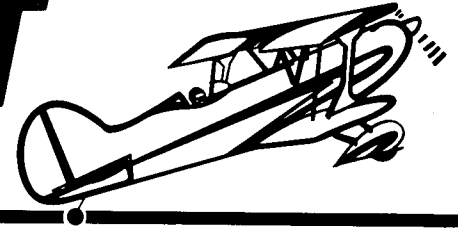


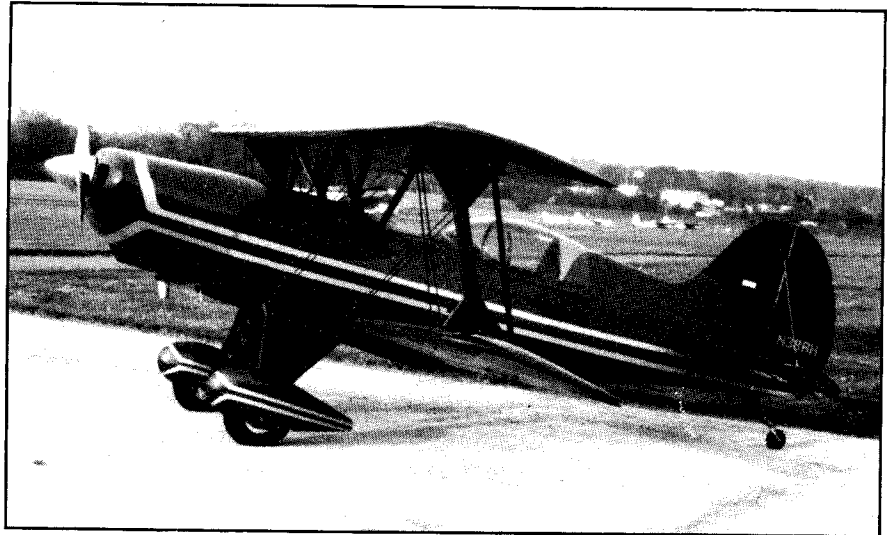
ACRO SPORT Newsletter



APRIL 1990
No. 31

Rich Hartzell's Acro Sport II

This beautiful Acro Sport II belongs to Rich Hartzell of North Canton, Ohio. You will note a rear sliding canopy. Instead of a detachable front windshield, a cockpit covering serves to reduce the draft. We hope to see Rich and his bird at EAA Oshkosh '90.



ACRO SPORT PROTOTYPES

Some builders have asked whatever happened to the prototype, single place Acro Sports. They are both in the EAA Air Adventure Museum's restoration shop as pictured here. The 200 HP Super Acro I (forefront) and the 180 HP Super Acro (background) will be on center stage at the FAA Flight Safety building during EAA Oshkosh '90. FAA will be conducting a number of forums every evening on what FAA looks for when giving an airplane its first inspection in the experimental amateur-built category. These forums should serve to be very educational, both for the home-builder and FAA inspectors in attendance.

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Weight & Balance of the Prototype Acro Sport II

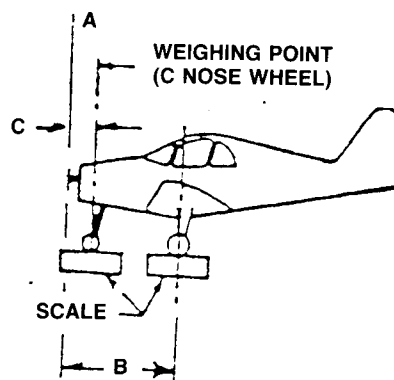
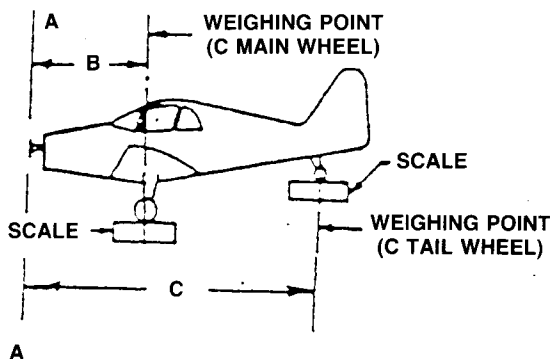


Brett Clowes of Australia is shown here with an electric scale weighing the prototype Acro Sport II after a complete repair. You will note from the photograph's that when weighing an aircraft, it must be perfectly level in all axis. Due to our Wisconsin winters, this aircraft has only been flown an hour since its complete rebuild.

Shown on the right are the results of Brett's weight and balance.

