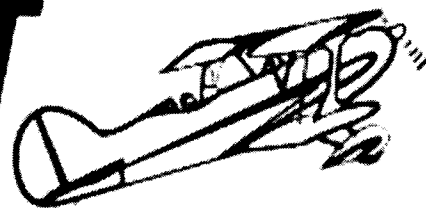
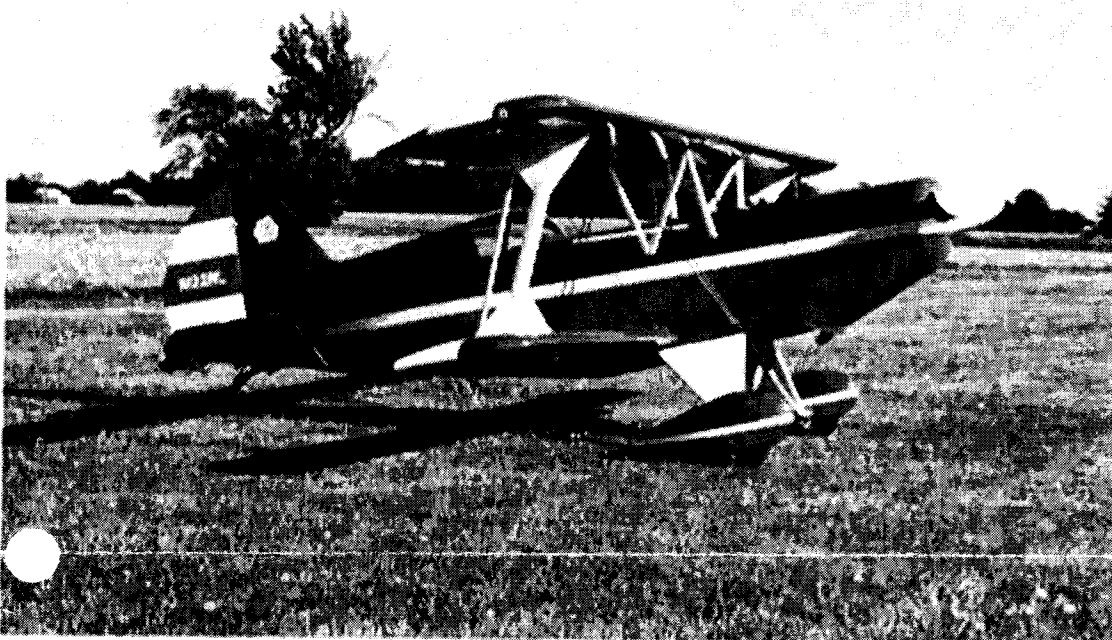


# ACRO SPORT Newsletter



No. 70

Winter 2001



## SPECIFICATIONS

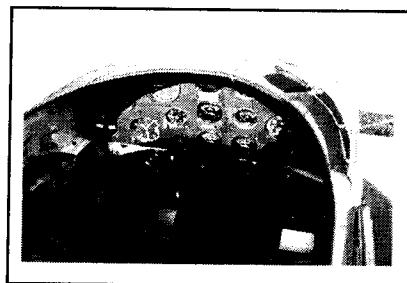
N122ML	Serial 686
Left Wheel	526 LB
Right Wheel	505 LB
Tail Wheel	61 LB
EW C-G	63.6"
Empty Weight	1092 LB
4 probe EGT & CHT	
Eng. O-360-A4G - 180 HP	
B&C alt	
Sky Tech starter	
Ellison throttle body carb	
Inverted oil and fuel	
Tip strobes	
Canopy rear seat	
Prop: Sensenich 76" -	
56 pitch	
Paint: Lessonal poly	
urethane (wonderful stuff)	

Dear La Fonda Jean,

Enclosed are some pictures of my Acro Sport II. I painted it the same as my old one I had in the early 90's. I am figuring on flying it to Oshkosh this year (2001). I had to sell my first one in '94 due to divorce. I vowed then to myself my next Oshkosh trip would be in another Acro Sport II. I took three and a half years to build it and now have my 25 hours

flown off, so I can now haul rides and do cross-country. It flies good.

