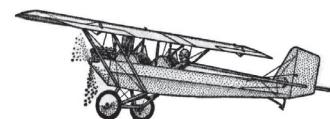




Brodhead PIETENPOL Association *Newsletter*



Issue 16-03

Third Quarter, Two Thousand Sixteen



Photograph by Dick Harold, MTCFA Photographer

Sky Scout Number One Rests Among Kindred Spirits in Hagerstown, Indiana

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Pietenpol Sky Scout Model T-Powered and Serial #1

By The Model T Ford Club of America

Editor's Note: The Model T Ford Club of America has given us permission to share this article from Volume 47, Number 6, of *The Vintage Ford*, their excellent publication. Information on joining the great and supportive organization is provided on page 13, at the end of the story.

The Pietenpol Sky Scout featured on the cover of this issue and on the centerfold is the latest, and perhaps most significant, of the Model T Museum's exhibits. This isn't just a Model T-powered airplane: it is a Pietenpol and it is Serial Number 1. This was the first Pietenpol Sky Scout built by Bernard Pietenpol in 1931. This plane is truly a national treasure in terms of its history and importance with an amazing provenance.



*Lavina and Fred Houston
donated the Pietenpol Sky Scout to the Model T Museum*

Brodhead Pietenpol Association

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Brodhead, WI 53520**

Email: bpa@pietenpols.org

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This plane was graciously donated to the Model T Museum by Lavina and Fred Houston of Broken Arrow, Oklahoma.

A little background: Fred and Lavina were the 1980 recipients of the MTFCA's Rosenthal Award. Fred was the MTFCA's President in 1981 and served on the MTFCA's Board of Directors. Fred has also written a number of articles for *The Vintage Ford* and has been deeply involved in the Club's restoration video series since inception. We refer to him as our "Bob Villa" (former host of *This Old House* television series). Fred not only has produced many of our restoration videos, he also introduces all the Club's videos.

Many of us were familiar with this airplane, as it was formerly owned by Chris Egsgaard, a well-known Model T enthusiast. When Chris died in 2002, many of us feared that the plane had been lost. The plane's engine was in Chris's barn, but the plane was, somewhere in Nevada: its exact location unknown.

By sheer good fortune. Fred Houston found the plane or because of Fred's well-known Model T interest the plane found him - and he was able to acquire it. With help from friends. Fred was able to re unite the plane's engine with the airframe.

Initially. Fred planned to do a complete restoration. However, once the dirt and dust removed, it was apparent that the plane was in reasonably good shape. The decision was made to simply preserve the plane. The engine, on the other hand, was in pieces and several key components were missing. A search ensued with the help of many friends. Some of the parts were found, but others were lost. From pictures and research. Fred was able to reproduce those missing parts and restore the engine to its proper configuration as when it was last flown by Egsgaard.

Consideration was given to again flying this wonderful airplane. It is certainly flyable, but its significant importance to general aviation history, as well as to Model T history, was deemed more important than the thrill of seeing it fly again. The risk of damage to the plane was viewed as too great.

Lavina and Fred discussed the plane's future. They wanted it to be someplace where it could be seen and enjoyed by many. Several places were considered, but they decided that the Model T Museum in Richmond, Indiana would be the best choice. Ironically, the Wright

brothers (pioneers of flight) grew up only a few blocks from the Model T Museum.

What is a Pietenpol?

Bernard H. Pietenpol (1901-1984) is considered the "Father of Homebuilt Aircraft."

Pietenpol was a self-taught mechanic and "tinkerer" who lived most of his life in the small town of Cherry Grove in southeastern Minnesota. At an early age he showed his mechanical aptitude and by the age of sixteen he was repairing and rebuilding cars, motorcycles and machinery. He spent a two-year apprentice hip at garage in a nearby town before returning to Cherry Grove to open his own garage. In addition to being a skilled mechanic, Pietenpol was also an inventor. The expression "Necessity is the mother of invention," surely fit him. He designed and built gasoline powered wheel chairs for some local invalids. There was no electricity in Cherry Grove, so he built his own generator for powering his equipment and lights. (A Model T engine and chassis were the basis for his power plant.)