WEIGHT AND BALANCE FORM

Owner's Name Paul Poberezny Aircraft N 9EA Date 11/2/89
 Address _____
Oshkosh, Wisconsin



A—Datum for Horizontal Arm as defined by designer or builder

B—Arm: Main Wheel Centerline in inches

C—Arm: Auxiliary Wheel Centerline in inches

Item	Scale	Tare	Lbs. .Net	Inches Arm	In. Lbs. Moment
Left Wheel	433	----	433	53.375	23111.4
Right Wheel	447	----	447	53.375	23858.6
Auxiliary Wheel	50	----	50	190.5	9525
Less Oil	----	----			
Fixed Ballast	----	----	----		----

930 Empty Weight Total Moment 56495 in. lbs.

$$\text{Empty C.G.} = \frac{\text{Total Moment}}{\text{Empty Weight}} = \frac{56495}{930} = \underline{60.75} \text{ inches}$$

FORWARD AND REARWARD CG EXTREMES

SOLO, NO BAGGAGE

FORWARD

REARWARD

Item	Weight	Arm	Moment	Weight	Arm	Moment
Aircraft EW	930	60.75	56495	930	60.75	56495
Oil	13	21	273	13	21	273
Pilot	205	119	24395	295	119	35105
Passenger	-----	-----	-----	-----	-----	-----
Fuel	156	48.5	7566	18	48.5	873
Baggage	----		----	----	144	----
Totals	1304	----	88729	1256		92746

Forward CG 1 = 68 in.

Rearward CG 1 = 73.8 in.

Maximum allowable weight is: _____ lbs. CG limits are

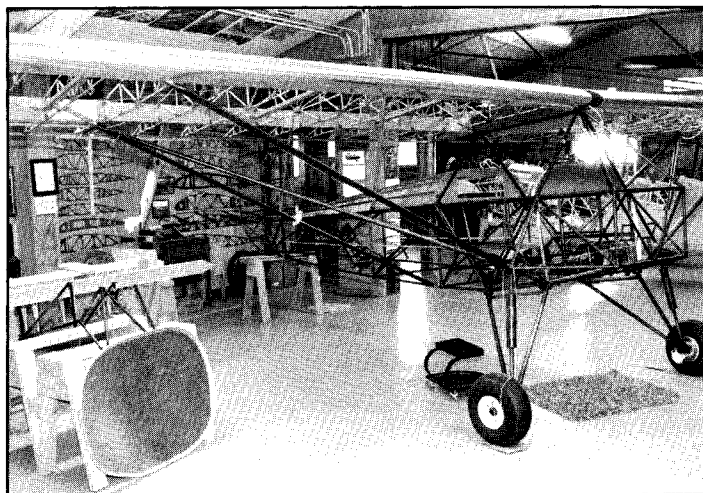
68 in. Forward CG, and 73.8 in. Rearward CG

Equipment installed when weighed is as described in Aircraft Manual, Equipment List dated _____
 _____, except for the following items.

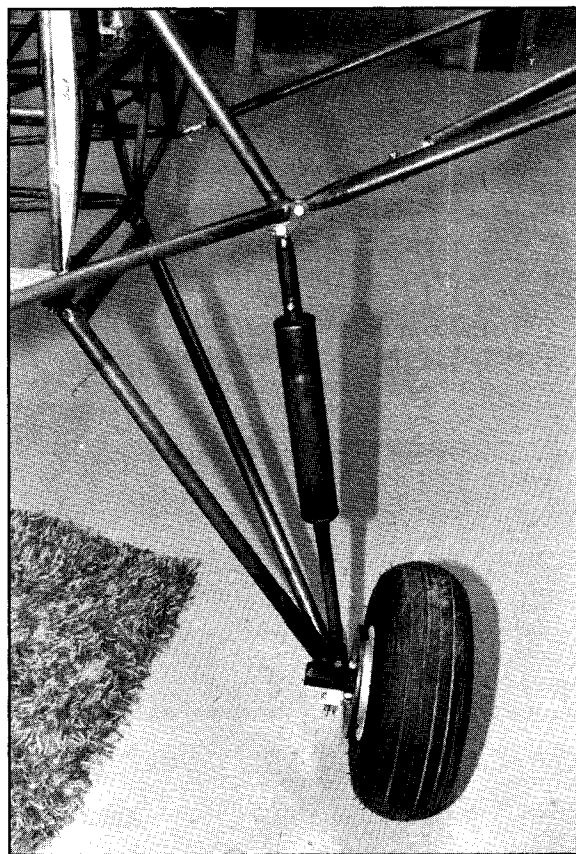
Item	Inches Arm	Lbs. Wt.	In. Lbs. Moment
E.L.T.		1.2	

Aircraft was weighed with canopy, without oil, with 13 lb. alternator. The "Auxiliary Wheel" was actually at the tail spring nut.

