsletter more interesting and educational, we will need your help. If you have any questions, forward them to me and we can answer them in the newsletter, which will allow everyone to benefit. How about the progress of your machine? Send some black and white or color photographs. Maybe we can expand the pages to be more helpful or possibly increase the frequency of publication.

Paul H. Poberezny  
Founder & Chairman  
Experimental Aircraft Association

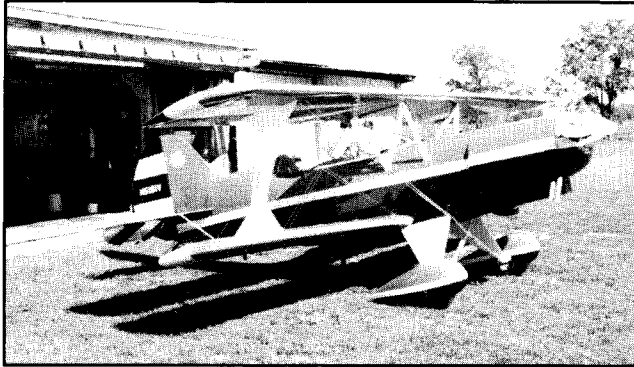


The Pober Super Ace sits in Paul's shop ready for the fuel tank and forward cowl installation. Very much has changed from the original Model A Ford powered Corben Super Ace. It should make for a fine, more modern sport plane.

The new fuselage will accommodate the over 6 foot and over 200 pound pilot enthusiast — this machine is powered with a Continental C-85 engine. The beautiful drawings are by Bill Blake who drew the Acro Sport I.

# Builders' Gallery

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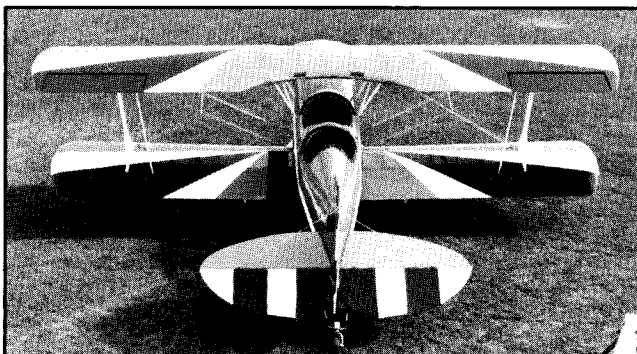


**By Michael A. Lutz**

My hats off to President Paul and his staff at EAA for another fine design. My Acro Sport II is the second EAA design I've built, the first being an EAA Biplane I built in the early 1980's. I have the third Acro II completed and flying within a 25 mile radius of my home airstrip. The other two are Bill Wilkins of Bowling Green, Ohio and Don Baker of Elida, Ohio. Between the three of us, we picked each other's knowledge and North-Western Ohio now has at least a minimum of 3 Acro II's flying very successfully. I am enclosing a couple of pictures of my airplane.

I built my fuselage, tail group, landing gear and engine mount from scratch. The only kits I bought were the Wag Aero fuel tank (20 gallons, and not 26), the windshield canopy kit (windshield distorted extremely) and the flying and landing wire kit (very good). I'm using a Lycoming O-320-E2A, 150 HP with a Piper Warrior two muffler exhaust system. My battery is on the firewall (Gell Cell). My prop is a Sensenich 71-56. Cruise at 2400 RPM appears to be 118 mph. Take off and climb are very good. I don't have any numbers yet due to the winter season, but when it warms up, I plan on finishing flying off my restrictions, and at the same time getting accurate performance figures. It flies like everyone says, and trims out and flies hands-off. I've done a few aerobatics so far and it is very easy in this airplane. Over the winter, I built up an inverted oil system for it, and plan on an Ellison injector in the future. I also make my drag and anti-drag wires out of 3/16 4130 rod, and used a 10-32 thread. The only thing that really is noticeable as over sensitive is (on the flare for landing the first couple of times), the elevator. If you're a little fast, the tail will land first, but after about two landings that tendency disappears.

