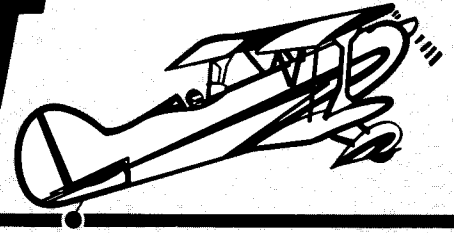


ACRO SPORT Newsletter



NO. 40

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DECEMBER, 1992



First flight of
Acro Sport I
in the very
early 1970s.

Paul waves a
“Merry Christmas
and a
Prosperous New Year
to All.”

EDITORIAL

by Paul H. Poberezny

With this issue of the Acro Sport Newsletter, I would like to welcome aboard Assistant Editor, Bill Berrick of Omaha, Nebraska. Bill, an Acro Sport builder who has been very involved in the affairs of EAA Chapter 80 of Omaha, volunteered to give me a hand which is very much appreciated.

Having put together the *Experimenter*, *SPORT AVIATION* and other EAA publications, I've long learned that information for publications and our own Acro Sport Newsletters doesn't come

easy. We often — so very often — hear the comment that I'm too busy to take photos or write a handwritten note on my project. But when the airplane is finished, feelings are sometimes bad because someone didn't write about it or photograph it. We've got to help blow our own horn sometimes.

Bill is willing to help. His address is 11803 Hunters Cove, Omaha, NE 68123 and his telephone is 402/292-6832. Material can also be sent to me in care of EAA, which I can then share

with Bill.

Here in Oshkosh winter is closing in and before it becomes too cold, I would like to get the Pober Junior Ace into the air. It is sitting in the shop assembled with the major items to be completed being the engine, baffling and carburetor heat installation. I purchased a set of Cessna 150 baffles that, with some modification, will fill the bill, and with some other small items to complete, should see the airplane out of the shop. Of course, there will be the FAA wait.

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Bill Blake is doing a fine job on drawings and several portions of them are in the hands of a few builders who have been eager to start, with the agreement to check the drawings for any need of change. They are using blueprints as the final drawings will be printed black on white. For you Pober Super Ace builders, engine mount drawings for the controls C-85, C-90 and O-200 engines are available free from Acro Sport.

A note of interest for all of us: In today's world of litigation, and it is sad to say, even if we believe our designs or aircraft are reasonably safe, we must face reality that due to many causes — real or imagined — they are not. I've received such warnings from manufacturers on type certificated aircraft to ward off allegations or claims as the result of mishaps and alleged poor designs, etc. Sad, isn't it? Read further in this issue of the Acro Sport Newsletter — FAA Joins Liability Suit.

A Merry Christmas to all and a safe and prosperous New Year!

Paul H. Poberezny

FAA JOINS LIABILITY SUIT

In an unprecedented move, the Federal Aviation Administration joined AOPA October 13 as a friend of the court in a product liability lawsuit pending in the U.S. Court of Appeals.

"This has never happened before," FAA Deputy Administrator Barry L. Harris told the opening general session of AOPA's annual convention and trade show in Las Vegas.

Harris said the Bush administration authorized FAA to file a friend of the court brief in the Cleveland v. Piper case, which involves allegations that the taildragger design of the venerable Piper Cub is inherently dangerous and defective. The case stems from an incident involving an airport worker deliberately driving a truck onto a runway in front of a departing aircraft at a New Mexico airport to stop the takeoff. The pilot was severely injured in the ensuing collision and the jury made a multi-million dollar award to the plaintiffs.

Piper appealed the case, which alleged the classic Piper Cub design — because of its tail wheel — was flawed due to limited forward visibility and lack of a shoulder harness.

"Our brief very forcefully asserts that design approvals are the province of the FAA and safety decisions such as these should not be second-guessed by any court," Harris said.

The FAA action was welcomed by AOPA President Phil Boyer. "There's a storm gathering in general aviation, and the product liability issue is shaping into a squall line of activity," he said. "Unreasonable legal judgement destructive to America's aviation industry are being resisted by the private sector and, now, the federal government."