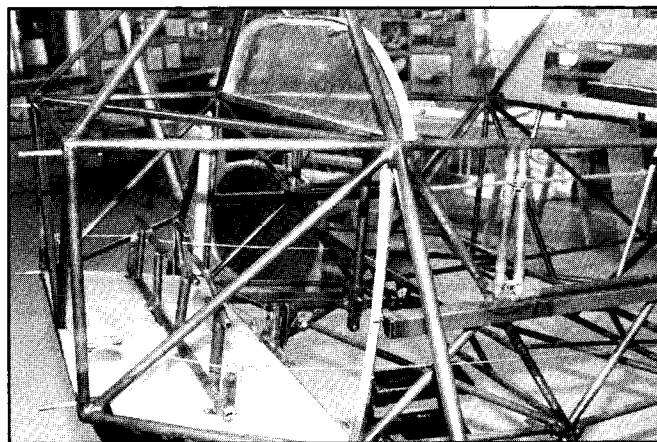
PROGRESS ON POBER JUNIOR ACE



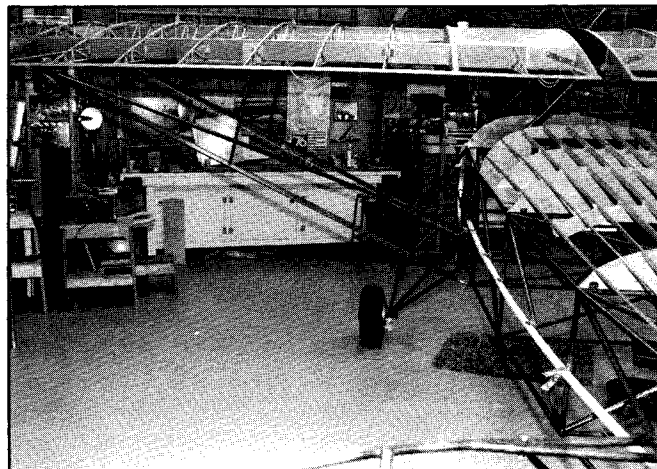
The Pober Junior Ace sitting in Paul's shop is slowly making progress. Bill Blake has a good start on the drawings. The 85 HP Continental engine is being overhauled. The instruments have been assembled and the control system is being finalized.



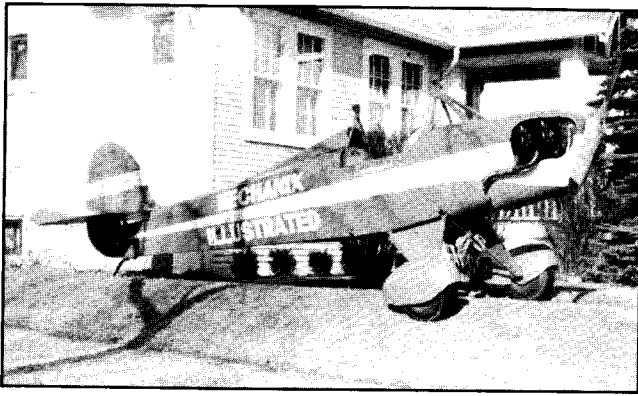
The Pober Junior Ace gear represent the era of the good 'ol days of flying. Spring and tube shock struts should make for easy landings.



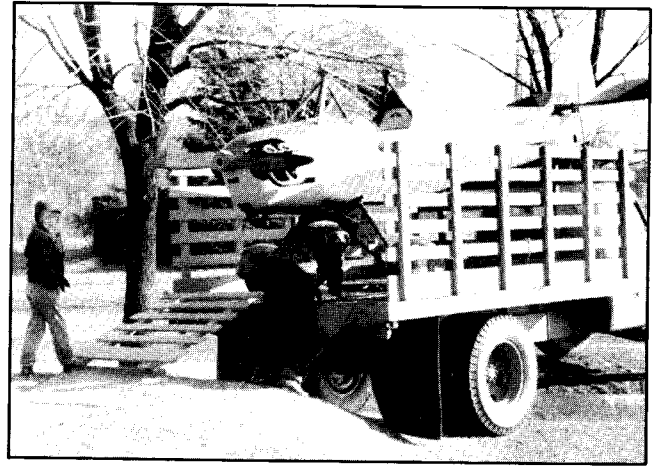
The Pober Junior Ace dual controls are clearly shown here. Toe brakes on the left side and hydraulic cylinders are yet to be installed. A number of seaplane enthusiasts have commented that a set of floats would make for some enjoyment on our many Wisconsin lakes.



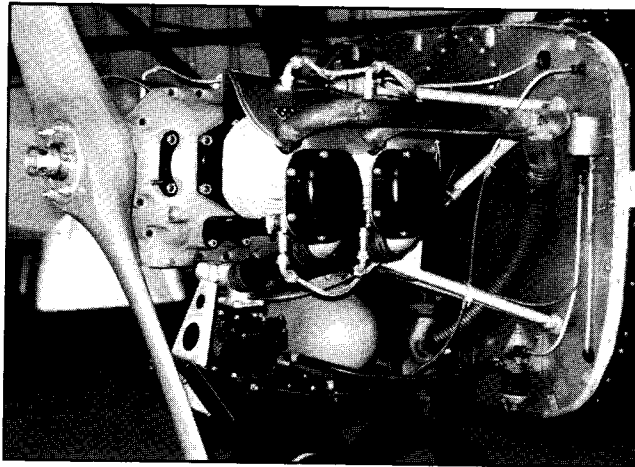
The Junior Ace is wide enough for two people with a 40 inch wide cockpit. It will have a center control stick with T. You will note the wing tank on the left wing, which will run into a small auxiliary tank ahead of the instrument panel.



Pictured here is the Baby Ace before being moved to the Milwaukee airport in 1955. The house in the background was the Poberezny's where EAA was founded. The Baby Ace now hangs in the Homebuilder's Corner section of the EAA Air Adventure Museum in Oshkosh, Wisconsin thanks to EAA Vice President Ray Scholler of Random Lake, Wisconsin.



Getting the Baby Ace to the airport should be a familiar sight to many homebuilders. The young lad on the left is Tom Poberezny.