My empty weight is 1038 pounds. I've only got 12 hours on it so far due to weather, and late last fall converting part of



the barn into a hangar for my Taylorcraft. I used Stits H.S.90X fabric, dac-proofer, spray fill, and Martin Senor synthetic enamel. I know this would make Ray Stits unhappy but it is what I had on hand and looks good. I've had very extremely good luck over the years using Martin Senor synthetic enamel as a finish and if preparation is right, will provide a very long life. The Acro II is a very good design and a forgiving airplane. It currently shares the airstrip with my 1940 T-Craft and Spearman Special, which raced against President Paul's "Little Audrey" at Ubana, Ohio in the early 60's. If EAA comes out with another design, I'll probably have to chop a hole in the other side of the barn for another hangar. I thank EAA, my family and friends for their support.

**By Tom Watson**

NOTE: I know of a completed Acro Sport I that is not on your list.

Registration: C-GYQZ

Owner: Mr. Ron LaBey, 9903 Waldron Road S.E., Calgary, Alberta, Canada T2J 1M4

This aircraft has subsequently been sold to a gentleman in Grande Prairie, Alberta.

I am enclosing a photo of YQZ that I took at a fly-in — also a photo of Archie McDonald's 2WM. He has also sold this aircraft and moved to British Columbia, retired I think.



P.S. Ron put in a Lycoming O-320 with constant speed prop from an Apache.



904-386-682

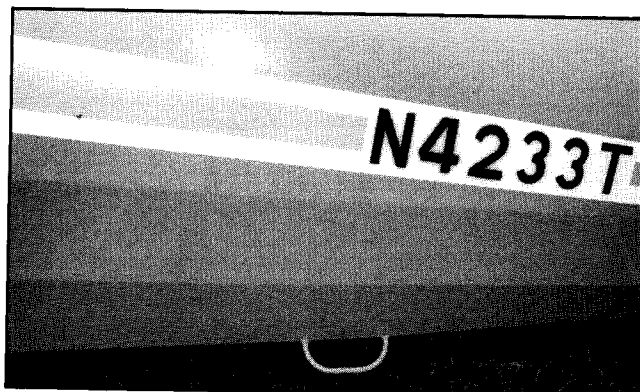
# Al Smith's Acro II

## AL SMITH'S ACRO II

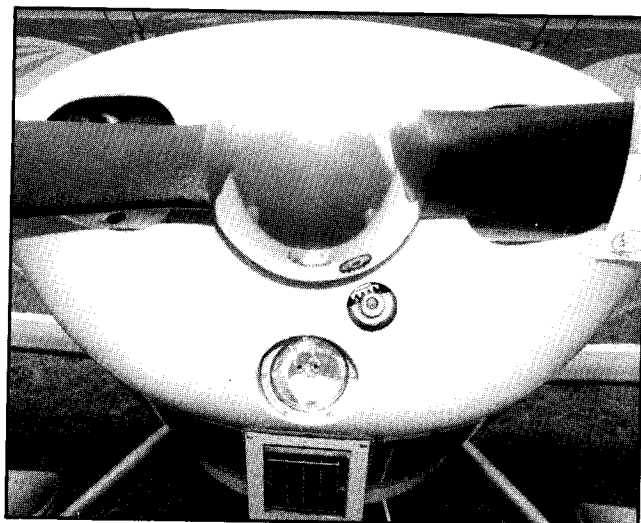
Al Smith's Acro II was the only Acro Sport that showed up at the Sun 'n Fun convention and we thought we'd go over some of the details of this 1987 EAA Oshkosh Grand Champion. You can contact him c/o of Donald "Al" Smith Jr., Route 6, Box 382, Valdosta, Georgia 31601, home phone (912) 559-6173.



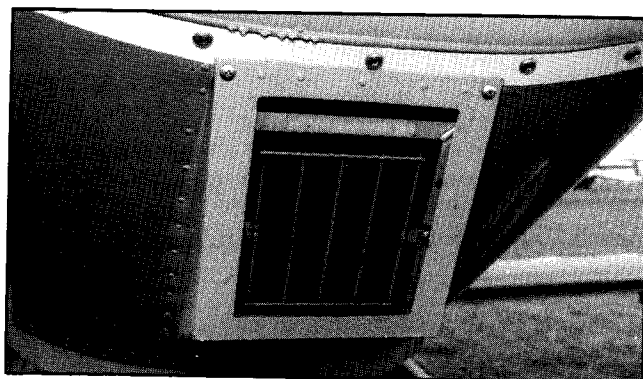
This photograph is taken on a foggy morning at Sun 'n Fun. Al's aircraft is primarily blue with yellow and white striping.