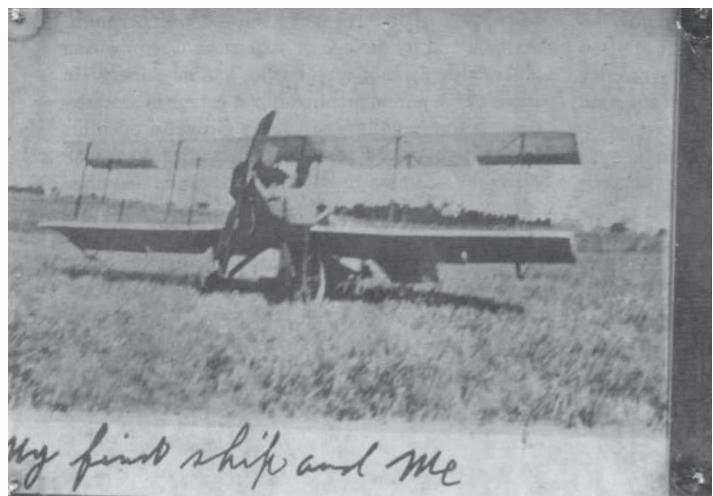
Pietenpol always had an interest in flying: however, the cost was far too expensive. Yet he continued to dream.

In 1920 he built his first airplane from drawings purchased from a magazine ad. He used a Model T engine. After several attempts, the plane finally lifted a few feet off the ground and promptly crashed. It was a failure. The plane was destroyed, but Bernard was unhurt. And, undaunted by the experience.

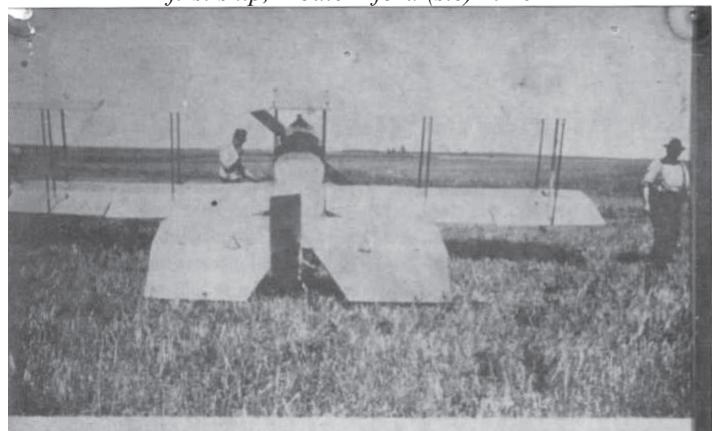
Pietenpol built another plane from plans he thought was a better design. This time he used a Gnome Omega rotary aircraft engine, which was already considered an antique when he purchased it. Pietenpol was not happy with the plane and sold it. It's unclear whether he ever flew it.

His third attempt was building a Lincoln Sport biplane from plans he found in *Modem Mechanics and Inventions* magazine. The project was never completed and in 1926 he traded it for a Curtis Jenny. He flew the Jenny for barnstorming and to hone his piloting skills. Pietenpol never really was fond of the Jenny as it required considerable and costly maintenance. He sold it in 1927.