Letters To The Editor

Dear Editor,

Please find check for Acro Sport Newsletter renewal as I look forward to each issue.

Please add S. H. 653 to the Acro II completion list. It received its C of A on June 16, 1992 but a back-ordered part, some minor engine tuning and a vacation delayed the first flight till August 10, 1992. The plane flew as well as I hoped it would with no surprises.

The aircraft was built to the plans and weighs 992 pounds empty. It is covered with Stits HS90 and painted insignia white Aerothane with Imron jade metallic green trim. The engine is a Lycoming IO-320-B1A of 160 hp and was majored by me. It has been converted to fix pitch and has a Sensenich W74EM7-58 wood prop. It has an electric system with 35 amp "Honda" alternator and Gel Cell battery. I es-

imate building time to be about 2500 hours over an eight year period.

The project appeared in Newsletter No. 15, March, 1986. At that time I promised to keep you informed on building progress; now I will keep you informed on the flight test program.

Sincerely,
John Flanagan
319 Rilla Street
Elmira Heights, NY 14903

Dear Jean,

Thank you for organizing another great banquet during the Oshkosh Convention this year. It is certainly one of the highlights for me.

I've been meaning to get a note off on this to Ben, but just haven't had the time. I'll include it here and trust you to pass it on.

Some of the Acro II builders/fliers still haven't gotten the word on the importance of the gussets at the landing gear mounts on the lower longeron. Two years ago I noticed a beautiful Acro II on the flight line at Oshkosh. It didn't have the gus-

Congratulations . . .

to **Paul E. Felkner**, Centerville, Ohio, builder of Acro Sport II N651PF and **Wallace Weber**, Acro Sport II N819WW for the awards given them during the EAA Oshkosh '92 Convention by EAA as reported in the October 1992 issue of SPORT AVIATION. **Joe P. Spencer**, 75 Forrest Hill, Granada, MS 38901 had his photo of the Acro Sport II in the October 1992 SPORT AVIATION — Stars and Stripes. Quite a patriotic aerial photo.

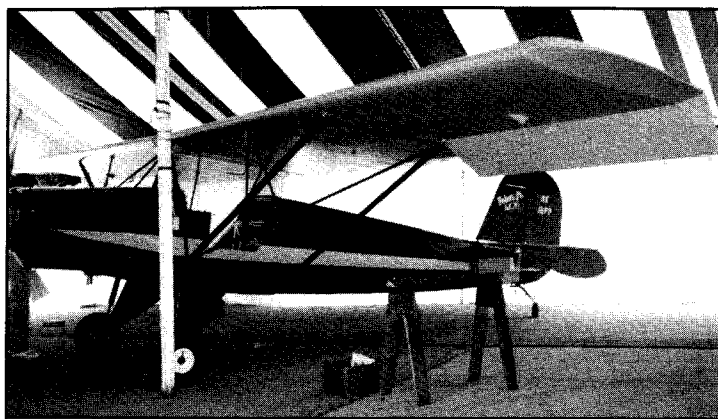
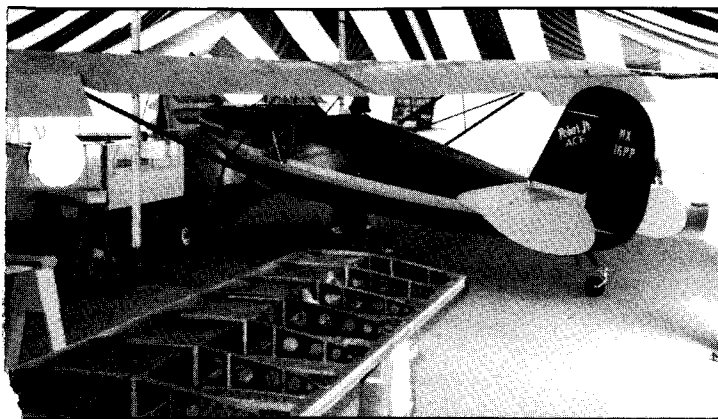
Editor