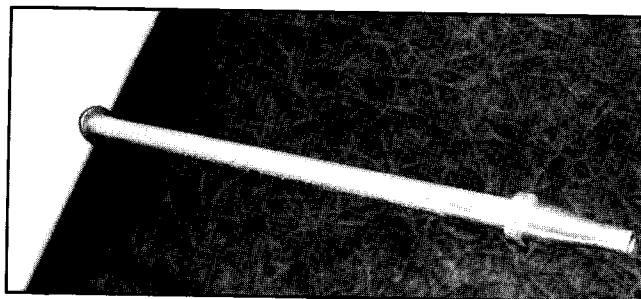
This shows the hand hold he added on the aft fuselage to help move the aircraft around without using the "diamond" wires as a hand hold.



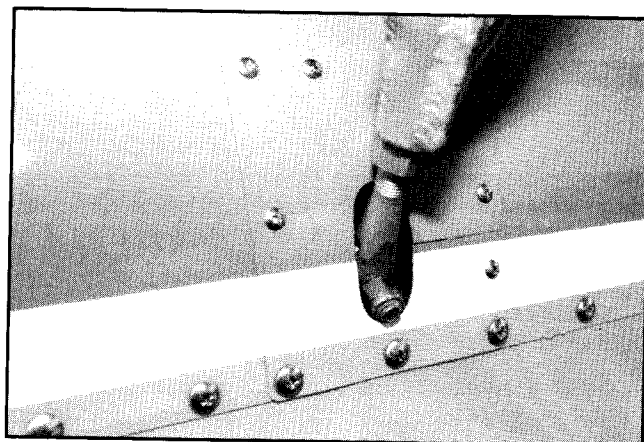
This head on shot shows the nice polished aluminum spinner, the landing light he has added and details of the intake.



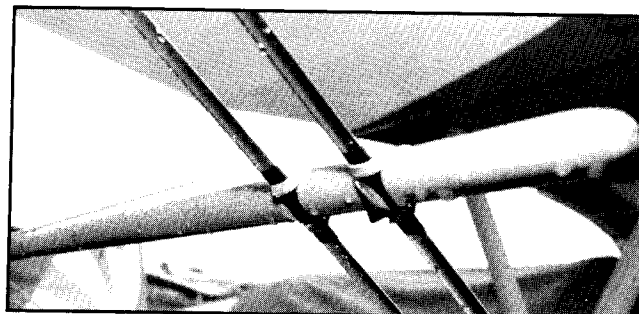
This photo shows the Air Maze filter neatly installed and held in place.



One of the reasons the aircraft has been Grand Champion is the extensive attention to detail Al has lavished on the aircraft since it was finished. Even he would admit it was not a Grand Champion when it was first flown, constant work has paid off.

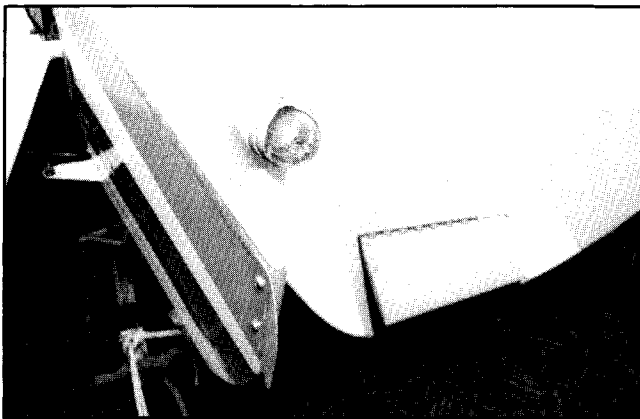


Fairing cover very carefully cut to cover without causing additional drag.

