(6) The “Baby Ace”, available as kit from Ace Aircraft Mfg. Actually “Ace” is former Corben Sportplane design which appeared in 1923; needless to say, new “Ace” has been “modernized”. Numerous kits of single-place “Baby Ace” and two-place “Jr. Ace” being built by members of Experimental Aircraft Association. Frank J. Spoler’s (he’s from Elyria, Ohio) shown here is an outstanding example. Cost was $950 and nine months time; he says next one should require less time. Empty weight 573½ lbs; gross 825. Cruising speed 95 mph on 65 hp Lycoming; stalling speed 40 mph.

(7) Instrument panel and cockpit of “Baby Ace.”

(8 & 9): Juhan Heinonen, Finnish aero engineer, designing inexpensive aerobatic sport plane designed HK-1, had it built at Jami Soaring School. Prototype cost $3,500 powered by Czech Walter “Mikron” III 65 hp engine. 5 diameter two-blade wood prop; 13 imp gallon fuel capacity. Span 22½'; wing one-piece all-wood construction attached to fuselage by four bolts. Main spar is I-section. Slotted ailerons fabric covered; split flaps, aluminum sheets and dural torsion tube. Aspect ratio 6:8; wing section at root NACA 643A418; at tip NACA 631A412. Root chord 4' 8"; tip chord 2'. Wing has 5 degree dihedral, 3 degree incidence at root. Wing area 75 sq. ft; aileron area 7.4 sq. ft.; flap area 10.1 sq. ft.


Length 17½'; height 6' 10". Empty 550 lbs; gross normal 880 lbs; 955 lbs aerobatic. Wing loading aerobatic 10.5 lbs/sq. ft; power loading 12.2 lbs/hp. Maximum speed 135 mph; cruising 115; landing 47 mph; range at economic cruising 430 miles. Take-off distance over 50' obstacle 900 ft in still air; rate of climb over 800'/min.

Reading clockwise from lower left are 1) switch; 2) clock; 3) speed indicator; 4) compass; 5) variometer; 6) fuel and oil pressure; 7) oil temperature; 8) rpm's; 9) turn indicator; 10) altimeter.

(10 & 11): AIR PROGRESS ”COVER” PLANE. “Little Toot” is name George Meyer of Corpus Christi gave to his biplane. Took almost 6 years to design and build; Meyer was able to fly “hands-off” during first flight. Fully aerobatic with good stall characteristics, recovering immediately when pressure is released from stick. Fuselage is metal monocoque from rear of cockpit, tube-truss forward; metal cowling. Tail surfaces all metal, fully cantilever. Wings have spruce spar, wood ribs, fabric cover. Cessna gear. Top 127 mph; cruises 110; climbs at 1000/min. Span 19'; length 10½'; 123 sq. ft. Upper wing swept back 8 degrees; lower wing straight with 3 degree dihedral. 90 hp Continental fitted; Lycoming 135 hp is next. George will make plans available at $50 per set.