Paul H. Poberezny
Oshkosh, WI

Assistant Editor

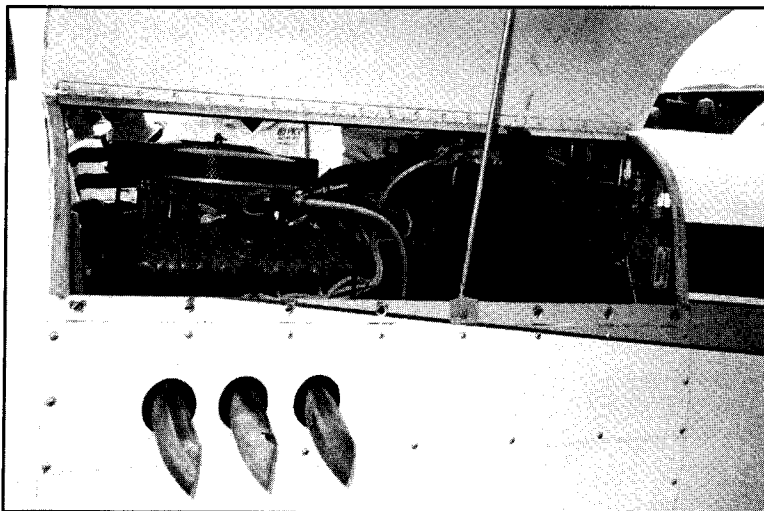
Bill Berrick
11803 Hunters Cove
Omaha, NE 68128
402/292-6832

. . . continued on page 7



ABOVE - ABOVE RIGHT — The Pober Junior Ace being assembled in the Stits Acro Sport tent at EAA Oshkosh '92. The nostalgic airplane drew a lot of attention with comments on how nice it would be on floats — and skis. The aircraft is 2-place, side by side, with a 34 foot wing-span and Clark Y airfoil which should produce good lift.

RIGHT — Another auto powered homebuilt by David L. Blanton of Valley Center, Kansas. The Sport Racer is a 2-place, fine looking mid-wing design. The photo shows the business end of his airplane powered by a Javelin Ford 230 V6A. Dave also built an Acro Sport II which was powered by a Javelin Ford engine. For more information, contact Dave at 14 Hawthorne Road, Valley Center, KS 67147-9402.



BELOW — Auto engines are becoming more popular in the homebuilt movement. At EAA Oshkosh '91, a partially completed Acro II was fitted with a Chevrolet V-6 for demonstration and conversation, and the lines for an engine cowl gave it the sleek appearance. Several auto engine aircraft such as the modified BD-4 put on a startling climb performance, powered by a Chevrolet engine, Donovan block with aluminum heads of 475 hp, swinging a Hartzell 3-bladed prop.

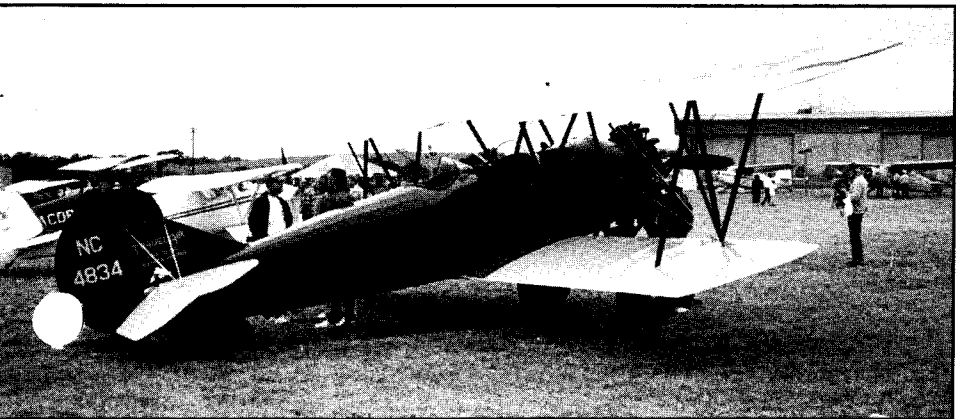
In Memoriam - Bob Williams

It is with sadness that we report the passing of Acro Sport builder Robert "Bob" P. Williams of Salt Lake City, Utah. Bob was a member of EAA Chapter 23 at Salt Lake City. He and his son Rand had completed their Acro Sport the first of July, 1992 and both had performed aerobatics in the aircraft during its flight test period.