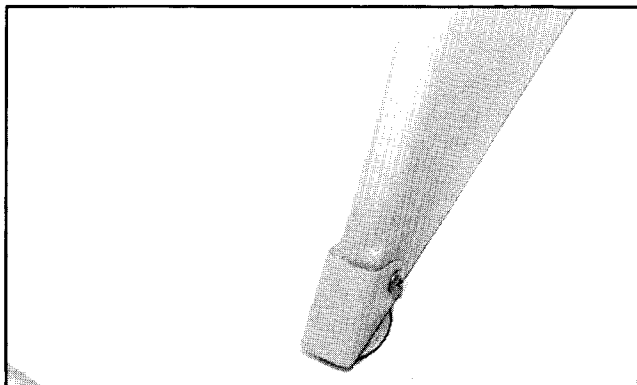


This detail in the area of the "wire spreader" shows the tape wrapping to protect the wire.

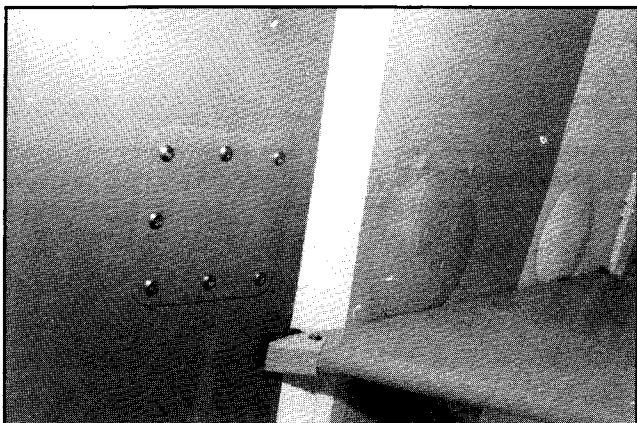




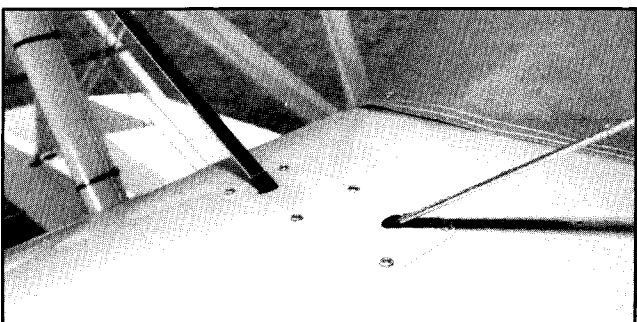
This shows the detail of the rudder mounted light and also the tab that pushes the rudder trailing edge right. It is a rare Acro Sport that has excessive fin offset to the left to counteract the propeller slip stream.



This small cover is fabricated to cover the bolt end of the "I" struts. By very careful rigging, the "I" struts needed few, if any, adjustments.



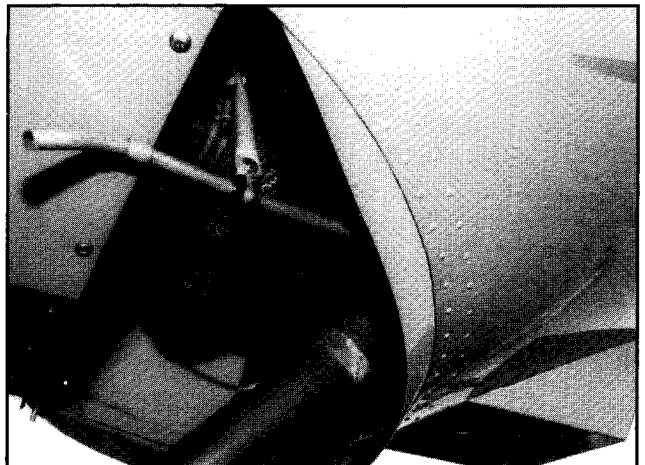
Notice the detail of the cover and the carefully spaced fastenings.



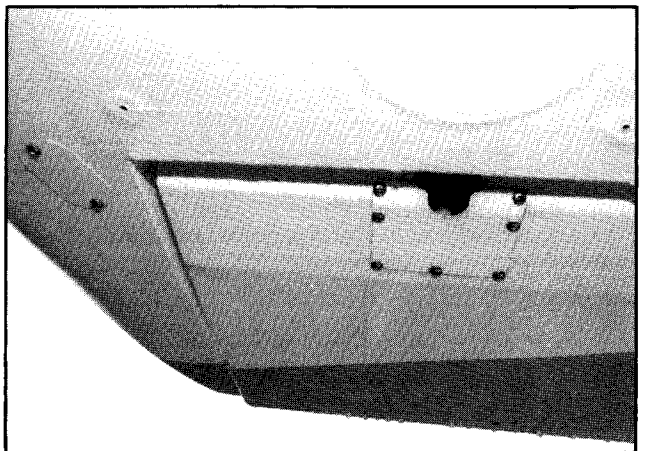
Inspection plates and the protection of the wires are a hallmark on this airplane.



