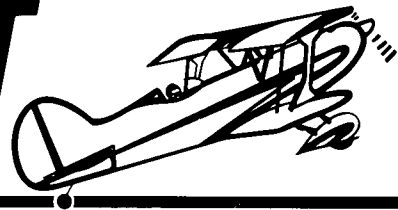


ACRO SPORT Newsletter



No. 34/35

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December 1990/January 1991

PROTOTYPE ACRO II HEADS SOUTH

By Paul H. Poberezny

It was quite a thrill for me to see the thirteen Acro Sports at EAA Oshkosh '90. When I first gave thought to a nice looking little biplane, one that was not too large or too heavy, I didn't anticipate its popularity would be what it has been. To carry two people, have a wide landing gear and docile stall characteristics were a part of my philosophy. Also a consideration was reasonable visibility on landing and directional control. Our first flights gave the results we desired.

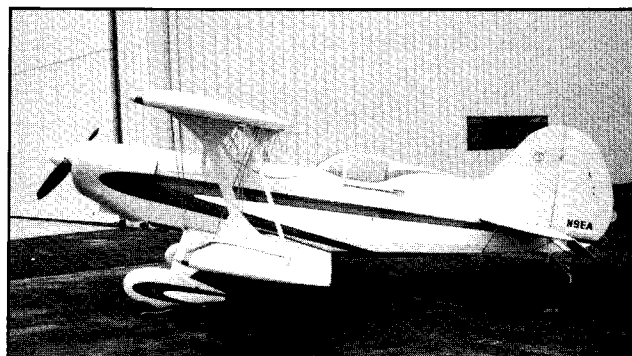
Aerobatics for the average pilot who just enjoys the basics of precision flight was also attained, and the prototype has on numerous occasions performed all of the maneuvers seen at air shows flown by the pros. However, I felt that the airplane was as good a trainer as the Stearman, Waco UPF and others of that era — but with a lot more performance.

The prototype has flown several hundred hours trouble free. A sliding hatch was added to the rear cockpit and a removable front windshield and front cockpit cover was another feature that added a bit more comfort, especially during cooler weather when a passenger is not carried.



A line-up of Acro II pilots and their airplanes just before launching the first major Acro II flyby at EAA Oshkosh 1990.

Each year will see a greater number of Acros at Oshkosh.



Acro Sport II prototype now flies the Texas skies.

The prototype Acro II, N9EA, departed Oshkosh on a cold December morning the day after one of our famous blizzards. But the two days prior to departure were spent installing a lightweight B&C starter (see SPORT AVIATION ad), a lightweight battery and a plug in battery starter mounted and accessible in the left engine cowl gill.

The new owner, Delta Airline Capt. Bud Judy of Denton, Texas, departed in the early dawn — sectional maps in hand, no radio or nav aids — in a temperature of +15 degrees F for the flight to the warmer area of Dallas. (Bud is familiar to many of you who have attended the Acro II forum at Oshkosh as one of the speakers.) The flight, according to Bud, could have been made in 8½ to 9 hours but head winds at times saw semis keeping abreast or slowly passing him.

You will note that the prototype has a detachable front cockpit windshield and cockpit cover; the rear cockpit sliding hatch, plus warm clothes, added to the comfort of the flight. Bud stated he had some 12 good starts before plugging in the battery charger.

N9EA is located at the Hidden Valley Airport in Denton, Texas among a lot of other homebuilt and antique aircraft. The Acro II joins two other homebuilts at the Judy hangar attached to their home — the Judy Mono Sport and my replica Piper J-3.

I'm sure Bud as the new owner, and having flown the Acro II quite a bit, will have a lot more to say at the EAA Oshkosh '91 Acro Sport Forum. Bud's phone number is 817/497-5001.

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The Oshkosh Acro II circle will get bigger as each year sees more of these popular biplanes completed.



Do you recognize any of these smiling faces? A group of Acro pilots and builders, EAA Oshkosh '90.

ACRO PUSH-PULL CONTROLS

The Acro I, Super Acro I and the Acro II are all in existence. The Acro I and Super Acro are in storage at the EAA Air Adventure Museum. A cutaway (fabric removed) Acro I single place is on display in the EAA Air Adventure Museum. This fine example was donated by master airplane builder and long-time EAA member, Bud McHolland of Sheridan, Wyoming.