I have been helping Arturo Hernandez from Tiffin, Ohio some on his new Acro Sport II.



This coming Saturday we will be installing his wings, etc. I hope to see everyone at Oshkosh and hope they still park at the Acros together as

when I was there last in 1993.

## Designer Award 2001

**Submitted by  
Michael A. Lutz  
Findlay, OH**

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Dear Acro Sport Newsletter Subscribers:

I am sending to you the last Acro Sport Newsletter that you have paid for. We have not found another printer that will handle it and I have only received three letters that will follow. This is not enough response from builders of our six designs to keep up any information in a newsletter. If you want to receive a newsletter, I need your input.

Thanks to all who so generously sent materials and pictures so it could be shared. Don Baker has been our most prolific contributor. I want to thank all the editors of our newsletter. The one who volunteered the longest was our good friend Bill Berrick, now deceased. Also, my son, Chris Kinnaman, did a fine job but moved on to other things.

I do not have any pictures of our awards dinner at Oshkosh 2001 as our camera's flash did not work.

As this year comes to a close, I want to wish you all Happy Holidays and hope to see everyone at Oshkosh 2002. We plan on being there and having our awards dinner as well as participation with the forums.

*La Fonda Jean Kinnaman, President*



Francios Sutter's Acro Sport II  
14 Rue Dietertin, 67100 Strasbourg, France  
Fax 8-1-33-3-88-39-18

## ACRO SPORT AWARDS DINNER

The Acro Sport Awards Dinner was well attended. We were happy to present the Acro Sport Grand Champion Award to Mike Lutz, N122ML. His Acro Sport II is pictured and his article in this issue #70. We know he had much persistence and did indeed return in another Acro Sport II – the second one he has built. Congratulations to Mike!

The Acro Sport Grand Reserve Award was presented to Daryl Flager, N327DF, for his beautiful Acro Sport II. He had a misadventure last year but persistence prevailed and he made it to AirVenture 2001. Daryl Flager can be reached at 2632 Hickory Lane, Emporia, KS 66801.

Paul Poberezny presents the Designer Award to the best Acro Sport plans built aircraft that he designed. This was presented to Mike Lutz, 14989 Twp. Rd 45, Findlay, OH 45840-9262.

We all enjoyed each other's company. The food is always good at Robbins and we plan on being there for our Acro Sport Awards Dinner 2002. I hope to see all of you builders of our six designs in attendance.

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# At The Aeroplane Factory

*By Paul Poberezny*

Here in Wisconsin we have had our first snowstorm and now that flying is somewhat limited by weather and daylight saving time, it is back to the shop weather, be it in the basement, garage or even the old chicken coop. Hand and mind can be put to work most anywhere.

Though some aspects of aviation have been hindered by recent events, the building of one's airplane has not, as many of us have learned. It seems that there might be more pleasure building and meeting the many challenges in the construction of the airplane than possibly those first few flights when after so many years the machine is born.

Where else could a person develop so many talents that must be mastered in the construction of a flying machine, and how useful they can be in everyday life. Even before the founding of EAA there were those whose interests were in the designing and construction of flying machines, and as compared to years past there is so much more available through personal contact, written material or through computer websites, etc.

While reading a book of 1913 on the RFC (Royal Flight Corps) of England, it was difficult in distinguishing the civil flying from the floundering military as it was so intertwined. But accomplishments

that were made would be difficult to comprehend by today's aviators and designers. It is interesting to read about the year 1913 and the many flights across the English Channel to and from France on primitive powerplants, as well as aeroplanes, air races, the first loop, the loop and inverted flight of over a minute, wings collapsing and fatal accidents. There were 1913 altitude records of over 14,000 feet. But enough of history for now.

We are pleased with the growing interest in the two-place Pober Junior Ace, a parasol design with many modifications from the 1930s design of the Corben Junior Ace. Maybe some are going back to airplanes with charisma that bring a bit more attention to the builder than those fine machines that look so much alike – as though they have rolled out of a factory.

It was nice seeing an increased number of Acro II biplanes at the Oshkosh fly-in this year, as well as a fine single place Pixie and also a one of a kind two-place tandem Pixie. It was a long flight from Texas and it drew a lot of attention.

