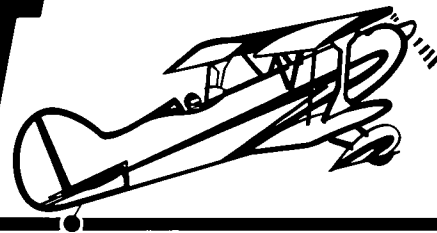


ACRO SPORT Newsletter



NO. 37

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OCTOBER, 1991



Wright Brothers Award, 1990

by Don Baker

One day in the summer of 1984 I was having a difficult time with the windshield to fuselage fairing construction on my ACRO SPORT II project. The piece of soft aluminum just did not seem to understand my desire for it to conform to the required shape, in spite of my persuasion with various tools, techniques and words. Finally, in disgust, I lamented to myself that I had totally messed this thing up and from this point on, "it really did not matter how it looked, I was building the ACRO to fly, not for static display". This

airplane was going to the only avenue for me to actually own an airplane and if I didn't quit wasting time on details I would never get it done and in the air.

Quite often I had to adopt this attitude to keep the project from dragging out beyond the five years it ultimately took. I wanted to fly, not talk about it or watch others do it! I did want a nice looking plane but that was not first on the priority list. The priorities, as I saw them were:

1. Get it done.
2. Keep it light.

3. Keep the cost reasonable.
4. Make it look nice.

When I finally got N122DB finished it looked pretty good to me in spite of the build-it-don't-perfect-it attitude I had adopted. After I started flying N122DB in 1987, I noticed that it was popular at fly-ins and usually would win a trophy of one sort or another. That was a good sign, other people liked it too. Maybe it wasn't such a bad looking machine after all. It is hard for me to be objective about my own work because I am heavily biased about N122DB, I know

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where all its faults are, and besides . . .
I Liiiiiike It!

Then one day in the spring of 1990 I got a call from Ron Manemann from the New Carlisle chapter of EAA. He wanted to know if I could fly N122DB to the 1990 United States Air and Trade Show in Dayton, OH because I had won the Wright Brothers Award. Was I surprised! I had heard of the Award but never dreamed of receiving it. My answer, with about a millisecond of hesitation and careful consideration was "YES"! It was to be held the weekend before Oshkosh, but I figured what harm could be done by more flying and taking in a little more airshow activity.

What was to follow was the most pleasant experience in my flying history, to date. Those guys at New Carlisle really know how to do it up right. There were nine other recipients of the award and all were able to fly their airplanes to the event. They came from as far as California and New York. We were all (my family included) put up in a local motel for the duration of the show and were bussed around to all the ensuing activities. We were treated like Royalty and everyone had a good time.

The activities included an award ceremony at the Wright Brothers Mansion at Hawthorn Hill and the beautiful trophies were presented by Wilkinson Wright (great nephew of the Wright Brothers) and Paul Poberezny. Following the trophy presentations was a reception with cookies and punch followed by a photo session. Next was a trip to Carillon Park where we were treated to a hands on viewing of the original Wright III Flyer narrated by Wilkinson Wright. His stories on the development of the airplane and the early flights were very interesting. Seeing the Wright Flyer up close makes you realize how creative and what craftsmen the Wright Brothers were. While at Carillon park we also got to see a replica of the Wright Brother's workshop and many other interesting exhibits representative of that era.

That evening we were treated to a formal dinner under the wing of the B-36 Bomber in the Wright Patterson Air Force Museum. Later, the B-36 was opened up for our complete inspection. These folks really know how to roll out the red carpet!

After a good night's sleep we were up bright and early to roll the airplanes out of the hangar and over to the airshow display area. The weather was OK to marginal, but at our scheduled flying time the visibility was not adequate to permit the fly-by review. Unfortunately, this happened both days and was the only negative aspect of the whole event.

