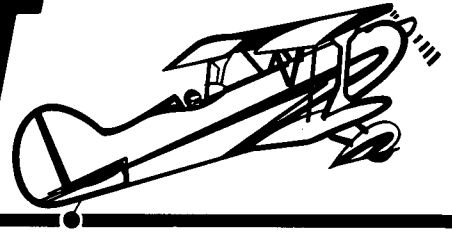


ACRO SPORT Newsletter



NO. 38

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JANUARY, 1992



EDITORIAL

by Paul Poberezny

Winter months gives airplane builders a bit more time to make progress on their project, especially "up north." This holds true for yours truly and at this writing we are in the Christmas season. My son-in-law, Bud Judy and long-time friend, Bill Chomo have been giving me a hand on the Pober Junior Ace.

The wings and ailerons were covered by Ray Stits and company during the 1991 EAA Convention workshops. They are now ready for silver. The holidays have seen the covering of the tail group and fuselage, as well as the landing gear. Maybe this fine machine will become airborne late spring. Before covering the fuselage, a check and double check was needed to ensure all rudder and elevator cables were installed without interference, all fair leads adjusted, bolts cotter pinned where needed, location of inspection plate where rudder and elevator came through fabric, etc. Several times when we thought we were ready to cover, another item needing attention was dis-

covered.

Those of you who have gone through this experience will have found these words familiar. Those of you nearing the covering stage had better start making a check list. Even after that, items in need will show up.

Taking the old Corben Junior Ace and modernizing it . . . widening the fuselage, a Continental 85 HP replacing the original 40 HP French radial Salmson, 600 x 6 wheels and brakes modification, "Gap Seal" in ailerons, large single wing tank and other items has been a lot of fun. The airplane design and aircraft held ATC that was in effect in the late thirties with the engineering accomplished by the University of Wisconsin, Madison. Corben also produced several single place cabin versions of the Baby Ace, which would make a fine copy for an ultralight.

Regarding the Pober Speedster, I've been gathering parts, pieces and material. I have the fuselage to complete the welding, selected the airfoil and detailed

the rib structure and spar sizes. Bill Blake is finalizing the rib drawing and when spare time shows its shiny head, we can break the monotony of other tasks and EAA efforts to build some ribs. Building an airplane certainly isn't boring, as one has so many different areas to work on.

I would like to hear more from you readers. You can always drop me a note at EAA's address. Photos and suggestions for the newsletter are more than welcome.

It's been suggested that a small fee be charged for a classified advertisement section of the newsletter for wants and disposals. Not a bad idea as it would sure help pay for printing and postage. Subscription rates don't cover the entire cost of the newsletter.

A number of Acro Sport builders will be attending EAA Sun and Fun April 5-11, 1992. A gathering of the clan should provide some fine hangar talk and togetherness. Hope to see you there.

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Dear Editor,

I just finished my Acro Sport II N36JP S/N 994. It took three years to build and I flew it in July, 1990. It is pretty much built exactly according to plans. The minor exceptions include drilling 1/8" holes wherever there is a welded joint in the tubing on the fuselage which in effect made the entire fuselage one interconnected pressure vessel. Then, when the welding was done, it was pressurized to 50 psi to check for any leaks with soap and water. After all the leaks were found and stopped, all the air was vacuumed out and was then pressurized to 15 psi with argon gas. This does two things. First, with an inert gas like argon, it was impossible for rust to form on the inside of the tubes. Second, a small gage tapped in near the panel tells me there are no hidden cracks. It has not lost any pressure since it has been sealed, which has been a year now, although it will vary a little with temperature.

Other changes include adding handles on the sides of the fuselage for picking up the tail and wooden formers on the gear legs so that the fabric would not "drum" in the propwash. (Picture included.) I added a little more offset in the vertical fin, and with 180 HP it could have used a little more yet. (Sorry, I can't remember exactly how much more I added — 1/4" maybe.)

The way it flies makes all the time and work more than worth it. It snaps left and right without stall strips. I found 85 IAS the minimum air speed for snap rolls and the rudder has to slightly precede elevator. Otherwise, it won't break clean. All I can say to anyone building an Acro Sport is to make yourself do one thing a day on it no matter how small. If nothing else, it keeps the project fresh in your mind.

Thank you,

Jeff Passeno
1735 Lindburgh Lane
Cheboygan, MI 49721

N36JP Specs

Empty Weight — 1000#

Engine — LYC — 36 — 180 HP

Prop — "almost constant speed" 76 54

Ellis on throttle boyd carb.