Don Leone of Traverse City, Michigan has a 1934 Corben Junior Ace powered with an A—75. The engine was an A—50, top exhaust, single ignition. Dual mags were added to increase the horsepower to 75. The engine does a good job on this classic airplane.



This photograph of the Pober Super Ace was taken on the ramp at EAA's hangar here in Oshkosh, Wisconsin. The engine cowling is almost complete and will soon be ready for a test flight. The powerplant in the prototype is a Continental 85 HP. For those of you interested in nostalgia, this design is an open cockpit which should bring great enjoyment. Bill Blake, well known for his drawings, has completed plans for this aircraft.



A fine looking Nesmith Cougar by Charles William Cronic of Ft. Pierce, Florida. The late Bob Nesmith, using the Wittman Tailwind plan form, made available drawings in the late 1950s and 60s. The prototype Nesmith Cougar was donated to the EAA Aviation Foundation by the family. The airplane is currently in Lakeland, Florida awaiting restoration before being put on display at the Sun 'n Fun Air Museum.

LETTERS . . .

Dear Jean:

I just wanted to send you a few words and pictures regarding our Acro II project. First of all, I want to say how much I look forward to my monthly "doses" of Sport Aviation magazine and the Experimenter. I just wish the Acro Sport Newsletter was arriving monthly also. I'll try to be as brief as possible but you can edit as you see fit if you want to include any of this in the newsletter. In May of '82, plans were ordered. By June, we had received them and construction was begun on the wing ribs. I didn't know how to weld at the time, so that seemed like the easiest place to start. In September, I got married and my wife and I continued with the ribs. By May of '84 we had new arrivals — a baby girl from the stork and a tail group kit from Wag Aero! With the many pressures of a new family, a couple of job changes in the interim, and building a new house, not much work was done on the project I'm sorry to say. Even after trekking to Oshkosh in '85, '87 and '89 and each time returning with new fervor and drive, the motivation to complete the project was still not there. By November of '89, I had decided that either the project would be sold or it would be somehow completed (I really didn't want to sell it!). A chance encounter with a former flight student of mine turned out to be what saved the project from doom. I offered Randy Headrick the opportunity to fly the aircraft anytime he wanted to if he would agree to help me finish the project. He agreed! Since then, the fuselage frame has been final welded, the tail group has been also final welded and many other small assemblies have been made. I feel like considerable progress has been made since we both began working together shortly after Thanksgiving of '89. I feel like much more could be accomplished if we could work more than one Saturday or Sunday per week, but his schedule and mine don't seem to allow it. We seem to work together well; he checks my work and I check his, and it usually ends up near perfect because although I'm a perfectionist, he is a lot more so than I am. And that's where we are today. In January, I predicted that we may be ready for cover by late summer or early fall, but that may be pushing just a bit, but we'll see. Flying wires, sheet aluminum, and many nuts and bolts need to be ordered, not to mention the covering materials. All those take time and money as you will know, so maybe by Oshkosh of '91, we'll have something to fly to the BIG ONE!

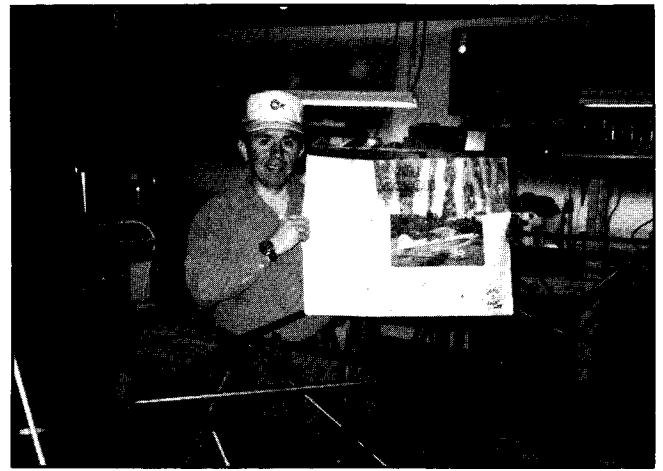
To give you a brief background, I am a professional pilot by trade, currently flying a Cessna 425, a corporate turboprop aircraft. I have been flying since 1967 (my first lesson) and haven't stopped since. I have somewhere in the vicinity of 7000 hours, if that matters to anyone. I once owned a Corben Junior Ace, purchased from the EAA Foundation, then later sold it to buy a '55 Cessna 170B, and later sold it. My wife Becky and my daughter Monica are both my two greatest supporters. I love flying and feel like I'm more than just a "magazine reading" member of EAA. At one time, I was the local EAA Chapter's president. Randy has his own fiberglass business and tows gliders in his spare time to keep up his flying skills (using a Bird Dog or something similar). His wife Kim enjoys flying also. I'll close here because this has gotten too long. Thanks for all you've done and keep up the great newsletter.

P.S. Ben Owen has been a great help from time to time!