We all really enjoyed the event and made numerous new friendships which

will last a lifetime. It is difficult to describe the true feelings that this event stirs within a person. The New Carlisle group certainly is doing the right thing to help promote the homebuilt airplane movement. They are to be commended for all their hard work.

So the moral of the story is, keep

building and get that airplane done. It really is a ball to fly and that is the most important reason to forge ahead. However, if it looks nice then that's the frosting on the cake. Someday the phone may ring and you will be pleasantly rewarded for your efforts. You are going to . . . Liiiiiike it.



This Acro Sport I was built by Mike Skoczen is a fine example of Canadian workmanship. Aircraft cruises at 120 mph and has a rate of climb of 2200 ft. per minute. It is powered with an O320 E2A fitted with a Prince Ptip 71-48 prop. Empty weight is 763 lbs.



Tony Farnsworth, 1½ years old get some stick time in his grandfather's Acro II. Aircraft at this stage represents 2½ years building time for Lee Farnsworth of Racine, Wis. Winner of "Outstanding Acro Sport II" Oshkosh — 1986.

EDITORIAL

by Paul Poberezny

It was a pleasure to see so many fine Acro Sports at the 1991 EAA Convention. As a designer, it makes a person feel extra proud to see the interest shown in a machine that comes from hand and mind. Then to see those improvements to the airplane that others with imagination and talent offer such as Maynard Engel who's beautiful full canopy Acro II is featured in an article in the November issue of Kitplane. I also had the pleasure of seeing Maynard, his lovely wife and the Acro II at the September EAA East Coast Regional Fly-in held in Wilmington, Delaware.

Bill Chomo, who was a great help in building the prototype Acro I, the Super Acro I and the prototype Acro II has been giving me a helping hand on the metal work and engine cowling on my 108 hp Acro II. The airplane is covered and also includes a 12 gallon center section fuel tank, which will make it a bit more ideal for cross country flying. Instruments and painting should be all that is left and another Acro II will be in the air.

The Pober Junior Ace — a two-place, open cockpit, side-by-side aircraft that has a wing span of 34 feet is

coming along well. Bill Chomo has finished the engine cowling and the fuselage and tail group are ready for covering. The wings and aileron were covered by Ray Stits and crew during the '91 EAA Convention. We greatly appreciate the help Ray has given over the many years.

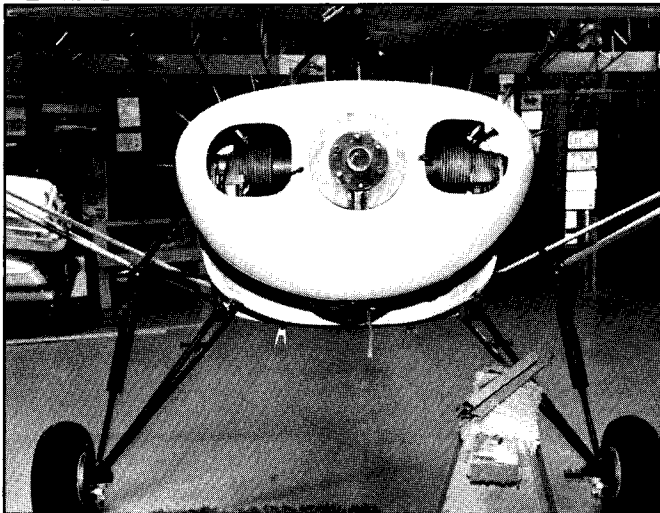
My son-in-law, Bud Judy, of Hidden Valley Airport in Denton, Texas had four Monroe, Louisiana Acro II builders as guests for a few days. They were flying in the prototype Acro II that he keeps in his hangar along side his Mono-Sport. He reports they all departed for Louisiana smiling and eager to get their aircraft in the air.

To make room in his hangar, he flew my replica Cub back to Oshkosh in what we thought was record time — one day and nine hours in the air. Bud, a long-time captain for Delta flying the MD-11, said it was a lot different than sitting at 39,000 feet with little to do. Flying the Cub cross-country was a lot more fun.