Inverted Oil

Electrical System

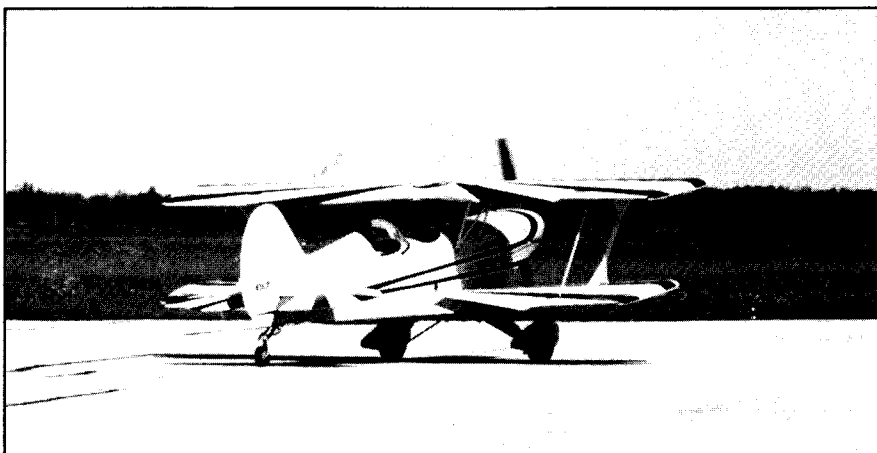
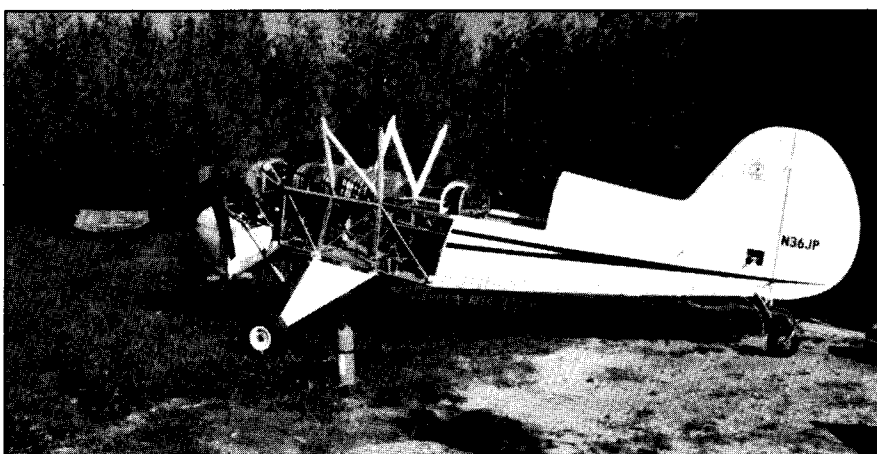
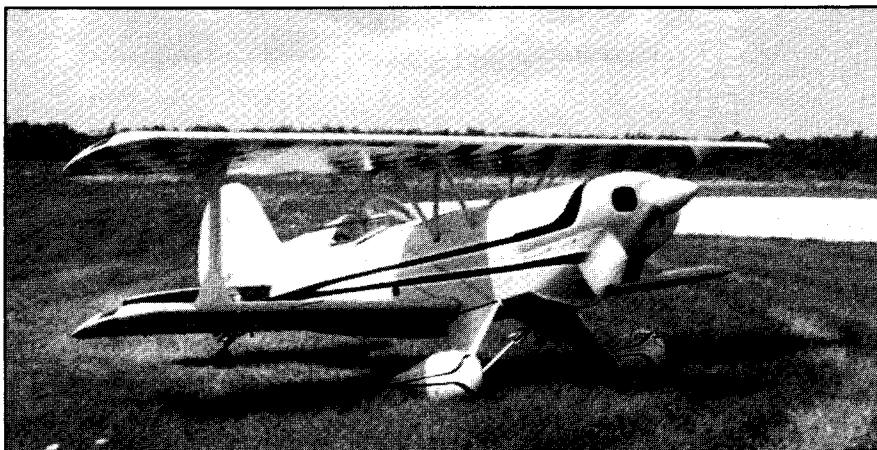
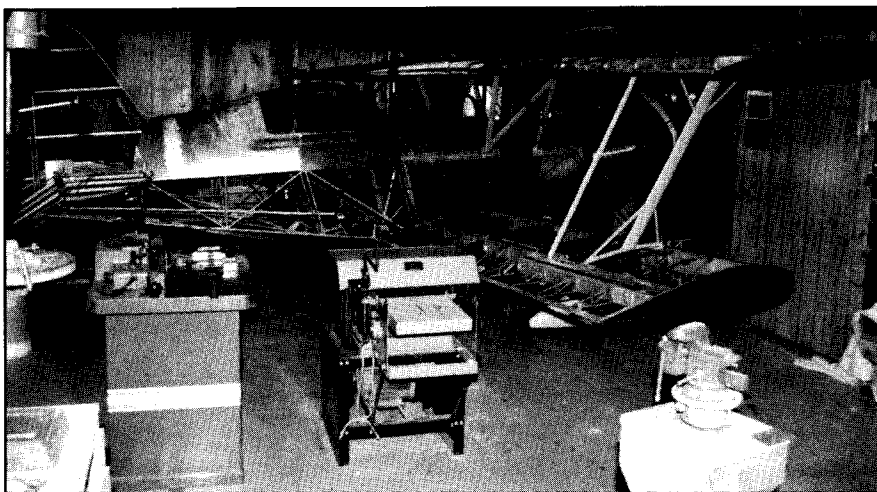
Stall Speed 52-55