As reported by an EAA Salt Lake City Chapter member, Bob (age 68) did not feel well when he awoke on the day of the flight, and prior to going to the airport before noon, had rested on the living room floor for several hours. Still not feeling the best, he went to the airport. Several witnesses watched him do a few aerobatic maneuvers at a reasonably safe altitude. They then noted the airplane in a spiral until impact. Due to severe impact damage, it was impossible for an accurate autopsy to determine a physical failure.

We extend our condolences to Bob's family and many friends.

LEFT — Biplanes to many lovers of airplanes emit the charisma of yesteryear — wings, wires and wind. At Kerrville, this beautiful Travel Air 4000, powered by a Wright J-5 engine of 220 hp, the same type of powerplant that powered Charles Lindbergh and the Spirit of St. Louis from New York to Paris. How would an Acro II look with the famous Fokker D-7 of WWI and Travel Air look?





Kerrville is several hundred miles from Marfa, Texas, home of that famous propeller maker, Ray Hegy. Ray and Paul had the opportunity to reminisce about the early days of EAA and Ray's early, early dawn patrol wake up flights over the campsite at the EAA Rockford, Illinois Convention in the 1960s with his little homebuilt red Biplane, El Chuparosa. Hegy Props are still being made in Marfa.

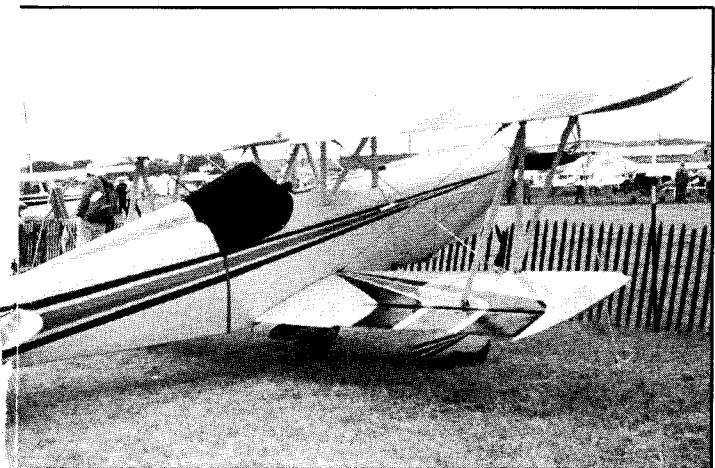
Seen at Kerrville, a very successful Fly-In having a great variety of homebuilt and antique and classic airplanes. A great turnout despite the surrounding weather which held down airplane attendance. Paul Poberezny addressed an enthusiastic group of some 600 at the Texas barbecue dinner.



The proud owner, pilot and restorer of the Travel Air, Brian Dalton of San Antonio, Texas, stands before his pride and joy. Brian, who is in the Army, is from Oregon and has flown the aircraft across the country. He didn't know much about EAA or the annual event at Oshkosh, but he does now and hopes to attend in 1993.



The EAA Biplane N42JC was flown in by Bob Borden of Austin, Texas and drew a lot of attention from Biplane fans. It also performed in formation, flying with another EAA Biplane and Acro II.



This fine looking Cougar from Texas was a redesign of the famous Wittman Tailwind by the late Bob Nesmith. Plans for the Cougar are available from Acro Sport, Inc.