Keep your articles coming, along with photos of your airplanes and any useful hints. As a volunteer in helping get these newsletters out and along with my very busy schedule, I need all the help I can get.

SPECIAL NOTICE . . .

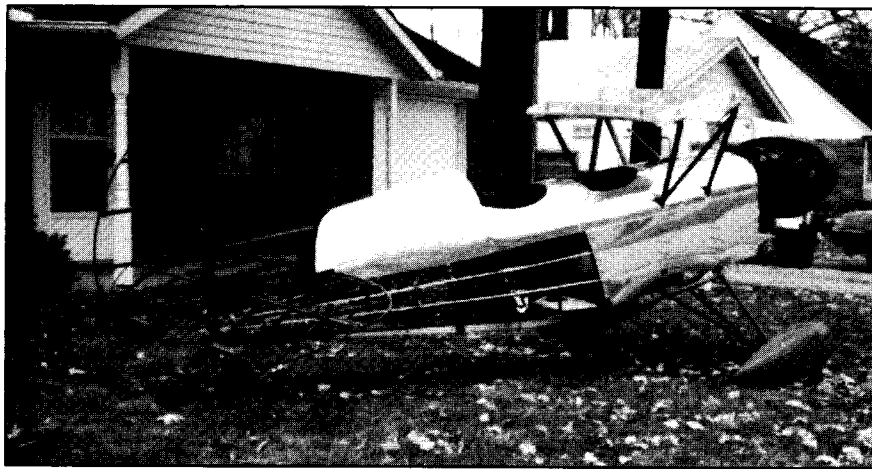
Anyone who purchased plans at Oshkosh '91, either at EAA Wearhouse and Sky Shoppe, please fill out and return the BLUE CARD that was taped on the plans tube. Print serial number, name and complete address with zip code. Send immediately to: ACRO SPORT, P.O. Box 462, Hales Corners, WI 53130. It is important this information is received so that any corrections or other pertinent data can be forwarded to you in the future. Thank you for your cooperation.



ABOVE LEFT — A front view of the Pober Jr. Ace shows a very wide landing gear tread which with the spring loaded shock struts will give soft and nice ground handling characteristics. The Jr. Ace is powered by a fresh majored Cont. C-85-8 engine by Mattituck engine of Long Island, NY. We would like to thank Mr. J. Wickham of Mattituck Engine Services. Their address is P.O. Box 1432, Mattituck L.I., NY 19952. They also have been very supportive of the EAA and several of the museum's aircraft.

ABOVE — Bill Chomo of Oshkosh is shown welding an aileron control cable guide to a Jr. Ace wing strut. Bill has been active in a number of annual convention workshops. A talented individual who was involved in building the prototype Acro I and II and Pober Pixie as well as the first EAA replica Spirit of St. Louis in 1977.

Since this photo of the Pober Jr. Ace was taken, the wings and ailerons have been covered with Stits, the engine cowling, air scoop and exhaust system installed. Wing tanks and plumbing is next as well as instrument hook up.



Aircraft "Building My Kind of Thing"

Dear Jean

It has been over a year since my last "Progress Report" so here it is.

I started this project, an Acro II, on 10-29-87. As you can see, time is passing me by! I now have 1463 hours in the project. I have built every thing from raw materials, except the obvious things, engine, wheels, etc.

I now have just three sheets to work from on my plans and I will be ready to roll them up and save them for the next Acro III! I have to build the slave struts, the cowling, and the leading edge and I will be ready to cover.

My biggest problems have come from some of the vendors I have ordered from. Snowline welding does excellent work, but it has been since 1-24-90 and the stainless exhaust system I ordered is still not here! The fuel tank took 15 months to get from him. And I called

him every week, and heard stories like, "I sent it out yesterday!" Think of the down time if I hadn't ordered early. To say nothing of the 37 collect phone calls.