Rate of climb 1800 FPM

Cruise at 2300 RPM 125 IAS

Covering Stits HS90X

Smoke System (a lot of fun)



UP COMING FLY-INS

People, for whatever reason, like the earlier days of aviation. Those days of inspiration . . . helmet and goggles . . . silk scarfs blowing in the breeze. It must have been a Hollywood edition as it was difficult enough to come up with the money for a cheap set of goggles. If you are interested in a couple of aviation events/fly-ins that have a lot of nostalgia and airplanes with charisma, we would like to list those you might want to attend:

- Aerodrome '92
World's Largest WWI Aviation Fly-In Convention
Sept. 5-6-7, 1992

The largest number of WWI aircraft gathered in one place since that era. For more information call Rick Keller at 714/264-6834.

- If you like biplanes and lots of them, how about attending the 6th Annual National Biplane Convention and Exposition.

June 5-6, 1992.

Bartlesville, Oklahoma

For more information contact Charlie Harris at 918/742-7311 or 918/336-3976. They also have a fine publication.



In this issue, Lee Thomas of New Castle, Delaware has sent photos of the cabin version of the Junior Ace. We dug some photos out of our files of the original Junior Ace, both the cabin and parasol version as they looked at Madison, Wisconsin in the late thirties. Both aircraft were powered by the 7 cylinder 40 HP French Salmson engine. Both aircraft, at times, displayed a different vertical fin and balanced rudder, similar to the modified Pober Junior Ace.

Skeeter Carlson (of Curtis Jenny fame) of Spokane, Washington is a collector of old aircraft and parts on his own strip, which is a museum in itself. Skeeter has an original Junior Ace, Salmson engine and all, tucked away in the rafters of his shop. Old airplanes have a charisma all their own, don't they?

Ben Owen
Executive Director
Aviation Services
EAA Aviation Center
P.O. Box 3086
Oshkosh, WI 54903-3086

Dear Ben,

Thank you very much for the photos of Paul's Jr. Ace. They are a big help. Will Paul's Jr. Ace be on display at the convention? (if not flying by then). I don't expect an answer by then, I know you're busy getting ready. I'll look you and Paul up. I'll be driving and camping with the family this time.

Enclosed please find photos (with negatives) of my Corben Jr. Ace "Cabin Version". The only thing completed and not shown are the doors.

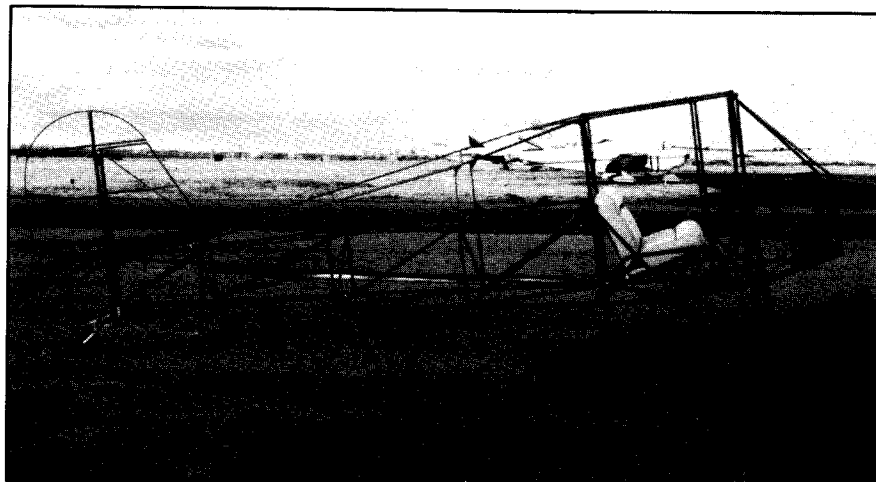
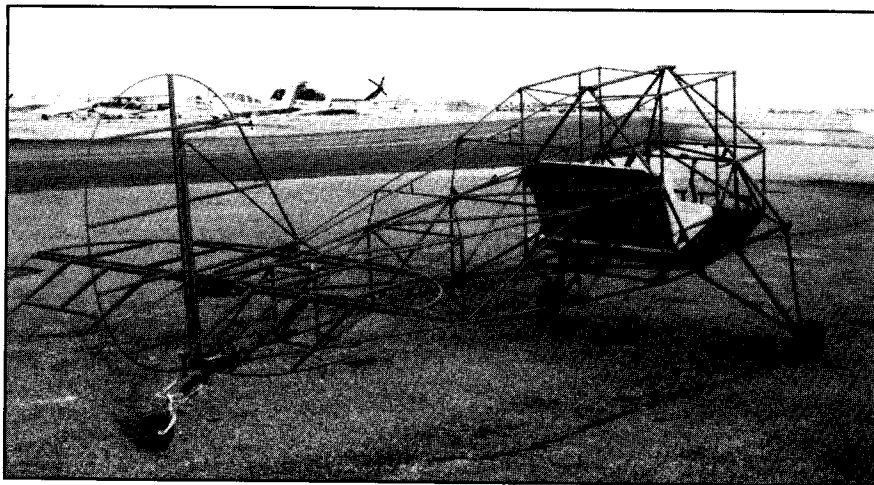
You need to overlook some of the things that are only being used for construction aids ie, rigid shock struts, aft elevator push rod, main wheels, seat cushions, and rudder pedal return springs.