Several questions come to mind when talking about the Acros. The Super Acro, a single place version of the Acro I, is powered by a 200 hp Lycoming with full inverted system and has a modified, more symmetrical airfoil. The airplane has been flown in a number of air shows, both at Oshkosh and elsewhere, in the past. The airplane has not been operated for the past several years, however.

A number of inquiries have been received regarding where one can purchase push-pull controls. All the above Acros have them to operate the elevator trim tabs and throttle. A free catalog just received from the source providing them for the Acros is TEWCO, Inc., 2213 So. 54th Street, Milwaukee, Wisconsin 53219-1697; phone 414/543-8080, FAX 414/543-8237. They also have rod ends, ball joints, etc. You may want to request one of their catalogs.



An Acro I completed in 1990 by Ralph Hutson, 1430 Estates Drive, Greenwood, Indiana 46142; 317/888-9814.

The Acro II uses a push-pull cable from rear cockpit to elevator trim tab control PT. No. 184-VTT-3-72, and for the throttle control, front cockpit to carburetor, a 184-VTT-3-65. We suggest after talking with TEWCO that you order the cable for a garden tractor, snowmobile, etc. as company policy is not for aircraft. TEWCO of Milwaukee is a subsidiary of Cablecraft, P.O. Box 11372, Tacoma, Washington 98411; 206/475-1080. They make aircraft push-pull controls and Mr. Steve Sheldon is the contact there.

Keep us posted.

Letters To The Editor

October 24, 1990

Sorry I let my subscription to the Acro Sport Newsletter lapse. I look forward to receiving it and want to compliment you on a **great** means of distributing important information to us builders.



My airplane was completed July 31 and test flown August 8. I originally purchased John Labelle's Acro II in early '88 and flew it approximately 40 hours. I noted several problems and completely disassembled the aircraft August 8, 1988. As often happens, I found that I could only use the welded fuselage and had to rebuild everything else. New ailerons, center section, turtle deck, hinges, all metal work including cowling, new wiring, new plumbing, hinges, front and back panels, cables and so on. The rebuild took two years of very concen-

Below are listed the price changes that are now current. Please disregard all the prices in the Acro Sport materials that you have received and refer to this price list. These prices have not been changed since 1977.

Acro Sport I Info Pack	\$8.00
Acro Sport II Info Pack	\$8.00
Pober Pixie Info Pack	\$8.00

Builders manual "The Techniques of Aircraft Building" . \$16.00

Acro Sport I Plans	\$85.00
Acro Sport II Plans	\$100.00
Pober Corben Jr. Ace Plans	\$100.00
Pober Super Ace Plans	\$100.00
Pober Pixie Plans	\$85.00
Nesmith Cougar I Plans	\$85.00

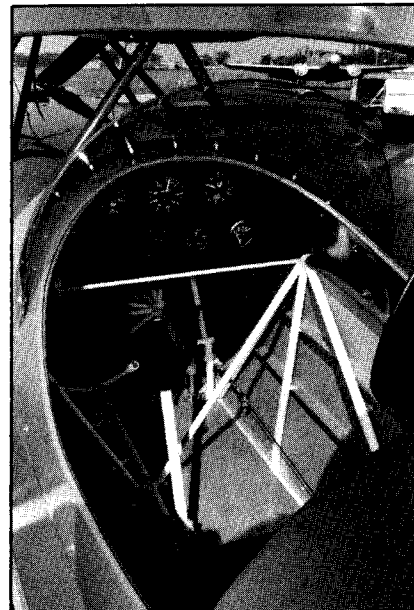
Super Acro I Wing Drawings - the same	\$15.00
Acro Sport Tail Decals - the same	\$6.00 each
The Acro Sport Newsletter - same .	\$12.00 a year-quarterly
Back Issues of the Acro Sport Newsletter are now . . .	\$55.00
	or \$2.50 each