The Super Acro Sport, powered by a Lycoming IA-360 of 180 hp, flown in by Herman Dierks of Round Rock, Texas. Herman says he likes flying aerobatics and feels the symmetrical Super Acro wing adds to its maneuverability. In the background is the prototype Acro Sport II now owned by Bud and Bonnie Judy of Denton, Texas. Bud, who has considerable time in the Acro as well as performing aerobatics, answered many questions from Biplane enthusiasts.



We didn't get the name of the owner of Acro Sport II N5TT as there was no one around at the time of the photo. The pilot did a fine job of formation flying with the two EAA Biplanes during the fly-by portion of the event.



Burnishing Tool Used On "Spirit" Replica Cowling

Submitted by Bill Chomo

Cut a 2½" circle with a hole saw from 1" x 4" pine board. Insert a ¼" x 2" counter-sunk machine screw in the center hole and secure with a flat washer and ¼" nut.

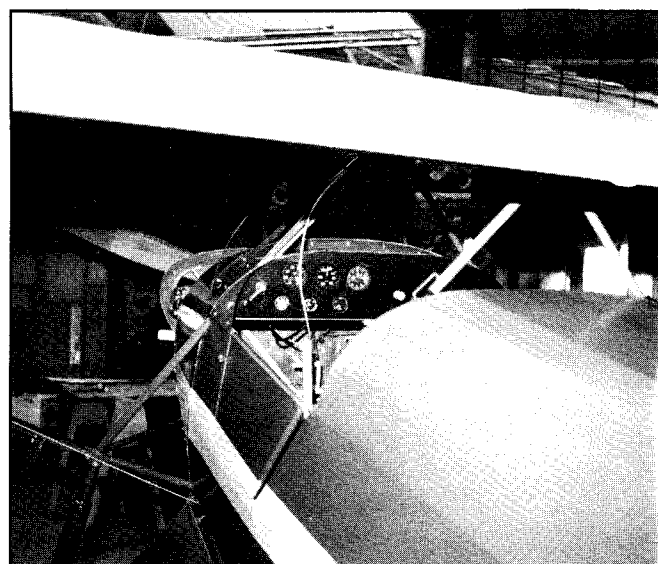
Cut some 2½" circles from #7447 Scotch-Brite pads and glue two of them to the face of the wood disc. Insert threaded portion of machine screw in a drill of 2500 RPM or more. The circles are overlapped by ⅓; finish one row before the next.

Annual Acro Sport Banquet

The annual Acro Sport banquet was held Monday evening, August 3rd, at the ever popular Robbins restaurant in Oshkosh. Attended by some 85 enthusiasts. Wally Weber even brought his family of 25 to congratulate him on receiving a First Place award for his beautiful Acro II. Second Place was given to Acro Sport II builder Paul E. Felkner, and Third Place to Acro II builder Joe Spencer. Also in attendance was Qantas Airline pilot Lloyd Shepherd and his wife who won the International award for his beautiful Acro II that he built and proudly flies back home in Australia.

ADVERTISING NOW AVAILABLE

To help with postage and printing of the Acro Sport Newsletter, we are now offering classified ads at 12 cents a word.



ABOVE — Paul and the Pober Junior Ace as of November, 1992. A fresh overhauled C-85 engine by Mattituck will power the Ace.
ABOVE RIGHT — Note the spacious 40 inch wide cockpit that should give comfort to even the big guys. What about winter flying in open cockpits, you ask?

RIGHT — Acro Sport II powered by a Lycoming IA-360, 180 hp was flown to Kerrville by John Collier of Houston, Texas. The airplane is fully IFR equipped, Loran, etc., as well as for night flight. Bob says the equipment and constant speed prop has added to the empty weight but he really enjoys the handling and landing characteristics.



Acro Sport Forums

At EAA Sun 'n Fun or at Oshkosh, forums are given on many subjects and attendees return home better informed and educated. At the 1992 April Sun 'n Fun event Acro forums, hats off to Maynard Engle, Wallace Weber, Rich Hartzell and Al Smith. Plan on attending the Acro forums at Sun 'n Fun '93.