Pay special attention to the elevator trim tab, boat trailer tail wheel spring, seat belt shoulder harness attach points, and the honeycomb floor and seat panels. The corner gussets in the bay behind the seat are for baggage panels, just in case the CG allows it.

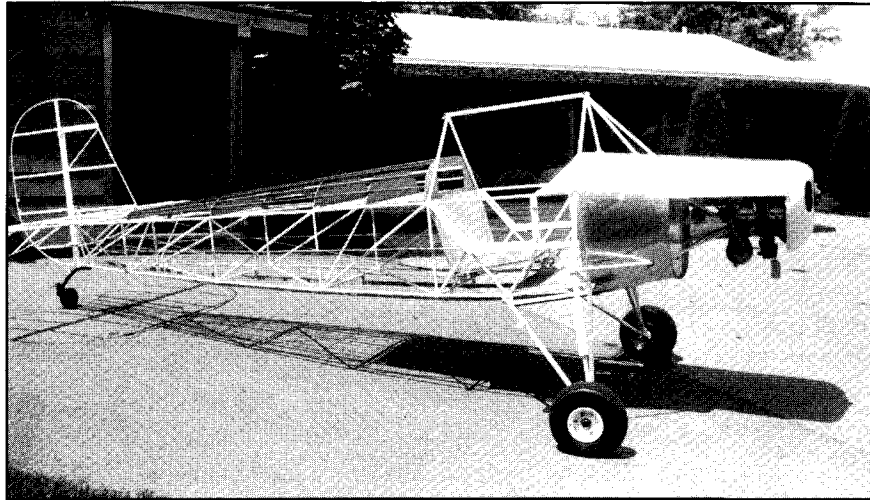
See you in July!

Still building,

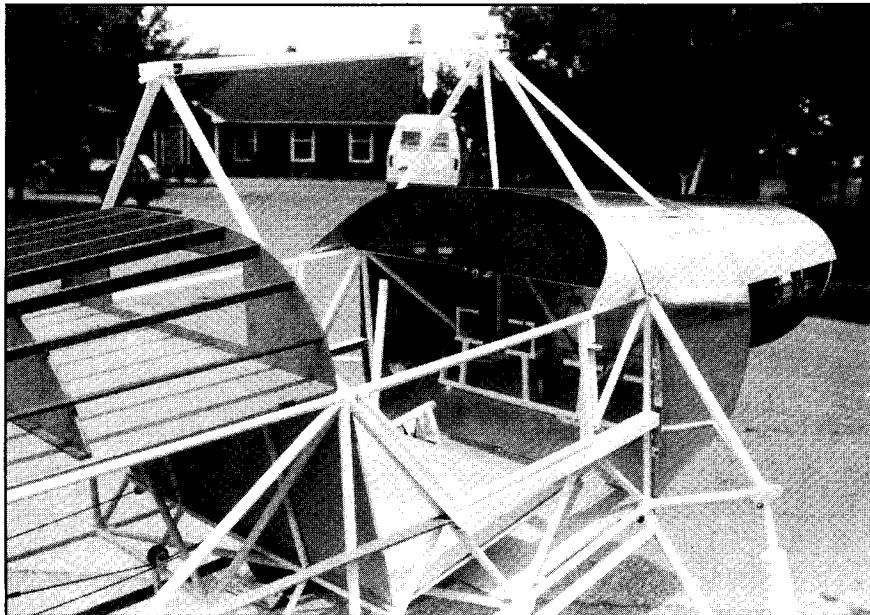
Lee Thomas
29 Stevens Avenue
Rambleton Acres
New Castle, DE 19720