Similarly Broken Aero of Minneapolis Minn., where I bought my engine, said they would ship engine, and baffeling seperately. I paid for the engine in August 1990 and just received it after 43 collect phone calls. I do find it interesting that they both always accept my collect phone calls. This kind of thing is not what I expected from aircraft vendors!

On the other hand I have been most pleased with the service of people like Jim & John of B&F Aircraft. They are the best! And Ed Zercher from Sensenich Propeller, Nick D'Apuzzo of A Wheels for Flying wires. These guys always took time out to help.

Now for some tech tips. My engine is a Lyc 10-360-C1C6 out of a 1977 Piper Arrow. It had the fuel and air meter sticking out the rear of the sump. This would not work unless I would have modified the engine mount. I built the Mount early as I was saving my money for the engine. So one day I was looking at the sump trying to figure out what to do. I noticed the sump was cast with the mount pad on either the front or the rear. Only the rear was machined and drilled to accept the fuel injector, so all I had to do was take the sump to a machine shop and have them machine and drill the sump for the front load injector. Cost me \$20.00. Then I took some 1/4" alum. and made a cover plate to fit the rear and it works great.

Mike Snow tells me he can weld on a flange to mount the injector on the sumps that are not cast to use either end. (good luck)

Also the baffeling fits with only a slight modification. (you need to trim off about 1/2" over the two rear cylinders).

One interesting aspect I have learned about building an airplane is, for every hour you work, you spend at least an hour thinking about how to go about it.

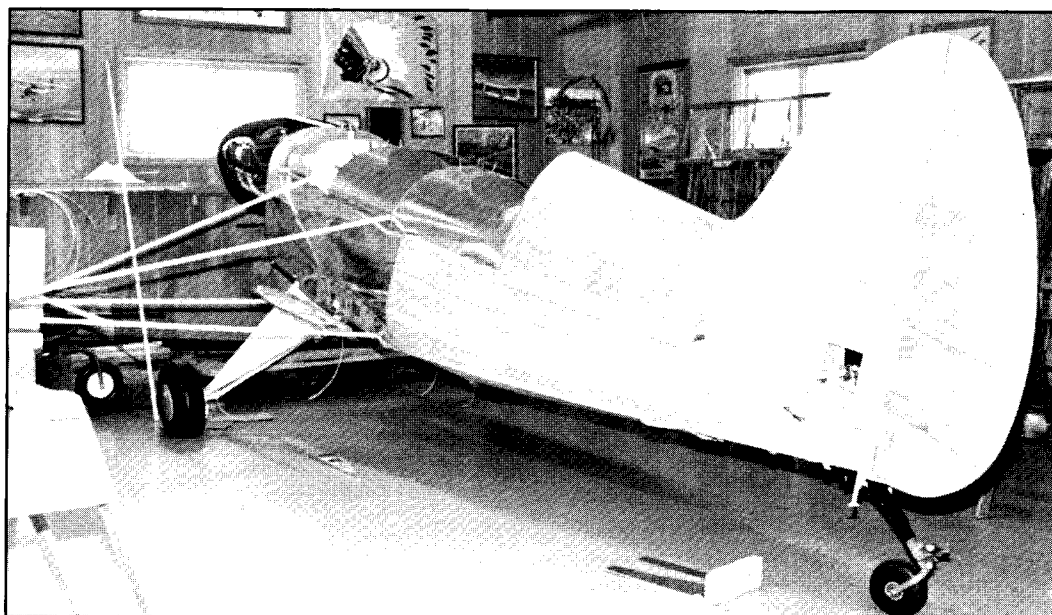
I have come to regard aircraft building as "my kind of thing". I love to build. I love to think about building, and I certainly love to talk about building! So if any of you builders out there starting out would like to call or write about any aspect of building and I can be of assistance please feel free!

Michael E. Finney
3008 Imperial Lane, Muncie, Indiana
47302

Phone: 317-747-1217

P.S. I intend to be flying next spring. (1992) I'll send some pictures as soon as I can.