At EAA Oshkosh '92, the Acro I and II forums were very well attended by some 75 enthusiasts. Our thanks to Donald Baker, Moderator, Mike Lutz and Rich Hartzell. The Pober Pixie, Junior Ace and Super Ace forums were attended by some 25 builders and was moderated by John Leitius, supported by Hartwell Jewell and Gene Smith.

EAA Biplane P-29 was flown in by Art Okridge of Roanoke, Texas. It was powered by a Lycoming O-290. You will note the ailerons are dual and connected by a slave strut.



The Pober Pixie, N14VW, from Houston, Texas was flown in by Randy Smith and is powered by a 53 hp Volkswagen engine. Randy, almost six feet, really enjoyed flying the little airplane and says it gets attention at every airport he lands at.



LETTERS . . . from page 2

sets. I informed the builder of the necessity of adding them.

This year I was looking over the same plane with the builder because of another problem he was having. I noticed that he hadn't added the gussets. We then discovered a crack (massive tear would be more descriptive) in the left front gear mount. More important, it extended into the front gear mount. Obviously a potentially disastrous situation! He was able to make a field repair at the emergency aircraft repair facility.

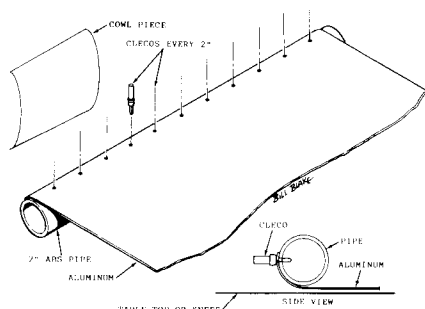
This builder doesn't get the Newsletter. He talked to a couple people at home who didn't think the gussets were needed. Maybe the Newsletter isn't enough notice to builders. Would a letter to all plans holders be appropriate? Let's not wait until we lose somebody to this.

Sincerely,
Thomas De Winter
209 Cedar Rapids
Colona, IL 61241

Dear Ben,

Hope all is well with you and EAA. I've got another helpful hint that really worded out fine for me for bending curves in aluminum panels. My Pixie is aluminum from the panel to the firewall all the way around. My problem was bending the aluminum around the curves at the top and bottom pieces.

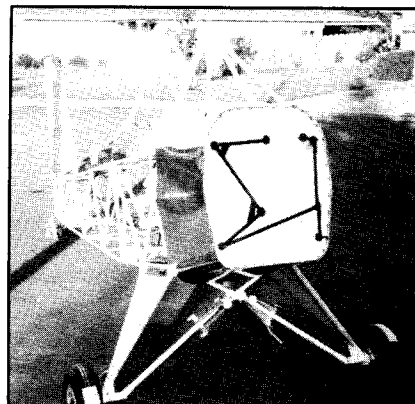
To make these bends in all four pieces, here is what I did. I took a piece of 2 inch ABS pipe (left over from plumbing job) about 2 inches long. I placed the edge of the aluminum on top and with a #30 drill, I drilled the aluminum and pipe and clecoed them together. Resting the aluminum on my lap, I grabbed the pipe and slowly rolled it around until I had the radius I wanted.



I was very surprised that the 1/8 Clecoes held as tight as they did. I drilled the holes about 1/4\" from the edge and trimmed off the excess later during final fit. I imagine a guy could use almost any kind of pipe for this as long as it was close to the radius you need.

The Pixie is on the gear (picture enclosed) and about ready to cover. Still have to make an engine mount and do all the plumbing, so I'm still about a year away from flying.

Very best regards, Ben.
Doug Hagerman
6 Saint Helens Lane
Chico, CA 95926-7864



MERCHANDISE

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Acro Sport Caps, one size fits all, \$6.00 ppd. Acro Sport T-Shirts, Adults only, M, L, XL, \$10.00 ppd.

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PLEASE NOTE:

Often readers will write to EAA Headquarters for plans, info packs, techniques of aircraft building, T-Shirts Caps. All items should be ordered direct from **Acro Sport, P.O. Box 462, Hales Corners, WI 53130**. (Hales Corners is a Milwaukee suburb).



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