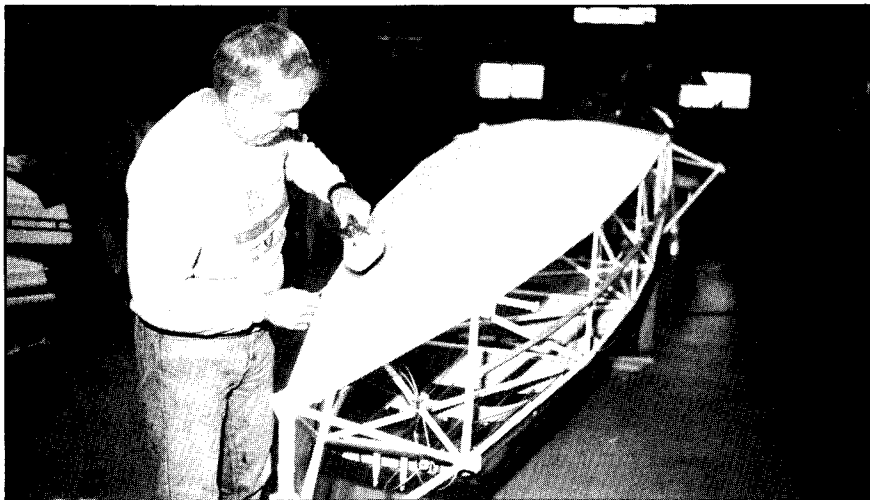
POBER JR. ACE



Pober Jr. Ace prior to fuselage and tail group covering engine cowl has been completed. And aircraft has since been covered. Color scheme selected fuselage travel-Air blue. Yellow wings elevators and horizontal stab yellow.



Pober Jr. Ace cockpit should give plenty of room for pilot and passenger with good over the nose versatility. This photo shows a single control stick and dual rudder pedals a second control stick can be easily installed.



Capt. Bud Judy gave a hand during the Christmas holidays in covering the Pober Jr. Ace fuselage and tail group, using Stits poly-fiber covering.

FOR SALE

Pober Pixie fuselage welded less gear fittings one wing assembled 90% complete. Spars and ribs for the other wing, \$1,600. Write Acro Sport.

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MONDAY, 2:00 P.M.
TENT NUMBER 4
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MEET IN THE STITS TENT

Memorium

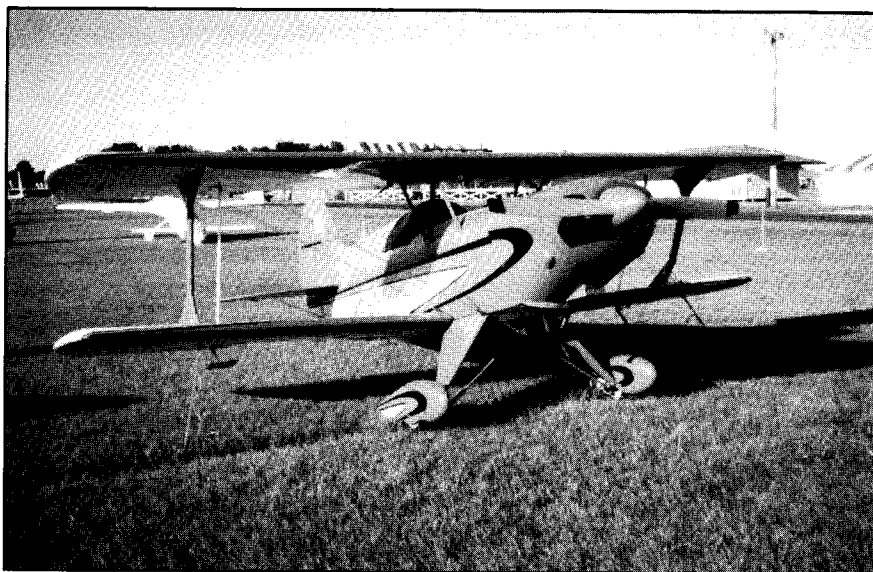
Tony Hohenwald of Thorton Colorado builder of a Acro II who many of you had the opportunity to meet during past Acro II forums at Oshkosh, passed away in Nov. 91 as the result of a heart attack. His Acro Sport II which displayed excellent workmanship was not yet finished and his wife says it may become available for sale.

UPDATE ACRO II

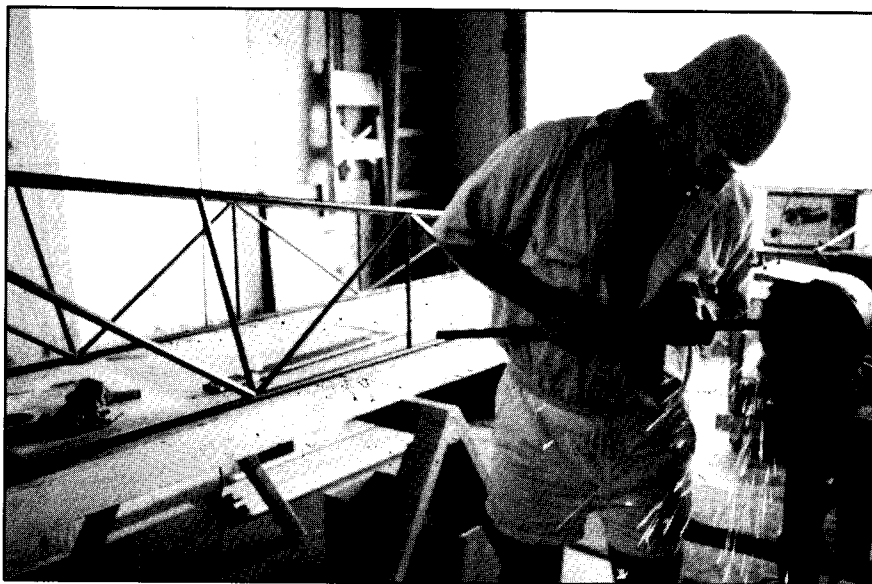
Bud Judy owner of the Prototype Acro II, is busy converting an oldsmobile V-8 engine for use on his Acro II.