The Acro II in Paul's shop acts as a temporary prototype for planning purposes for the future Low Wing Pober Speedster.



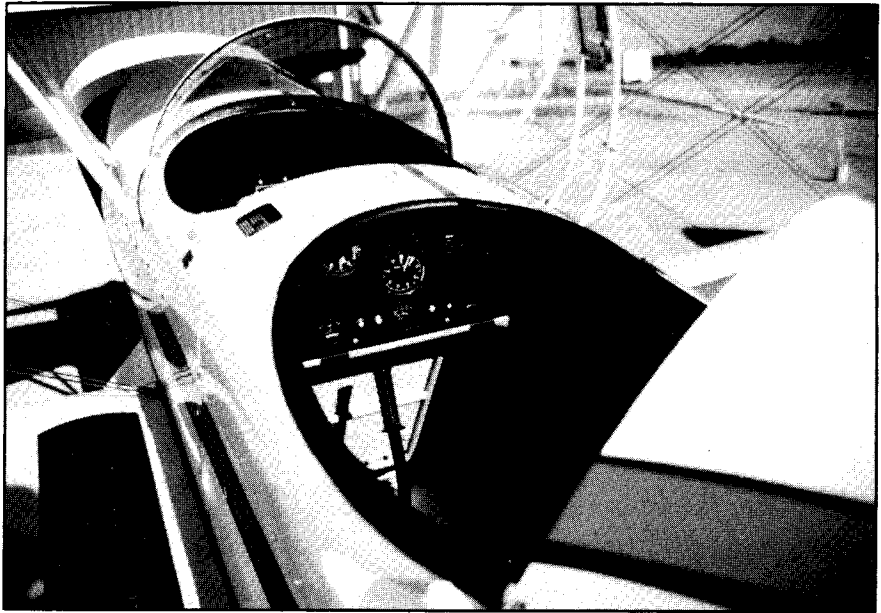
A Fun and Gentle Airplane

Dear Ben:

After six months I finally did get around to sending you the pictures I promised. I flew my Acro Sport II N68LH the first time on 6-30-90. The first flight made the eight years of work all worth while. It flew perfect, I did not have to make a single adjustment, it flew hands off. I can say it lives up to its reputation of being a fun and gentle airplane. I have flown tail draggers for the past thirty years and have owned several different planes. The Stearman I own leaves a little to be desired in acrobatics, on the other hand, the Pitts is more than I can handle. But for my love for flying and simple basic acrobatics this has proven to be the love of my life.

I hope you guys aren't offended because I copied your paint. I saw the prototype the first year it was displayed in Oshkosh, and was never able to get away from the colors on it.

My Acro Sport is powered with an O-360-A4A 180 h.p. Lyc. engine with a Sensenich 76/52 prop. I am using the Ellison throttle body inverted fuel system with the Christen inverted oil system and wobble pump. I built a three gal. header tank inside my fuel tank to allow inverted flight with less fuel. After freezing my buns off in my Stearman so many times I did decide to put the full canopy on it. I used the Stits process throughout with butt jointed Stits color then finished in clear aerothane. I do have a full electrical system with wing tip strobs, Loran and radio. This pushed my empty weight to 1035 lbs. My tail wheel weighs 79 lbs. with the battery located behind the rear seat. As you know I was concerned about this but my C G worked out fine. The plane is a little tail heavy but has caused no problems in my acrobatics. It is a little slower getting the nose down in a spin than the Acro Sport I. My cruise is 130 mph. at 2400 rpm.