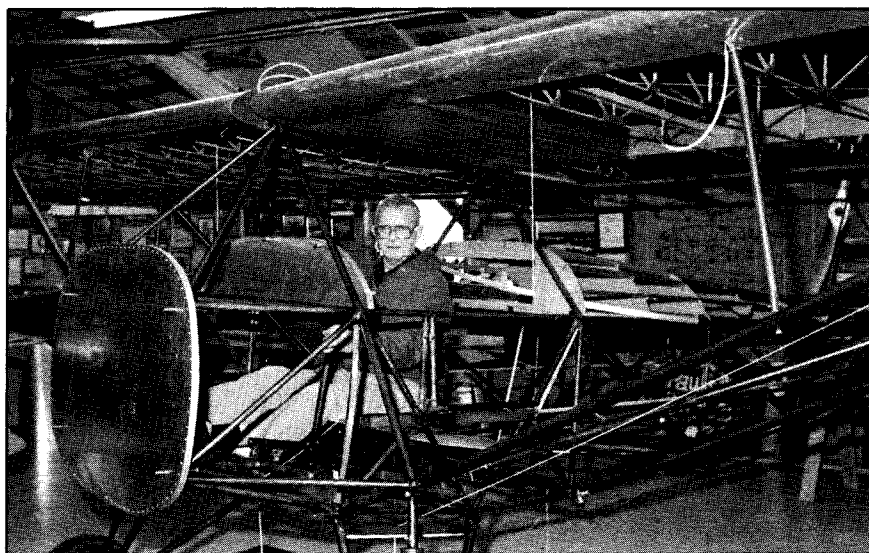
The Pober Super Ace with Brett Clowes of Melbourne, Australia in the cockpit. Brett is a licensed mechanic in Australia and spent over a year in Oshkosh being very helpful in the completion of the Ace. The Ace has been flown by both Paul and Gene Chase. The inclement and cold weather has reduced the flying opportunities but warm weather is being looked forward to and the airplane will be seen flying at the EAA's Pioneer Airport, Oshkosh, spring and summer.

Credit for drawing work of plans is shared by Bill Blake and Pat Packard.

The roomy cockpit of the Pober Super Ace, as shown right, will fit the extra large pilot with plenty of leg room. Visibility over the nose is very good.



Draftsman and artist Bill Blake of St. Peters, Missouri is shown here in the cockpit of the Pober Junior Ace. The two-place side by side 35 ft. wing span aircraft will be powered by a fresh majored "Mat-tituck" Continental 85 hp. engine. Since this photo was taken, the engine and most of the cowlings has been installed and Bill has made a good start on drawing plans.



For a fine looking Pober Pixie basking in the California sun, we thank A. Hartwell Jewell, M.D.

Hart forwarded a good article on his Pixie which will appear in the next Newsletter. His address is 5 Burrell Court, Tilburon, California 94920.



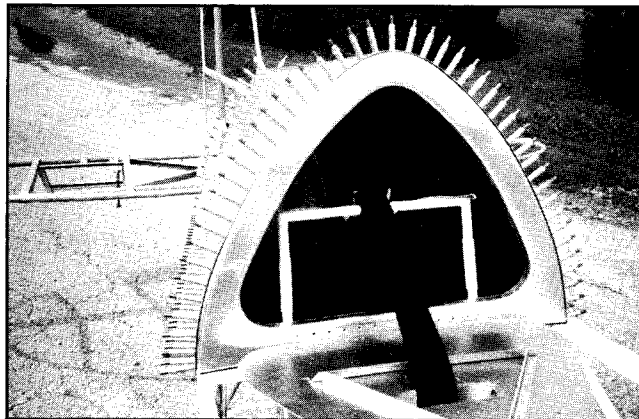
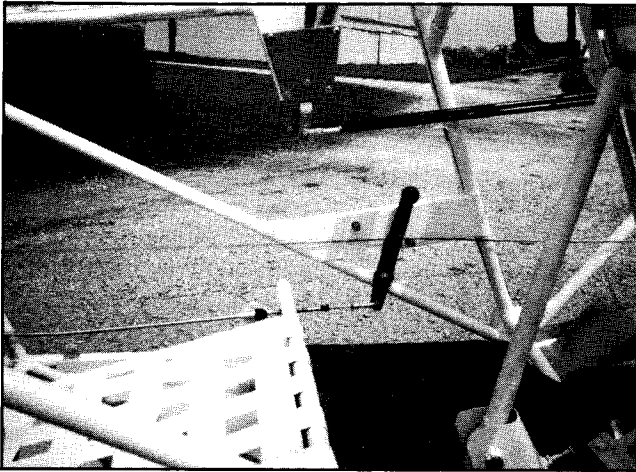
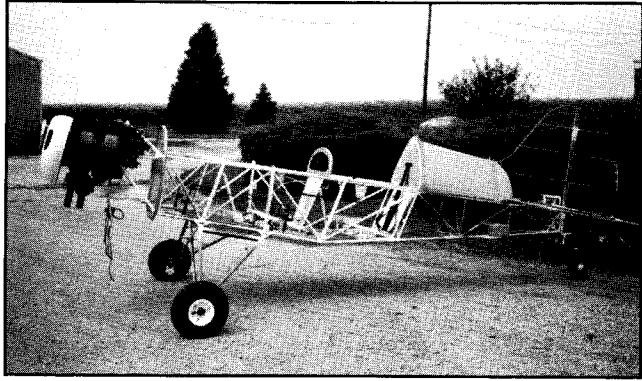
ACRO SPORT II COMPLETIONS