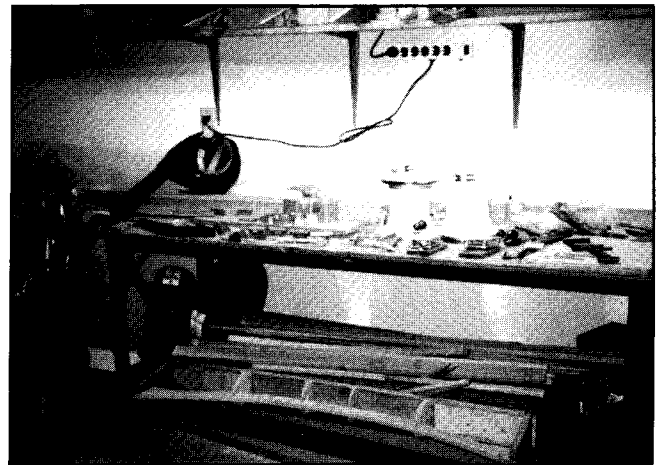
P.S.S. Please put my name and address on what ever list you'd like to, regarding other builders of the Acro Sport II.

Letter From Emilio Verestegul of Knoxville, Tennessee

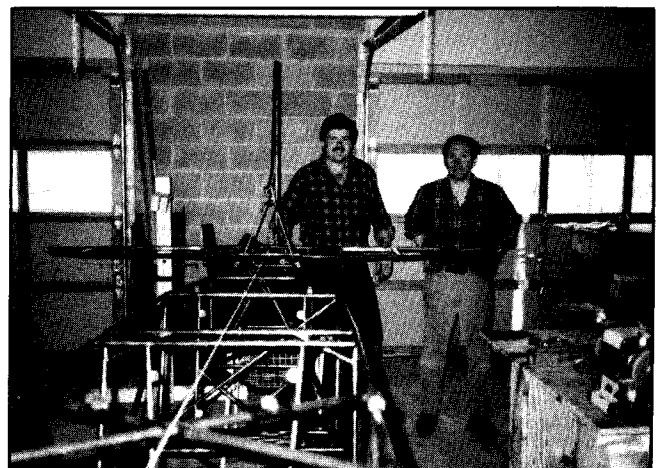
6



Emilio holding the water—stained cover to serial no. 611.



One of the three very cluttered benches, plus a peek at the Lycoming O—320 engine.



The tall one is Randy Headrick and Emilio is on the right.

Dear Ben,

It is 30 degrees fahrenheit and freezing rain in Wichita this afternoon. Tree limbs are falling from the weight of the ice. A great day to sit by a fire and "think" about flying.

I have enclosed a few pictures of my Acro Sport II project for you. This aircraft was started in October 1983. Two moves and the demands of a small business make for a long but "enjoyable" task of building an airplane.

The aircraft is built per the plans with only the following exceptions:

1. Stainless steel firewall.
2. 7/16 inch round aluminum tubes in lieu of the wood stringers on the fuselage. (See photos). This is easily done and hopefully will not warp and require replacement.

A Lycoming IO—360— A1A has been purchased and is being readied prior to building the mount. I plan to swing a wood fixed pitch prop and would appreciate information you have from the builders that have this combination as to prop size/pitch and availability.

One suggestion I have for other builders is in regards to the construction of the instrument panels and front headrest. I spent several hours preparing templates per the drawings, only to throw them away.

The procedure I finalized on is to:

1. Prepare shape in wood of rear cockpit instrument panel per plans and install in proper position on airframe.
2. Install previously prepared firewall on airframe.
3. Using a long straight edge from rear instrument panel to firewall with marking pen attached, scribe the shape of the front instrument panel on wood which has been cut to approximate size and placed in proper position on the airframe. Maintain the straight edge parallel to top longeron as you move the straight edge down from the center.
4. Repeat procedure for front headrest.

This procedure will give you an accurate transition of shapes from firewall to rear instrument panel.

The same basic procedures were used in fitting the side stringers for the aluminum side skins. The firewall was attached and the rear (station 4) stringer was installed. A series of 4 strings was stretched between the firewall and the station 4 stringer parallel to the longerons. One was at the bottom at bend line of side skin, and 3 spaced equally from bottom longeron to top longeron. The station 2 and station 3 stringer were bent to fit the resulting curvature. This resulted in a very flat panel and the side skins show no waviness. Take care not to cut the string with the sharp edge of the metal while fitting. (Voice of experience).

I always sort through my newsletter for pictures showing details so if any of the pictures will help, please feel free to use them. The tape on the fuselage side skins is for marking and protecting from scratching. I used an accodian type rivet spacer purchased at Oshkosh for equal spacing. This was a great time saver and very accurate. Please note the use of all thread rod for leveling at the tail post sawhorse. The detail of the wing attach fitting shows the wing clamped in position ready for welding. The plan dimensions for wing incidence are quite accurate.