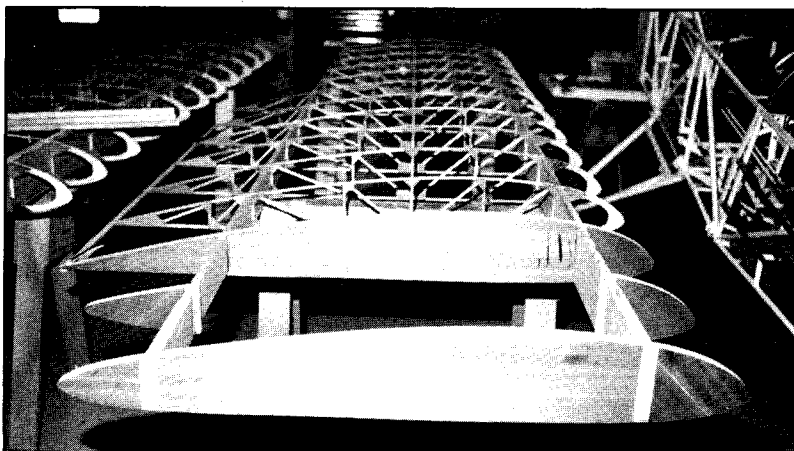
I could write on and on but I won't. I would like to say thanks to you and to EAA for all the help and support when I ran into a few problems in building my plane. I got a lot of help and ideas from **Sport Aviation** and the **Acro Sport newsletters**.

I hope to see a lot of Acro Sports in Lakeland, we hope to have five there from Mississippi. We are located in

Pontotoc, MS 60 miles S.E. of Memphis. I have my own private airport, it is on the Memphis Sectional As Hale Field, pay us a visit.

If you would like to put this picture in **Sport Aviation**, I'd love it.

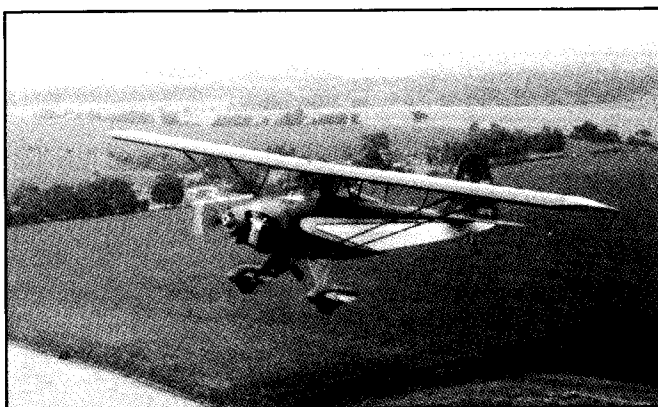
Thanks,
Larry Hale
Rt. 2, Box 209
Pontotoc, MS 38863



The Pober Super Ace wing under construction in Paul's shop. Wing is built of spruce. All materials were supplied by Wicks Aircraft Supply. Ribs clearly display the famous Clark Y airfoil which provides good performance and short field takeoffs and landings. The wing is built in two panels joined at the center of the 27 ft. 3 1/2" span parasol open cockpit aircraft that is powered with a Continental C-85-8 engine.



Acro Sport I



Pober Pixie

Acro Sport II Builders

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Sycamore, IL 60178

Bruce Kirk
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23576 Kirk Road
Smartsville, CA 95977

Lee H. Thomas
29 Stevens Avenue
Rambleton Acres
New Castle, DE 19720

Pober Pixie Builders

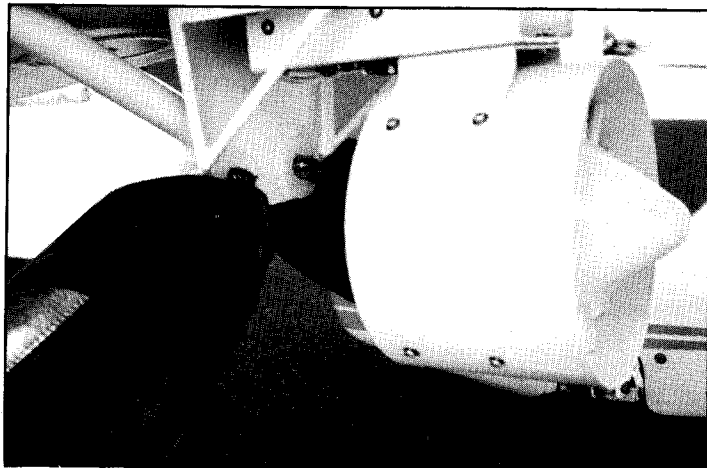
William M. Erickson
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Allen, TX 7500