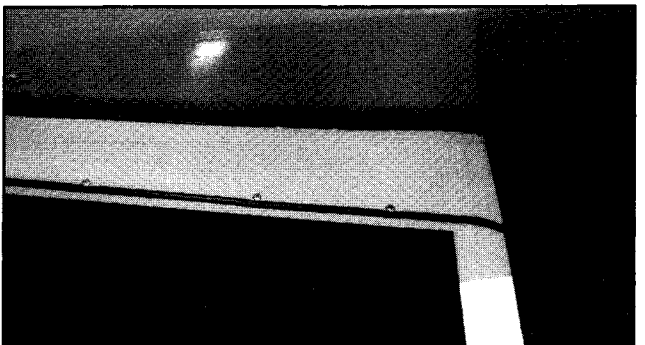
The plans gear will probably look much like this.



This shows the detail in the area of the cowl "smile".



This inspection cover is neatly installed on the lower wing hinge.



Lower wing root fairing shows the lower wing just slightly below the fuselage.

# Jean's Notes

---

Exchange of information between builders has not only been of great help to builders of a particular aircraft, but equally as important, it has created many and long lasting friendships. We have listed a number of Acro Sport plan purchasers so as to bring together, as the saying goes, "birds of a feather - who flock together". Keep in mind that many of our "birds" do move about and we hope the listed addresses are current.

If you would like your address placed in the next newsletter, send it to Acro Sport along with the type of aircraft you have under construction.