If Pietenpol was discouraged about his ability to build a decent performing aircraft at a reasonable cost, he never showed it. Late in 1927, he returned to his shop and began construction of another plane. This one would be simpler than his previous efforts with a high wing mono-wing layout. It would be lighter and less expensive to build



From photos in Chris Egsgaard's collection and found by Fred Housion. The pictures are of Bernard Pietenpol's first airplane. The notes at the bottom state: "My first ship and Me" and "My first ship, Modle T ford (sic) 1920"



My first ship, Modle T ford 1920

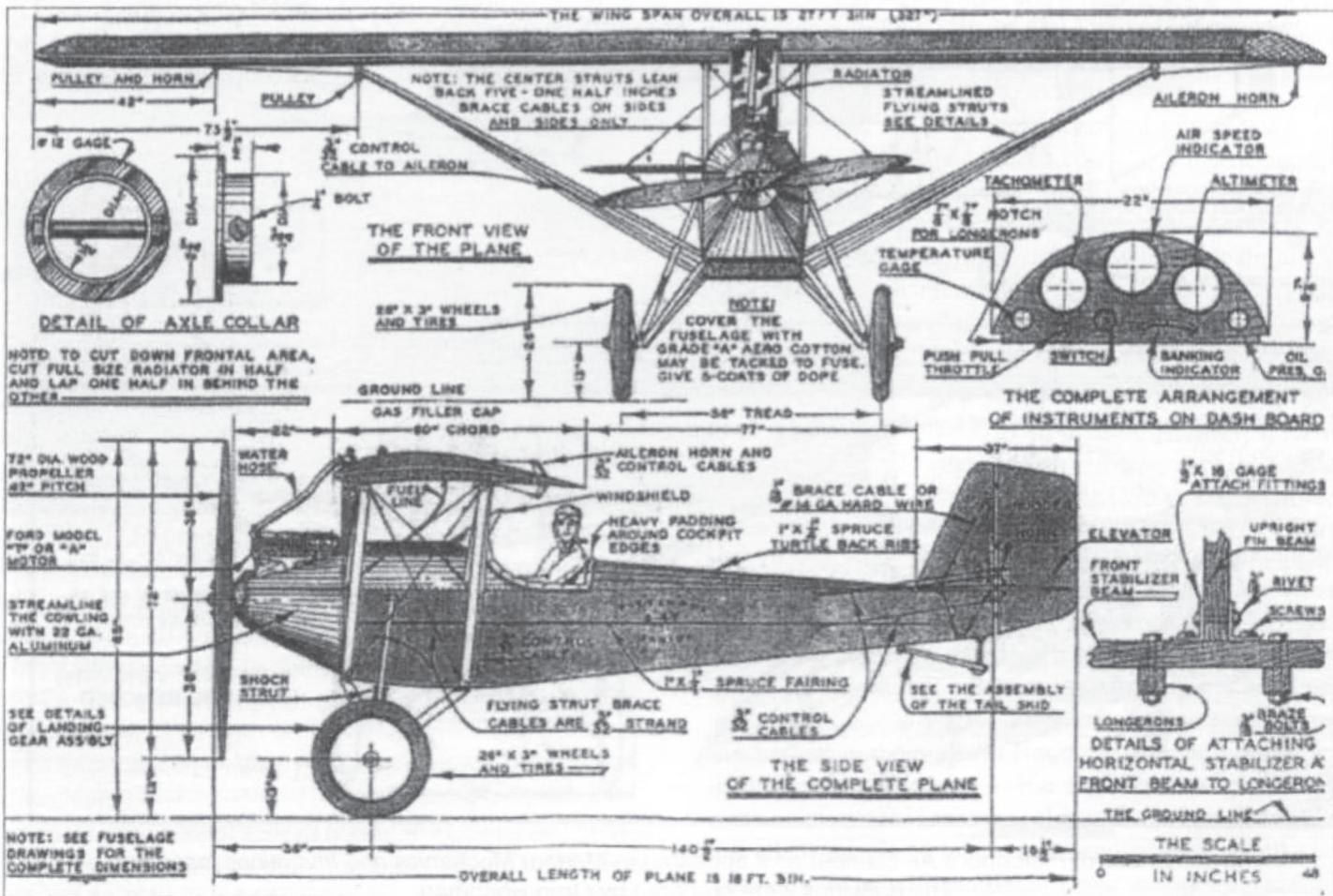
than a biplane. It would be basically his design, taking cues from his experiences. Being lighter in weight would give his design an advantage and a less powerful engine could be used, possibly at a lower cost.