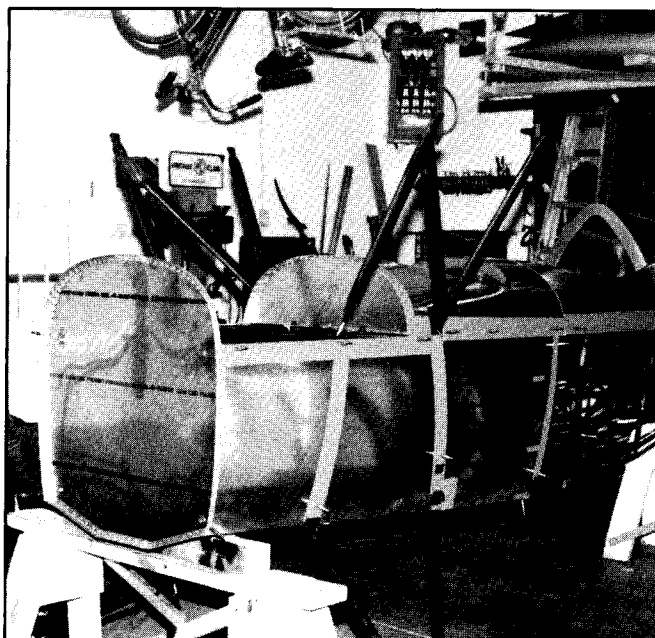
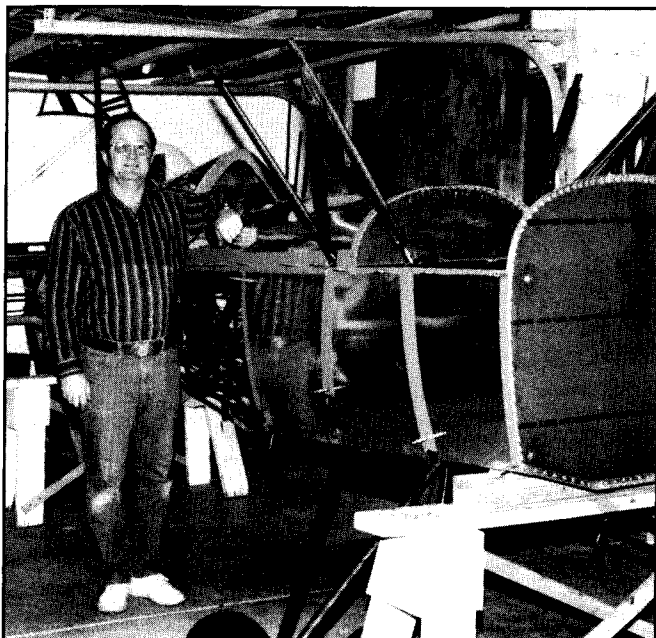
All of the structural elements of my Acro II are complete. (Please note the wings stored overhead on the garage door rails). I plan to have the aircraft ready to cover by Oshkosh '90. Maybe I can participate at the covering project in the Acro tent. I hope to have the Acro II at Oshkosh '91.

I have included a picture of my 1938 J—3 Cub which my daughter and I flew to Oshkosh '89. She is just finishing her private pilot license in the J—3 now and can't wait to get her hands on my Acro II. OH MY !!

Thanks for you help.