## Acro Sport II

Larry Broat  
2601 Sheham Road  
Pinckney, Michigan 48169

David Thomas  
P.O. Box 335  
Sister Bay, Wisconsin 54234

Gary W. Martin  
118 West Bayshore Drive  
Baytown, Texas 77520

John H. Walters  
209 Highway 33  
Freehold, New Jersey 07728

Donald E. Baker  
2733 Whippoorwill  
Elida, Ohio 45807

Herbert B. Beeler  
5404 West Avenue L-6  
Quartz Hill, California 93534

Robert W. Poole  
P.O. Box 651  
Page, Arizona 86040

Tony Hohenwalde  
3550 Jackson Way  
Thornton, Colorado 81233

Bob Stagner  
1911 Fernwood  
Poplar Bluff, Missouri 63901

## Acro Sport I

David Marsino  
66 Columbus Avenue  
Closter, New Jersey 07624

Anthony McClain  
2595 Alvarado Terrace South  
Salem, Oregon 97302

C. Mandeville  
417 Valette Street  
New Orleans, Louisiana 70114  
6

Wallace M. Transtrum  
240 South Main  
Soda Springs, Idaho 83276

Harold N. Downing  
2993 Montavesta Road  
Lexington, Kentucky 40502

Jim Hidalgo  
45 La Buena Vista  
Wimberley, Texas 78676

James Gavay  
1180 W. Laurie Road  
St. Paul, Minnesota 55113

Bill Barber  
3109 Alcazor NE  
Albuquerque, New Mexico 87110

Jan Erik Arvik  
174 Amber Way  
Livermore, California 94550

Don Brock  
3910 Boothill Circle  
West Valley City, Utah 84120

Mark Lightsey  
10525 Myrtle No. 4  
Downey, California 90241

## Pober Pixie

Robert S. Chase  
103 Woodland Road  
Easton, Pennsylvania 18042

John Leitis  
817 Roosevelt Avenue  
Roaring Spring, Pennsylvania 16673

A. Hartwell Jewell, M.D.  
5 Burrell Court  
Tiburon, California 54920

Harold Eagen  
140 Red Fox Run  
P.O. Box 156  
Fayetteville, Georgia 30214

Bill Renno  
RR 2, Box 20  
Minot, North Dakota 58701

Charles M. Lynch  
1950 Hartford Turnpike  
North Haven, Connecticut 06473

John W. Dick  
Route 1, Box 31  
Hammond, Illinois 61929

Douglas C. Vogt  
1860 Lady Pary Drive  
Clearwater, Florida 33516

David B. Disbennett  
15049 Joshua Tree Road  
Gaithersburg, Maryland 20878

John F. Reed  
Apartment 14  
4470 Outer Drive  
Detroit, Michigan 48234

Richard Honer  
Route 6 Rumble Drive  
Canton, Georgia 30114

#### **Pober Corben Super Ace**

Julian Molone  
1463 Eemini place  
Lake Havasu City, Arizona 86403

Robert H. Dalzell  
16113 Barbata Road  
LaBirada, California 90638

James O. Du Pree  
387 Martom Road  
Wyckoff, New Jersey 07481

Dale Hagert  
3881 Serpentine Circle  
Eagan, Minnesota 55122

John Kolberg  
4842 Edison Avenue  
Boulder, Colorado 80301

Ronald G. Walker  
1121 E. Gore  
Orlando, Florida 32806

R.M. Toonshendewuz  
7158 Strett Route 534 N.W.  
West Gramington, Ohio 44491

Carl Farnsworth  
1010 South 1st Street  
Yakima, Washington 98901

Reed E. Murphy  
335 W. Legion No. 65  
Brawley, California 92227

Chester D. Glembotski  
4139 W. 141st Street  
Hawthorne, California 90250

#### **ACRO SPORT, INC. NOTICE**

Here is a list of the achievement award (aircraft) completions returned to us due to non-current addresses. If these individuals are friends, if you could please forward their current addresses or ask them to contact us, it would be appreciated:

Paul D. Brooks  
George Gibbs  
Ronald S. Alexander,  
Kelowana Secondary School  
Don Phillips  
Terry Phillips  
R. Thomas Herr  
Fred Caravetta  
Jim Olson  
Tony C. Skinner  
Jim Schenfield  
Richard E. Maulsby  
George C. Jones

---

#### **BEN'S NOTES**

Rib stitch spacing on the Milholland Acro Sport I which is on cut away display in the EAA: the rib stitch spacing is 1-1/2 inches entirely covering both wings. He used screws on the tail with 2 inch spacing.

The prototypes Acro Sport 1 and 1AC have 1 inch spacing from the root rib to the aileron root rib and 2 inch rib stitch spacing from there on.

#### **FIR SUBSTITUTION**

Acro Sport Builder Jim Bailey asked if quality fir can be substituted for aircraft spruce on the Acro Sports and we gave him an affirmative answer. He also will be using 4130 drag—anti—drag wires. The majority of the wires will be 1/4 inch in diameter.

#### **CORBEN & POBEREZNÝ HISTORY**

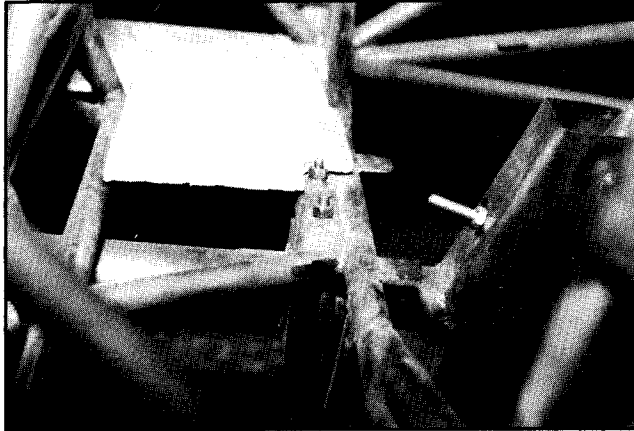
CORBEN SUPER ACE P MODEL - "Ace" Corben was an early amateur builder. His Super Ace was originally powered with a converted Ford Model A auto engine, and the Corben Aircraft Co. offered their own engine conversion, which turned 2,000 RPM in flight, and cruised at 1,800 RPM. The aircraft could do 100 MPH on this engine. It was featured on the April, 1935 POPULAR AVIATION magazine cover, and Ace designed and built the first Super Ace, as well as the Baby Ace and Jr. Ace. The aircraft plans have been considerably modified by Paul Poberezny to accommodate a modern aircraft engine and the pylon that Ace Corben used on his original Super Ace has been eliminated to increase forward visibility. This revised model of the aircraft, known as the P Model, is currently under construction in Paul Poberezny's shop.