Kenneth Terrio of 1129 Killingworth Road, Higganum, Connecticut 06441 has completed his Pober Junior Ace. It is a real work of craftsmanship!

And over in Poplar Grove,

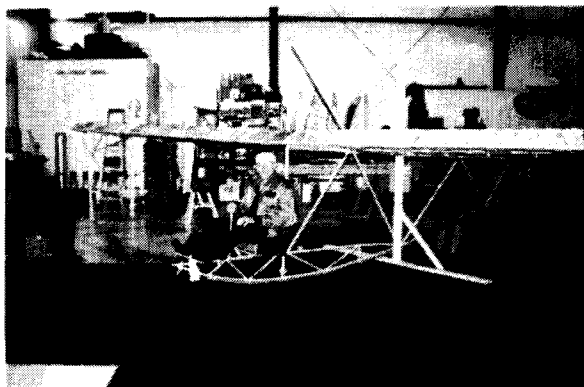
Illinois, Tim Gallagher of 2904 Howard Street lives on an airpark just east of Rockford, Illinois. He says his Junior Ace is under construction and looks forward to its first flight.

Over at my Aeroplane Factory (located in the EAA campgrounds) we have two Junior Aces on the gear. NX5K is powered with a zero time 0-235 – 118 HP, metal prop, radio and starter. It is covered and painted, the engine cowling is pretty far along but needs to be completed, fuel system lines to be done and a few other details. No. 2 Junior Ace is on the gear, controls, etc. need to be completed and fuselage covered. The wings are painted, with fuel tanks in both wings, tailgroup covered but not painted.

There is also an Acro Sport II well along and my Project X – a single place low-wing on the gear. All one needs in the golden years of life is enough time to finish them all!!!

Getting material for magazines or newsletters is not an easy job, as those who are editors or publishers have long known. It seems we all like to read about our accomplishments, which is a normal feeling, but it is a challenge for the Editors to compile the information. Won't you help?

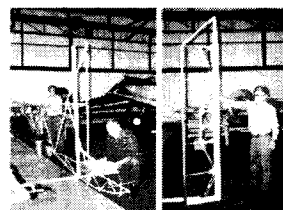
Aviation certainly is changing and many are saying they wish the good old days were back – the good old days before the events of September 11<sup>th</sup> and many years before that when aviation enjoyed much more freedom.



Maybe Primary Gliders towed into the air by automobile were quiet, with limited range and after release it's all down hill. Perhaps they could become popular again! The Waco Company of Troy, Ohio

built 300 gliders in the early thirties at \$365.00 each. The fad was, however, short-lived.

Our Waco Glider, being built from plans, was started as a hands-on workshop project during this year. EAA Convention and work continues at Paul's workshop hangar by volunteer, Arval Perdue and Gary Buettner, with help from George Blechel, all of Oshkosh. It has a wing span of 36 feet and an aileron displayed by Arval shows its size. Varnishing of all woodwork has been completed and the wings and tail group will be ready for covering during the 2002 EAA Convention. A final assembly will be completed before covering, sometime in April or May 2002.



Dear Acro Sport Newsletter,

I am writing to inquire of the status of continuing the Acro Sport Newsletter. Would like to hear from you.

I have been building an Acro Sport One (modified) since 1992. I have fuselage complete with control stick assembly and landing gear. Now I am building the wings. I have enlarged the upper wing to 54" chord and NACA 4412 airfoil in order to slow down the take off and landing speeds. Also, using steel tube wing struts in place of flying wires. The ailerons will be exterior to the wings, similar to a Zenith Air CH801 and the Kitfox and Avid Flier (for simplicity of construction). I have not selected an engine at present. Would like a 100 HP or larger. Do you have any suggestions for an economical source? I would prefer air-cooled.

I am also building wing ribs from .035 – 2024T3 aluminum. I found it much easier than

building with spruce. Also, using select straight-grain Douglas Fir for spars (stronger than spruce and costs 20% of spruce). Laminating both sides with 1/4" marine plywood. I have increased the wing area to 153 sq. ft. in order to reduce landing speed to approximate a Piper J-3. I want more of a bush plane than a cruising plane.