Builder	N Number	Builder	N Number
Paul Erickson Route 3, Box 835 Salem, WI 53168 414-658-3800 (8-10:00 a.m.)	N9AS	Thomas R. Fox 66 Warden Road Doylestown, PA 18901 EAA #284352	N94DB
George C. Jones RR #2, Box 225-GJ Terrell, NC 28682 Telephone (919) 939-2666 EAA #88932	N39GC	William H. Neelin 139 Westridge Rd. Edmonton, Alberta Canada T5T 1B5 EAA #44302	CGWTN
Jim Schenfield 6677 Harshmanville Rd. Dayton, OH 45424 Expired EAA #115342	—	Lee Farnsworth 2409 Erie St. Racine, WI 53402 EAA #129869	N40LF —
Mike Brown 2295 114th Avenue Allegan, MI 49010 EAA #149142	—	Bill Drew 4301 13th Way NE St. Petersburg, FL 33703	N976
Elmer Farris, Jr. 142 Preston Avenue Lexington, KY 40502 EAA #74352	N80EF	Rod MacKenzie RR 4, Thunderbay, Ontario Canada P7C 472 Expired EAA #113885	C-GRGM
Al Smith, Jr. (Donald) 3631 Clay Circle Macon, GA 31206 (912) 742-6863 Business (912) 784-9729 Home EAA #110020	N3342T	Ron Price 839 Linda Mar Blvd. Pacifica, CA 94044 EAA #138433	N360RP
Jimmy & Anna Key Rt. 1, Box 326A Sandy Ridge, NC 27046 Anna - EAA #164582 Jimmy - EAA #164583	N9AK	Dan Quebedeaux Rt. 1, Box 501 Arnaudville, LA 70512	N35DQ
Elton James 7071 Wilshire Circle Sacramento, CA 95822	N3145K	Purchased 10/88 by John R. White P.O. Box 629 St. Paul, VA 24283 (703) 738-8910	John J. Steele 105 Lycoming Drive Coraopolis, PA 15108 EAA #92411
William H. Merwin Rt. 1, Box 422 Clarksburg, CA 95612 EAA #136620	N15BM	Glade D. Hoyal 210 N. Mississippi St. Amarillo, TX 79106 EAA #45263	Steve Chace 1413 Dallas Bloomington, IL 61701
David J. Kragnes Rt. 1, Box 100 Felton, MN 56536 EAA #136620	N317DK	Harry S. Griffin 5340 Crescent Road Hillard, OH 43026 EAA #135835	Art Matthews (EAA #152829) RR #1, Box 580 Whitwell, TN 37397-9645 Sold to Allan Parker of Ft. Lauderdale, FLORIDA
Albert "Bud" Gores 125 Hillcrest Drive Burlington, WI 53105 EAA #88709	N37918	Jim Olson 710 Katherine Arcadia, CA 91006	Dick Van Luchine 2512 Yellowstone Avenue Billings, MT 59102
John C. LaBelle (Builder) 50 River Street Windsor, VT 05089 Bill Batson (Owner) 305 Keithland Ct. New Lenox, IL 60451	N9202P*	Larry Stephens RR 3, Box 139 Chrisman, IL 61924 EAA #135458	John F. Nations 2629 N.W. 41st St. Boca Raton, FL 33434
		Cliff Schrader RR 1, Box 46 Cutler, IL 62238 EAA #132646	Donald Baker (EAA #162244) 2733 Whippoorwill Elida, OH 45807 Home # 419-339-1693 Work # 419-266-3154
		Jack Elenbaas A4354 46th St. Holland, MI 49423 EAA #10022 616-751-5047 Sold To England. Demolished there when engine quit, no injury.	N113JN
			N122DB
			Not Known
			N55NG
			N5387X