Many of you saw the engine on the Acro II fuelage at Oshkosh last year in the workshop area.

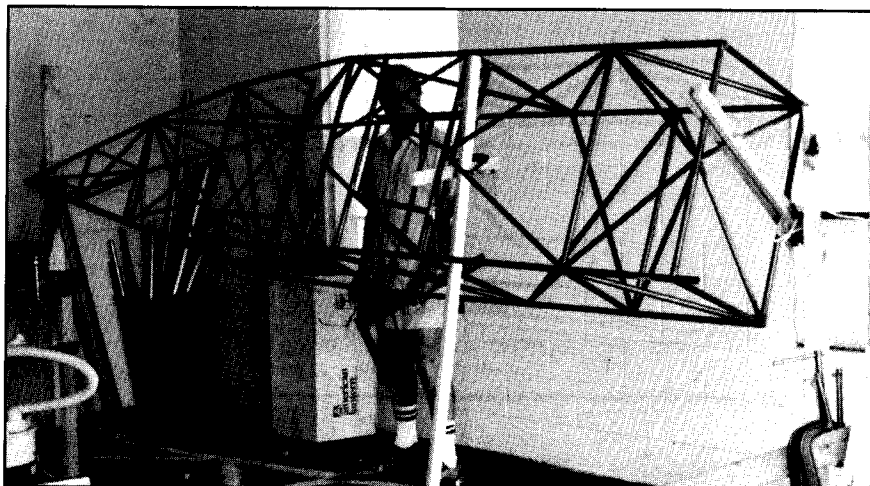
He is using a Ross Aero reduction unit and hopes to attain 180 H.P. He also is working on a new engine cowl and if the powerplant is successful, we could see the airplane at Oshkosh. Bud lives on the Hidden Valley Airport just out of Denton, Texas.



The proto type Super Acro Sport came out of long time storage at the EAA Oshkosh '91 Fly-In Convention. After relicensing, Captain Bud Judy of Delta Airlines made several flights with the aircraft. It is powered by a 200 HP Lycoming and a symmetrical airfoil Sans electrical system. This airplane is quite a performer and would do well in any aerobatic contest. The full-size rib drawing is available from Acro Sport.



Walter T. Elwell, a student pilot of P.O. Box 2686, Kissimmee, Florida 34742-2686 won't have to go too far to Sun 'n Fun to display his Acro Sport II. Since these photos were taken, Walt has made additional progress. Along with other Acro Sport builders, you will no doubt find Walt around Ray Stits covering forum where, as at Oshkosh, Acro builders congregate.



October 25, 1991

Dear Editor:

I think my subscription to Acro Sport Newsletter is due. (Last one received was No. 36.)

My Acro Sport I is coming along slowly. The wings are about finished (except for fabric) and I am now welding up the tail (stabilizers, elevators and rudder).

I think it would be a service in the newsletter if there was an article on where to get different items. For example, fiberglass wing tips, (I've hunted through the fly market at Sun 'n Fun in Lakeland and couldn't find any that fit.), fuel tanks, flying wires and the list goes on. You get the idea. Just a suggestion.

Sincerely,

Ed Carris

211 Woodlake Drive

Jupiter, FL 33458

msr

AS REPORTED IN EAA CHAPTER 838'S NEWSLETTER RACINE, WISCONSIN Recover, recovering

Don't think John Willkomm has a new airplane when you first see him this spring. It won't be the familiar orange and blue we're used to seeing, but it will be the same Acro Sport I he's been flying.

John bought the Acro Sport in 1983, originally in partnership with Jeff Thompson. He competed in the Sportsman Category through the 1987 season, then switched to Intermediate in 1988. He'll stay in Intermediate for 1991, flying one of only two Acro Sports active in International Aerobatic Club competition.

The airplane was built in 1974, in Sussex, New Jersey and John is the second owner. The airframe has 525 hours total time, and the engine 120 hours after an overhaul two years ago. While that isn't a lot of time for most of us, most of it has been spent flying aerobatics, and John thought it was time to take a good look inside the wings and fuselage.