CORBEN JR. ACE P MODEL - "Ace" Corben designed two aircraft that are

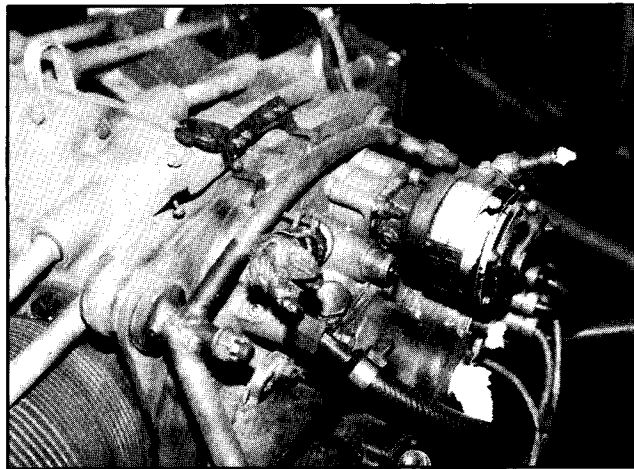
two-place, side by side. Both of them at one time or another carried the Jr. Ace label. The Jr. Ace Model E has a span of 26'5", whereas the Corben Jr. Ace E Model is the larger aircraft with a span of 34'. These plans are being modified to suit today's larger people, and also to accommodate aircraft engines, and this aircraft is also under construction in Paul Poberezny's shop. In 1953, Paul Poberezny, President of EAA, acquired the rights to all of the old Corben Aircraft Co. assets in Madison, Wisconsin. Paul, at the time, was flying the F86A Sabre with the Wisconsin Air National Guard. Excited with his "new" find, Paul stuffed drawings, plans, etc., into every nook and cranny of the jet's small cockpit, leaving just his head above the instrument panel and stacked paper. Flying back to Milwaukee, you can well imagine what went on . . . paper explosion conditions all the way back. Later he took two trailer loads of parts home to a factory. Paul will continue to modernize and update the plans for these aircraft.

# Neil Sidder's AS II

Here are some photos on some topics we talked about a while back.



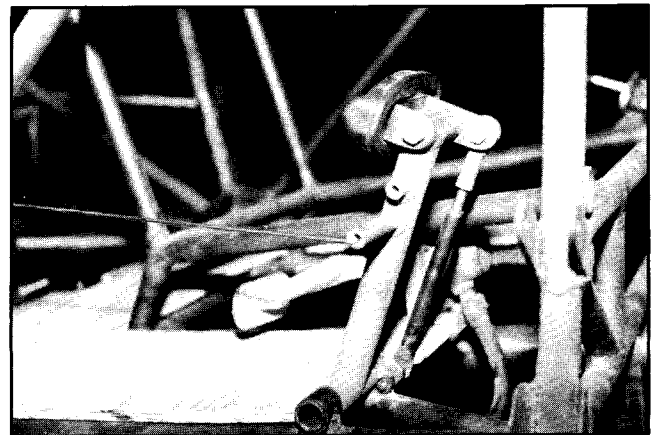
One of the photos is of the rear torque tube attach. By locating the bracket ahead of the cross tube, you can eliminate the access plate in the belly stringers. The torque tube can be removed by turning it sideways then moving it forward. You must remove the control sticks first.



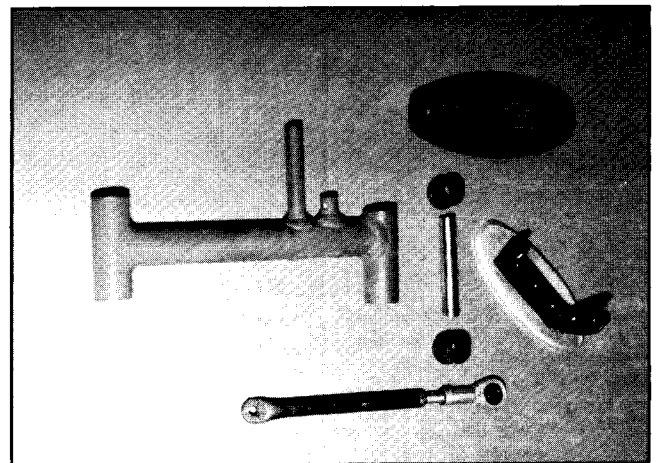
Another photo shows a cross tube that was added to the conical motor mount. I feel like this adds to the rigidity of the mount. Lycoming has a IO-360-K2A which is a 200 HP fixed pitch conical mount engine. I hope to be able to acquire one of these as it will be a direct replacement for my O-320-A2B using the same mount.