trated effort and although I retained the original N number, N9202P, it is in reality a new aircraft. A photo is enclosed and I plan to submit a rather lengthy article in the near future as I'm sure most owners would be interested in what I found, on a 10 year old Acro with 415 hours of aerobatics.

Thanks very much,

Bill Batson, 305 Keithland Court, New Lenox, IL 60451.



Cleone Markwell, 513 East Main, Casey, Illinois 62420 (217/932-2252), an Acro II builder, is well along with his project as shown in the top photo. Middle photo shows the simple arrangement for elevator trim limit control, and the bottom photo shows his foldable shoulder harness brace.

Jim Schoenfield's Acro Sport II Moves On

Ron Strauss called on July 21, 1989 stating that he had purchased Jim Schoenfield's Acro Sport II. Ron is a 20,000 hour airline pilot. He says he brought the aircraft from Idaho to Miami in 21 stops, being very careful, feeling his way over the mountains. He wanted to advise us and the Acro Sport builders that he's having the most fun he's ever had in his life with the airplane. He finds it a delight to fly and he's "having a blast." Possibly this will be some encouragement for those of you who are building the airplane. Hopefully it will give you something to look forward to.

WANTED

Acro Sport II, flying condition. Write Tullio Tamburini, RVA Antonion Fildells 289, Sao Paulo, Brazil 05068. FAX 011-260-8539.

Acro Sport II. Mike Pate, P.O. Box 303, Pontotoc, Mississippi.

Acro Sport I. David Charletta, 15 Longview Drive, West Newton, Pennsylvania 15089.

Super Ace or Junior Ace to build. Retired; experienced. Louis Seno, 1606 Valley Forge Place, Downers Grove, Illinois 60516; 312/969-5615.

Acro Sport II, flying condition. Bryan Jensen, 14538 Nathez Circle, Savage, Minnesota 55378; 612/440-6549.

FOR SALE

Acro II, covered, Eng 0-290D, 140 hp. Instruments & spinner. Needs inverted oil and fuel lines. Some instruments fairing, and prop. Dan Massupust. Has 13,500 invested; will take 12,000. 715/839-8484.

6061 tubing for pitot tube. Wallace Weber, Hastings, Minnesota; 612/437-9007.

Acro II. Basic fuselage welded; all ribs built. Spar material & cut axles. Available for cost of materials. Contact Tracy Tong, RD 2, Box 144, Pleasant Valley, New York 12569.

Acro Sport II wing & aileron kit. Bought in 1989; several ribs constructed before builder died. A/C being sold by Chapter 111. Contact Henry Rahlf, Rt. 2, Box 37, Muskatene, Iowa 52761. 319/263-7953. Asking \$1,000; you pick up.

FOR LOAN

Conical engine mount jig. Call Neil Sedders, 318/343-3885.

BUILDERS TO CONTACT

The following individuals would like to hear from other Acro builders: Tom DeWinter (Acro II), Rt. #2, Box 55, Colona, Illinois 61241, 309/949-2854; Maynard Engel, 317 South Black Horse Road, Parkesburg, Pennsylvania 19365, 717/442-4841.

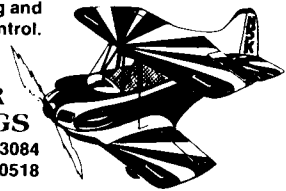
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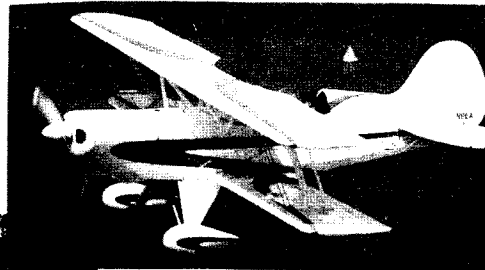
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