Jeffrey J. Moczynski
39471 Carol Lane
Zion, IL 60099

V.P. Baldock
304-133 Niakwa Rd.
Winnipeg, Manitoba,
CANADA R2M 5J5



For an alternate power system Dr. Hartwell Jewell developed the wind driven generator shown above and installed it on his Pober Pixie. For more information contact — A. Hartwell Jewell, M.D. (retired), S. Burrell Court, Triburon, CA 94920, telephone 415-383-1928.

Plan Sales

by Paul Poberezny

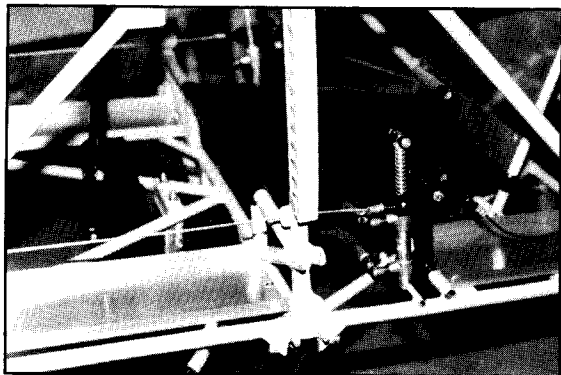
A decade or more ago plans for amateur-built aircraft appeared to be more available. Today, though, there seems to be less.

One may wonder for what reason. It appears that there are a number of reasons why a designer has opted for less involvement.

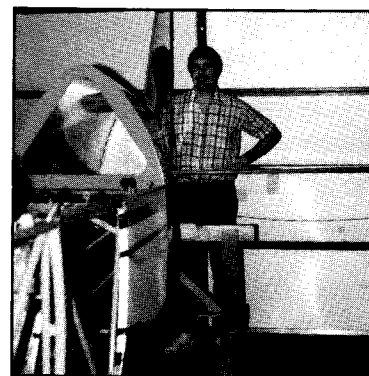
When selling a set of drawings to an aviation enthusiast, most often the designer has found he has made a commitment to the purchaser of hours and hours of answering questions by correspondence or telephone. There are also builders who want to modify the design

and then think the selling price of the plans is not worth the time expended by the designer which often continues over a period of years.

Liability is also a factor that some designers consider a detriment to becoming involved in promoting aviation. It is also noted that many kit manufacturers do not include detailed building drawings but assembly drawings in the sale of their kits. It seems that this is to preclude others in the materials business from manufacturing component parts for sale of aircraft when no remuneration is offered to the owner of the design.



Rudder pedal and hydraulic brake assembly details of Paul Muhle's Acro II. Note excellent workmanship evident throughout the fuselage. Right photo shows Muhle with the fuselage covered and painted and with stabilizer in position. See No. 36 Acro Sport Newsletter for additional construction photos.



Be sure you get all ACRO SPORT NEWSLETTERS by keeping your subscription current. The NEWSLETTER contains a wealth of building tips that can save you a lot of time and money, while keeping you advised of what other builders are doing — including their many constructive comments and suggestions. Renew your subscription now to the quarterly ACRO SPORT NEWSLETTER — \$12.00 annually.

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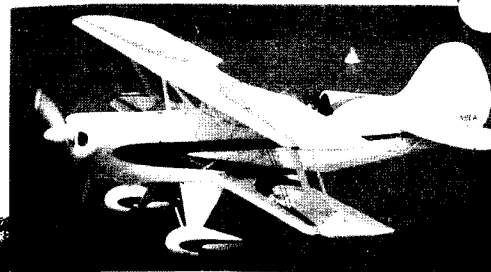
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