His mock-up used a standard Model T engine, even though he knew its 20 horsepower output was less than desired. After the plane was completed, Bernard was able to acquire a "hopped-up" Model T engine that was, rated at between 30 and 40 horsepower - probably closer to 30 horsepower, in actuality.

In September 1928, the new plane took to the air.

Pietenpol's design was a big success. It was simple, easy to build, inexpensive and was easy to fly. If he only had a more powerful engine, the plane could carry a second passenger, making it a more useful vehicle, however, expense was the key issue.

Sometimes, timing is everything. Henry Ford's new Model A was now in production. The Model A engine



The Schematic of Pietenpol's Sky Scout as Prepared by Orrin Hoopman

put out an honest 40 horsepower as compared to the 20 horsepower Model T. It is reported that the cost of the new Model A engine purchased for Pietenpol's plane was \$150. Once the new Fords had been on the market for awhile, the Model A engine could be purchased in junk yards for less than \$100.

Bernard Pietenpol converted a Model A engine for use in his new plane and on May 20, 1929 the plane took off on its maiden flight. The results were exhilarating. The plane, with the additional horsepower, performed exceptionally well and met all of his expectations. He finally had achieved his goal of designing a two place (two-seater) airplane that was simple to build and utilized an automobile engine that could be easily converted to aviation.

Two more identical planes were built in the summer of 1929 using converted Model A engines. This design, later known as the Air Camper, proved to be durable with stable flight characteristics; many flight hours were logged during that summer.

At this point, I need to point out that Cherry Grove, Minnesota was a tiny town - it didn't even have its own post office. Three of the families in town were the Pietenpols: the Finkes (who owned a successful lumber company); and the Hoopmans, the local blacksmith. Emil Finke was interested in flying and supported his son Don's interest as well. Emil Finke put up the \$150 for the first Air Camper. While Henry Hoopman was the local blacksmith, his son Orrin was more interested in auto repair and aviation than blacksmithing. Orrin Hoopman and Don Finke could usually be found in Pietenpol's shop helping with a variety of jobs and projects. Orrin became an excellent mechanic and soon found himself a full-time employee of Pietenpol.

Modern Mechanics and Inventions

To Pietenpol and other tinkerers of the time, *Modern Mechanics and Inventions* was a magazine that was the favorite periodical for anyone interested in flying, mechanics, do-it-yourself articles and news. E. Weston "Westy" Farmer was the aviation editor for the magazine from 1928 to 1933. He was a colorful character and claimed to be an expert in many areas. While reportedly

a little arrogant, he was nonetheless a celebrity among anyone interested in home-built aircraft.

In the fall of 1929, Westy wrote, "It is unlikely that any auto engine, even the Model A Ford, can be successfully converted for use in a light aircraft." Upon reading this statement, Pietenpol fired off a letter insisting that statement "was a bunch of baloney ... they can fly ... cause we've flown every place we wanted to."

Westy Farmer, after reading Pietenpol's claim, invited him to bring his home-built Model A-powered plane to Minneapolis. On April 14. 1930, Pietenpol and Don Finke, his 18-year-old neighbor, flew two Air Campers to Minneapolis.

The planes landed in Minneapolis to great fanfare and were greeted by Westy Farmer. Charles W. "Speed" Holman, one of the most famous pilots of the day, took one of the Air Campers for a test flight. Holman was impressed - and so was Westy Farmer.

In Farmer's invitation, he said if Bernard would fly to Minneapolis, he'd put a picture of his plane on the cover of *Modern Mechanics and Inventions*. Farmer had the planes photographed and featured in *Modern Mechanics and Inventions* and also in *Flying and Glider Manual*, a sister publication. Farmer arranged to have photos taken and a complete set of drawings by Orrin Hoopman made available through the magazine for \$7.50. The drawings also included details for converting the Model A car engine to aviation use. The exact financial arrangement between Pietenpol and *Modern Mechanics* is unknown. However, Pietenpol acknowledged that over 5,000 sets of plans were sold through *Modern Mechanics* publicity.