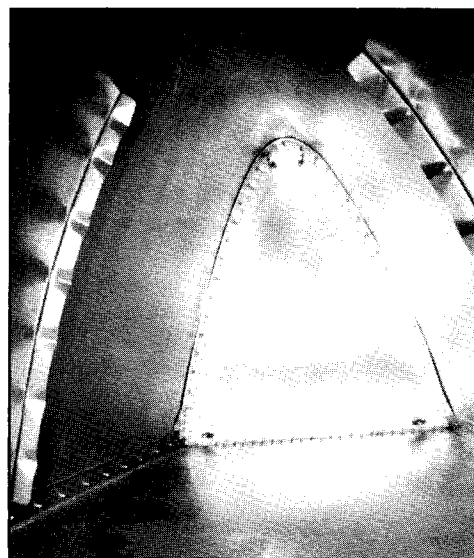
Sincerely,

Steven R. Manweiler, 4819 Farmstead Court, Wichita, Kansas 67220

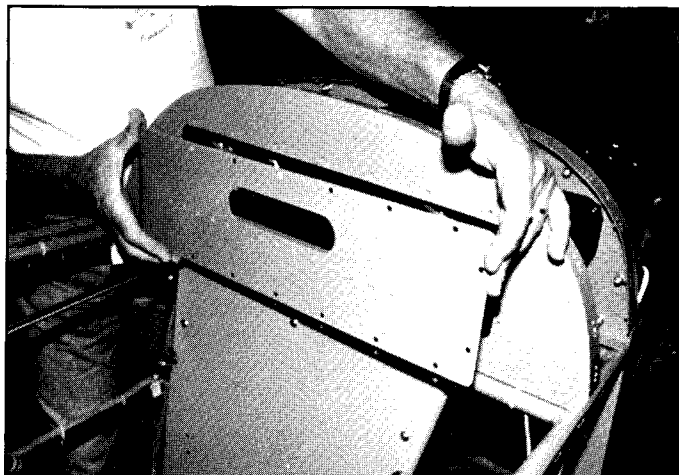


TONY HOHENWALD'S ACRO SPORT PROJECT

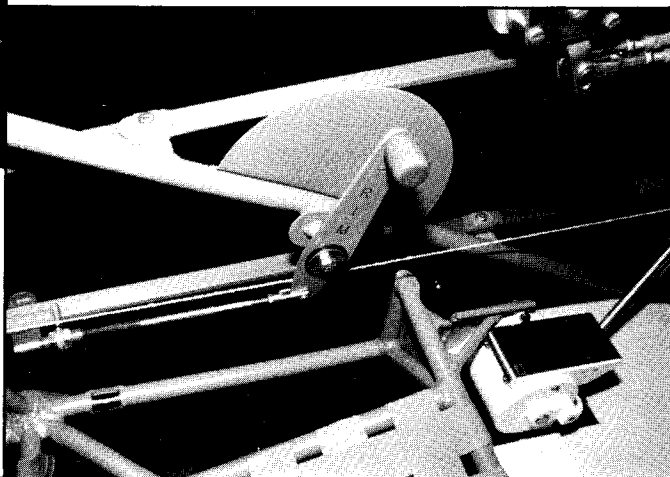
The following series of photographs are of Tony Hohenwald's Acro Sport. Ben Owen of the EAA staff visited Tony recently and shot these photos. Tony will also be a part of the annual Acro Sport forums during EAA Oshkosh '90. Sometimes pictures are worth a thousand words . . .



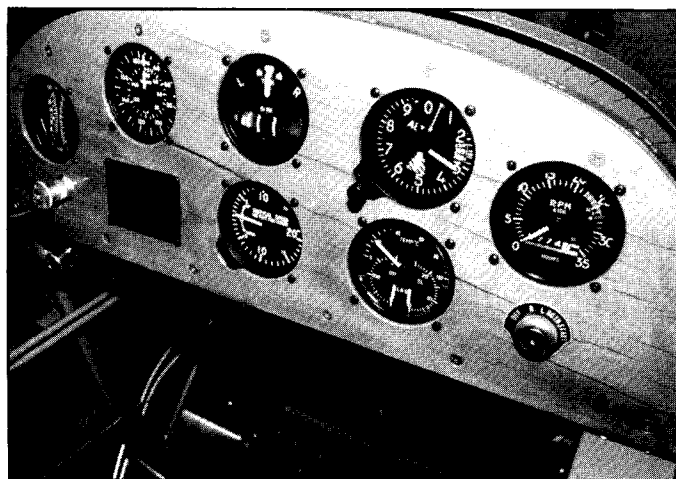
Note that Tony has reinforced each side inside the fuselage turtle deck.



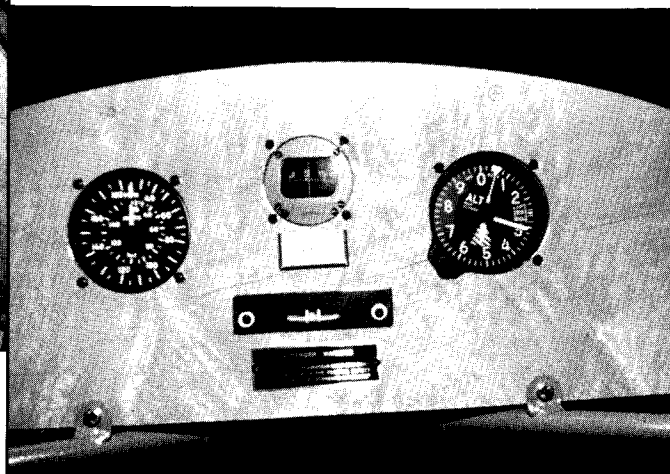
Here is a picture of a first class panel behind the front cockpit passenger seat, which enables the builder to service the instruments from the rear cockpit.



How is this for a sharp looking elevator trim tab and guard? Note the Christen wobble pump on the lower right.



Tony's instrument panel should serve as a good format for most homebuilts with each instrument conveniently displayed.



The instructor, check out pilot or passenger has the benefit of a front cockpit instrument installation.

Soon, Local Man Will Be Flying High In His Own Creation

Taken from the **Muncie Evening Press**, September 2, 1989

What does a railroad conductor do in his spare time? Well, if he's Michael Finney, he builds an airplane.

Finney's association with aviation goes back as far as he can remember. His dad was a flight instructor and managed the New Castle Airport, so Michael grew up in and around planes. When he was 15, he started flying lessons. Michael first soloed on his 16th birthday before he was old enough to legally drive a car alone. "My Mom had to ride with me in the car to the airport, but once I got there I could fly by myself," he says.

Wife Sherry shares her husband's love of planes. The two were high school sweethearts and spent a lot of time at the airport. "She'd ride with me. She'd ride with my dad." Each married another, were divorced and four years ago were married in a six passenger Beechcraft somewhere between Muncie and Richmond. The wedding vows were unique. The minister opened with, "Dearly beloved, We are gathered here at 4,000 feet . . ." The only hitch, according to Michael, is "your guest list can't run too long."

Sherry always thought she'd like to get her pilot's license, so after the two were married, she began lessons in a J-3 Cub. "That was the old trainer," explains Michael. "I'm of the opinion that people who start out in Cubs make heck-of-a-good pilots." She got her license when she was five months pregnant with daughter Michelle and continued flying until she was almost eight months pregnant. "Then I couldn't get the wheel back any farther," Sherry says. Her respite from flying was brief, however. Michelle took her first plane ride when she was 3-1/2 weeks old - piloted by her mother.

Two years ago for his birthday, Sherry gave Michael plans for an Acro Sport II. Michael estimates it will take four years and cost \$20,000 to build. "I've always wanted a biplane and the only way I can afford it is to capitalize on my abilities to work with my hands," he says. "Factory readymade, it would

cost \$75,000. Even the kits are cost prohibitive at \$50,000."