So, he started the project in November. It took a month to get the wings ready, tearing off the old fabric, checking all the glue joints, going over all the ribs and spars, repairing any damage, replacing all the hardware. "Might as well do it right while you're in there" has been John's philosophy.

By November, the wings were ready for recovering and John started on the fuselage, which you see here. To keep things light, Stits HS90X fabric is being used, with Stits Polytone paint over that. He wants to be flying again in March, so John works on the project every day, even if it's for only 10 minutes. That way, he doesn't lose interest, and all the little efforts add up to a flying airplane by March.

John isn't doing this alone, and wants to thank everyone who is helping him out, including Keith Tridle and Linda Gillmore.

Acro Sport II Builders

Thomas C. Dansby, Sr. 106 Glen Mar Ave. Monroe, LA 71201	S/N1193	Bernard A. Brunner 8815 Little Richmond Trotwood, Ohio 45426	S/N1195	Edwin Henderson R.R. #4 Box 20 Bowling Green, MO 63334	S/N1198-A
Kim P. Jones 18 Boree Road Forestville, NSW Australia 2087	S/N1194	Mr. T. Poulain Kerentree 56150 Baud, France	S/N1197-A	Werner Schoer 2000 Hamberg-61 Googberiseg 313 Hamburg, W. Germany	S/N1199-A
Lawrence R. Schuler, Jr. 15531 Noregian Court Bowie, MD 20716	S/N1200-A	Paul C. Keller 9821 Teasdale Terrace Austin, Texas 78753	Milvin E. White 207 Heights Road Topeka, KS 66609	Ervin Macowski Travessa Caxins-69-Quinze Rio Branco Acre CEP 69900 Brazil	

Acro Sport I Builders

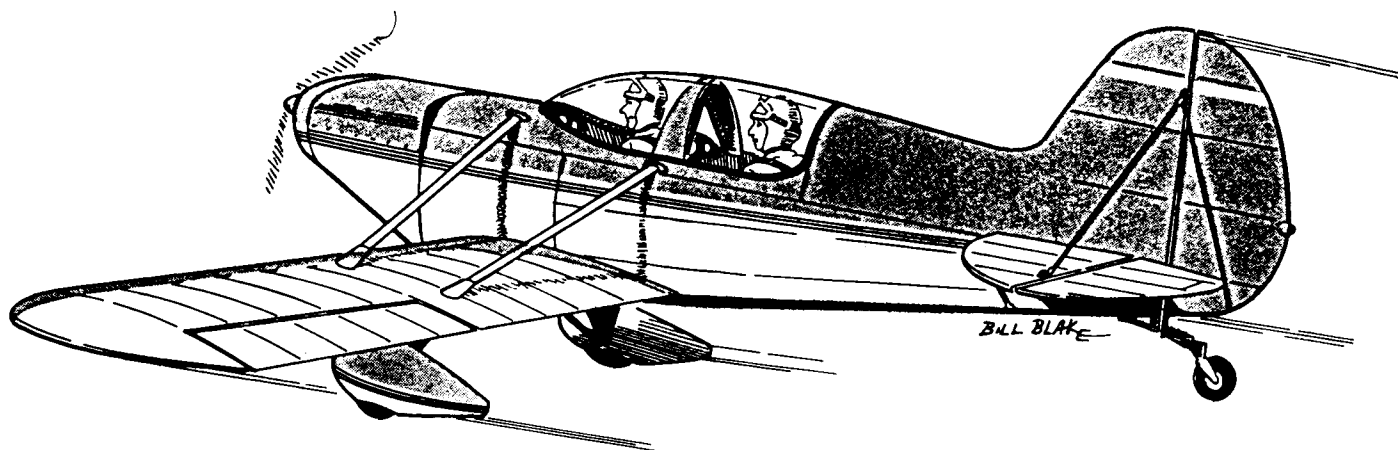
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Anthony E. Willkomm 15531- 88th Avenue Kenosha, WI 53142	Roderick L. Alton Wing-Nut Aviation 5836 Mego	Scott M. Rider 2312 W. El Alba Chandler, AZ 85224	Douglas R. Mick 8701-73 Mesa Rd. Santee, CA 92071