Neil Sidders  
Route 3, Box 357-A  
Monroe, Louisiana 71203  
8

The last 2 photos are of my rudder pedal assemblies. Obviously they are a totally different design. The pedal was designed to give me as much feel as possible due to the lack of feeling in my right foot (chopped it up in power mower at age 14). This is also the reason for heel brakes. If I can handle a tail dragger, anybody can. The pedal pad is a 1931 Ford reproduction. It fits on to an aluminum plate which is flush riveted to a 3/4 X .090 chrome moly bracket. Delrin bushings were machined to fit the ends of the tube at the top of the pedal. A steel bushing passes through the two delrin bushings and provided the pivot for the pedal pad. A simple linkage keeps the pedal at the same angle to my foot at all times. The cable from the rudder attaches to the lower tube on the rudder pedal. This was done to reduce pedal pressure and sensitivity. The rudder cable passes on the outside of the fuselage tubing ahead of the rear seat just to keep things neat. The cable to the front pedal attaches to the other point and is otherwise to design.



Neil Sidder's Pedal Side View. The Parallelogram maintains the Same Pedal Angle.



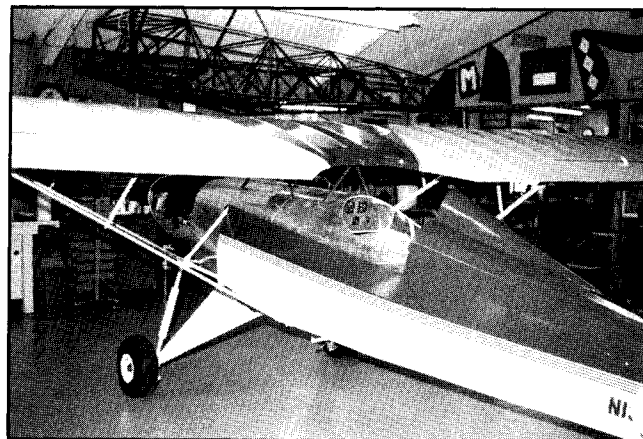
Exploded View Pedal Parts. Sidder's Acro Sport II.



# Paul's Pober Super Ace



The Pober Super Ace was on display in the Stits/Acro Tent at EAA Oshkosh '89. It is shown here back in Paul's shop undergoing engine cowl installation. This single place airplane is being powered by a Continental C85-8 engine which should give it fine performance.



The Pober Super Ace has good visibility and the tapered upper cowling should give the pilot a good over the nose view in flight and when landing.



The Corben Super Ace fin and rudder configuration remains the same. The vertical fin has been modified somewhat to align with the fuselage turtle deck and the horizontal stabilizer and elevator have been extended six inches.



Brett Clowes of Australia is shown here adjusting the drag—anti—drag cables. Brett was of great assistance on this project as well as rebuilding the prototype Acro II. We are again fortunate to have our good friend Bill Blake, who is an excellent draftsman, complete the Pober Super Ace drawings and will be doing the Pober Jr. Ace drawing as well.

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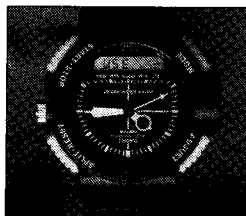
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
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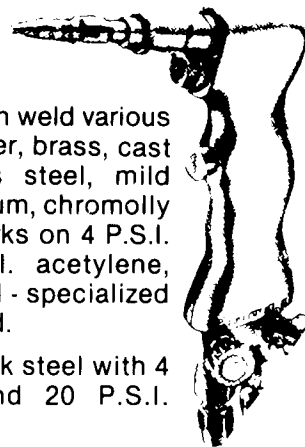


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