I am enjoying the modification and building experience. Thank you Mr. Paul Poberezny for designing the Acro Sport and creating EAA. Looking forward to a future Acro Sport Newsletter.

I would like to hear from some other builders so please include my name and address.

*Jim De Vore*

*PO Box 8*

*Reddick, FL 32686-0008*

*(352) 591-1006*

# The Scrounger

Dear Acro Sport Newsletter Editor,

I am a Pober Super Ace plans holder and builder serial #61. Sometimes referred to as the "Scrounger." As I stated in the last Acro Newsletter, I only work on my project during the winter months and as winter is only about a month away, I will soon begin again. I also stated in the last newsletter I spend the summer scrounging for what I need to build for my project. Well, this past summer was very productive.

While airport bumming at an area airport, I came upon a lady stripping the paint from an early model Cessna 172, preparing it for paint. This being a sight not often seen, I stopped to visit. While conversing, I noticed a wrecked Citabria against the wall of the hangar. I asked, "That your Citabria over there?" She replied, "Yeh, you want it ... it's yours." Seeing a wealth of usable and saleable parts I said, "Sure, I'll take it off your hands." But the deal was I had to take it all and not leave the junk. It all had to go. It seems the same offer was made to several people who never took her up on the junk half of the deal. I just needed a truck and trailer.

I was going to borrow a friend's beat up old '84 Dodge pickup and trailer. However, when I arrived, the trailer was hitched to his brand new Toyota Land Cruiser. Upon arriving at the airport to collect my prize, the lady said, "If you can afford to drive a new Land Cruiser, you can afford to pay me a little something for this airplane." I tried to explain, but

no luck and she just wasn't hearing any of it. I didn't mind paying her for the project as much as the way she kept chuckling while I was writing the check.

This one probably saved me a minimum of \$1000.00 off my construction of my Pober Super Ace. I had to purchase the balance of 4130 steel plate to finish the remaining fitting I must make. I'll begin when deer season is over. Then I'll be ready to move on to the wing and fuselage. If anybody out there had either an abandoned fuselage or wing kit for a Super Ace, call me.

And if anybody needs the following Citabria parts, call me:

- 1 set landing gear legs
- 1 heat muffler for Lycoming 150 HP
- 1 spinner for 150 Lycoming, spinner dented but good bulk leads
- 1 Citabria service manual
- 1 Citabria parts manual
- 1 Citabria auto fuel STC
- 1 rudder slightly bent but repairable
- 1 set Citabria decals.

Thanks.

*Alan Arrow*  
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**Mr. Mark Macey is a VW converter and supplier of wheels and brakes.**

**His address is:  
19070 State Rt EE  
St. James, MO 65559  
(573) 699-4406.**

**He purchased a set of  
Pober Jr. Ace plans, serial  
#139-N at AirVenture  
2001 and passed on this  
information.**



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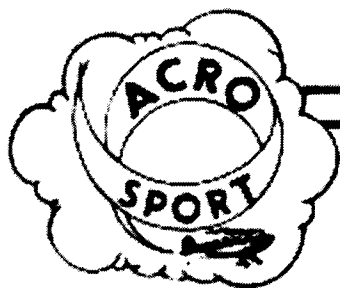


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Neil Sidders  
235 Rowland Road  
Monroe, LA 71203

71203+8502



Dear Paul:

It's good to hear your second Jr. Ace and the glider are being worked on.

Recently I realized that I had neglected to include the engine and prop data in my article. You may want to include the following.



The engine is a 118 HP Lycoming O-235 and the prop a 76 x 48 metal Sensenich. At 60 and gross weight the initial rate of climb is 780 ft/min. Cruise at 65% is 89 mph (GPS ground speed). TT is 19.6 hours and the plane is flying well.

Currently our plan for Oshkosh next year is to drive out with our camper, fly home commercial and fly back to Oshkosh with the Jr. Ace. This will still leave us with more than three weeks to work on whatever needs to be done at Oshkosh.

Best Regards.

Ken Terrio, Sr.

Higganum, Connecticut