Pober Pixie Builders

Richard Alvarez 9388 Blanchard Ave. Fontana, CA 92335	Tom L. Tomlinson 3077 Turpin Rd. Decatur, IL 62521	Anthony Chittum Box 49C Buchanan, VA 24066	William Wynne ERAU Box 5601 Daytona, FL 32114
Carl A. Clemente P.O. Box 857 3810 Stone Rd. Bethel Island, CA 94511	Jerry F. Wilcher Box 310 Rt. #1 Gravel Switch, KY 40328	John Drinnon 726 East 14th Street Casper, WY 82601	J.J. Tomlinson 106 Westmead Drive LeBanon, TN 37087-3212
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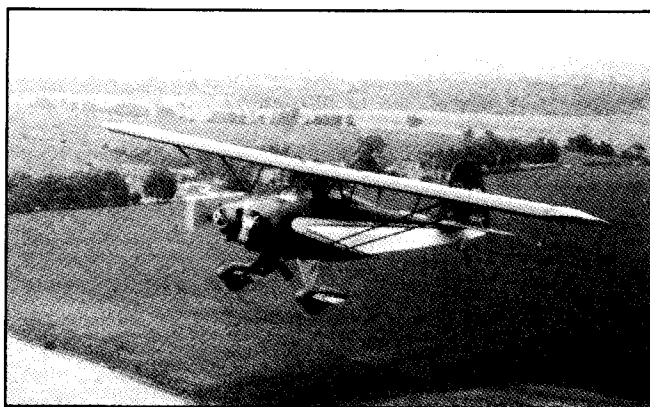
Pober Jr. Ace Builders

Danny R. Allen 12300 Mason Ave. Chester, VA 23831	G.B. Wiklund 12165 Shenandoah Dr. South Lyon, MI 48178	Clyde Bourgeois 3691 Tivola Street Santa Ynes, CA 93460	Lee H. Thomas 29 Stevens Ave. Rambleton Acres New Castle, Delaware 19720
Dale Pollitt 25 Meandering Lane St. Peters, MO 63376	Bob Dunkelburg 4202 Mary Jane Garland, Texas 75043	Sam Coats W6694 Brown Road Fond du Lac, WI 54935	Russell A. Strine Mid-Atlantic Air Museum P.O. Box 105 Middleton, PA 17057





Acro Sport I



Pober Pixie



Dear La Fonda Jean Kinnaman,

Sometime ago I purchased from you an Info pack on the Pober Pixie so I could build a scale model and you asked me to send you some photographs of the finished model.

Photos are enclosed. It is 1/3 scale, open 10 feet cord 18 inches weight approx. 20 pounds. Has an eyed 1-2 cubic inch fourstroke maker and swings a 16 x 6 prop.

Handles well, rudder very effective, lot of drag on landing and needs to come in with about 1/4 ?

If you have time you might advise what manoeuvre the full size Pixie is capable of, please.

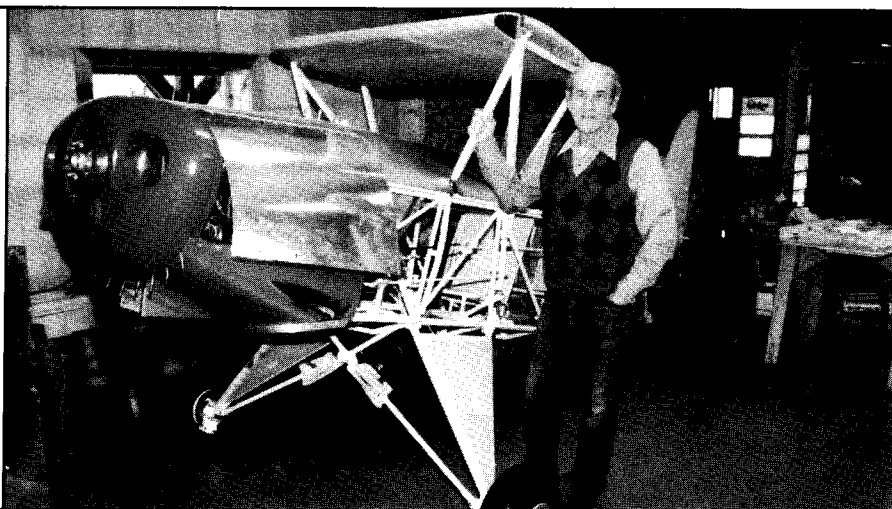
The World Championships in scale made aircraft is to be held in the U.S.A. mid 1992 and I plan to attend and afterwards go to the fly-in at Oshkosh and may catch up with you there.

Happy landings,
Wal Schubach

Paul Poberezny stands by his Acro II powered by a Lyc 0230. 118 H.P. Aircraft is covered waiting, installation of instruments and painting. The center section contains a 12 gallon fuel tank which will give about 5 hours of fuel.

Notice, Pober Super Ace builders a error on the fuselage drawing has been noted. The distance between the wing cabane struts should be 32" instead of 30³/₈" so that the wing rib and spars align. The rear cabane is then mounted vertical instead of angled forward. For more information write Acro Sport.

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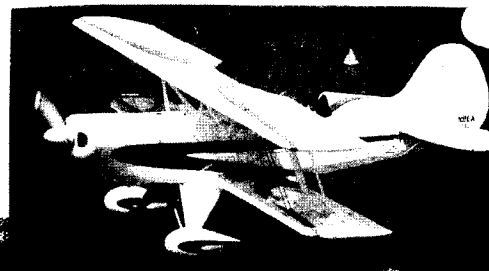
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