Every item on the plane, except the engine, will be entirely fabricated by Michael and Sherry. He orders all material from an aircraft supplier in Chicago, as the budget permits. "I put it on MasterCard. When it gets here I pay it off."

The work is painstaking. To date, Michael's logged 950 hours on the project, all meticulously documented as required by Federal Aviation Association regulations. He says he works as if "My life hangs on every piece because it does." And Sherry helps. The two attend the Experimental Aircraft Association's annual convention in Oshkosh, Wisconsin. There they attend forums on all facets of aircraft building. "We go every year. (The forums) provide hands-on experience." He credits the EAA with making it possible for amateurs to build planes.

Michael and Sherry have owned three planes. The first Michael bought when he was 18. The last, a Piper Pacer, which was Sherry's, they sold to help finance the Acro Sport II. Owning an airplane "takes a lot of time as far as maintenance," says Michael.

During the building project, Michael flies five or six times a month. Before, it was five or six times a week. He often borrows a friend's plane or one from fellow members of an Anderson flying club.

The couple's dreams extend beyond the present project. "We were just talking about buying some farm ground so we could have our own airstrip and building our own home and an attached hangar instead of garage," says Michael. And after that, Sherry would like a J-3 Cub.

So what's an aircraft enthusiast doing working as a conductor of the Norfolk Southern Corp (Norfolk and Western Railway)? To maintain my love of airplanes. It's my escape. I liked trains too as a kid, but I don't like trains so much any more."



Michael E. Finney's Acro Sport II. 1000 hours and 2 years to this date.



Michael and daughter Michelle building last aileron rib, at dining room lunch bar.

Editorial

As the result of the EAA movement, many fine and profitable businesses have been formed and some have failed. Designers and sellers of plans have not fared very well with many withdrawing from the movement and taking their drawings off the market. When they are asked why, many have said that it was due to liability. But, most blamed it on the amount of time, effort of developing the design, building the prototype, cost of drafting and printing the drawings, postage, and the ongoing correspondence and telephone calls that comes with selling plans that by far exceed the sale price of the drawings.

It seems those who sell materials, hardware, etc., or those who make kits for these specific designs are the benefactors from a financial standpoint but yet fail to recognize the ethics of sharing a small commission with the owner of the design rights of particular aircraft.

In the case of Acro Sport, Inc., which does not handle materials or kits, the financial burden is a bit heavy. We would like to thank Stits Aircraft Covering and Wicks Aircraft Supply for their financial contributions in keeping the Acro designs in the forefront. We are disheartened that a major material and kit supplier has not used the business ethics that one would feel appropriate while selling kits and materials for the Acro designs, without remuneration to the owner (Acro Sport, Inc.) which owns the design rights. It should be noted that the designer of the Acro Sport I, II and Pixie does not have any financial interest in Acro Sport, Inc. L. J. Kinnaman is the sole owner.

This year's EAA Convention will again attract an increasing number of aircraft as well as Acro Sports. The annual awards dinner at Robbins restaurant will be increased in numbers as well as the forums on the Acro Sport and Pixie, which not only is attended by Acro Sport builders but by many interested in tube, wood and fabric construction.

EAA SCHOLARSHIPS OFFERED

Scholarships and awards ranging from \$200 to full degree programs are offered through the EAA Aviation Foundation. To encourage, recognize and support excellence in students pursuing the knowledge of the technologies and skills of aviation are the stated goals for these Scholarship awards. Scholarship applications may be made on the application provided by EAA Education Director, Chuck Larsen. Applications must be received by May 1st to be considered. Awards will be announced at *EAA OSHKOSH '90.*

EAA OSHKOSH '90 WORKSHOPS

Be sure to stop by the Stits Tent, which will also serve as the workshop information center, Acro Sport Inc. booth and EAA Sales area. Acro Sport, Inc. will be manning this information area.

Pober Pixie Builders

Warren Eberspacher
P.O. Box 2218
Durango, Colorado 81302

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Burbank, California 91505

Paul A. Sherman
2505 Ravenswood Road
Madison, Wisconsin 53711

Dave Huebner
214 Oakwood
Ottumwa, Iowa 52501

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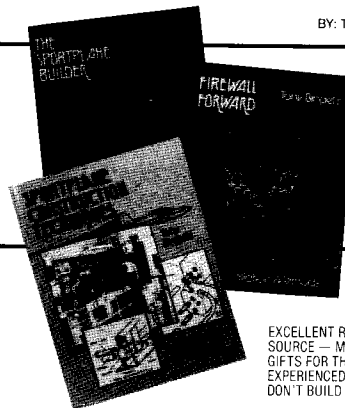
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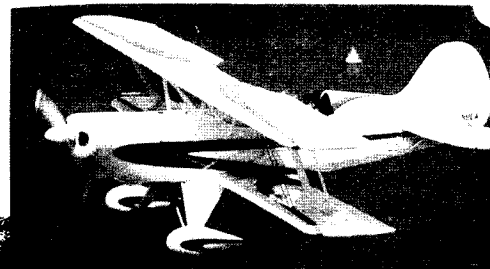


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