Pietenpol also began selling kits of the various components for his Air Camper. He also began building finished planes - but it was the parts business that kept him the busiest.

Sky Scout

Bernard Pietenpol still had a desire to design and build an even more affordable plane. And, he really wanted to use a Model T engine because it was so inexpensive - one could be had for \$5 or less at junk yards. He had made changes to his wing design that improved lift of his Air Camper and if he could lighten the rest of the plane, the power from a Model T engine should work. Making it a single-place instead of a two-place would save weight and allow the Air Camper to be scaled down.

Modern Mechanics liked the idea and said they would publish and promote such a plane if Pietenpol built it and if Bernard Pietenpol would provide the plans. Orrin Hoopman, as he did with the Air Camper, would draw up the plans.

Pietenpol designed the Sky Scout. It was 17" shorter than the Air Camper; its wingspan was reduced by 21"; and, it weighed about 50 pounds less. With the improved lift of the wing, even with the lower output of a Model T engine, the Sky Scout was tested by Bernard Pietenpol and Don Finke and was pronounced easy to fly, stable and safe.

Bernard Pietenpol gave this plane to Orrin Hoopman. Orrin had very little flight experience: he first started with some high speed taxi runs and even lifted it off the ground a few feet. Finally, it was time to make a real test flight. Takeoff was uneventful and Orrin circled Cherry Grove for about a half hour doing various maneuvers and getting comfortable with the plane. Pietenpol, who had been watching from his hanger, is said to have commented, "There goes Hoopie!"

Landing, however, was a little more difficult for Orrin, who had never made a solo landing. His first pass was aborted when the plane didn't settle down immediately and he ran out of pasture land. This happened two more times. Don Finke is said to have told Bernard, "If he doesn't land pretty soon, we may have to shoot him down."

Fortunately, on the fourth attempt, Orrin was able to land the plane and roll to a gentle stop. It is reported that he grinned from ear to ear and was now a true pilot.

The plane was soon featured in *Modern Mechanics* and later in *Flying and Glider Manual*. Immediately, the demand for plans started pouring in for the drawings and also for parts and material kits.

The first Sky Scout was completed in May 1931. For the several years when the weather was clear, Orrin, Donald Finke, and Bernard would put on local air shows and possibly sell a few rides in the Air Campers. Orrin's plane, of course, was a single-seater and he would do flying maneuvers over the crowd. His Scout was also used to court Goldie Austin in nearby York, Minnesota. He would fly to her home and land in a hay field and visit with her. They were married in May 1932.

It was in the depths of the Great Depression and times very difficult. Orrin and Goldie moved out in the country and



Orrin Hoopman Prepares to Make his First Flight in his new Sky Scout, a Gift from Bernard Pietenpol

soon began having children. Orrin had a difficult time finding work, and when he did, it was for very little pay. There was no money for flying. The Scout was sold in 1936 for \$150 to George Miller of Predmore, Minnesota about 35 miles northwest of Cherry Grove.

Miller flew the plane for several years, but when the war started the Sky Scout was grounded and put away in a garage.

After the war, the Scout passed through a number of owners before being registered to a Squier and Adams in Osage, Iowa where it obtained an airworthiness certificate in 1946. The registration was cancelled in 1948.

Enter Chris Egsgaard

Chris Egsgaard grew up in rural Minnesota and often reminisced about how he and his brother learned to fly in a Pietenpol Air Camper in their youth. He had fond memories of flying and wanted to find another Pietenpol airplane.

It was the early 1960 and Chris was aware that Bernard Pietenpol had built the first Sky Scout which utilized a

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Thanks

Model T engine. Chris also knew that Orrin Hoopman was its first owner. Chris went about trying to track down the Scout, but the ownership trail ceased in about 1948. If you knew Chris' personality, you would know that this now became an obsessive quest. He sought the assistance of Bernard Pietenpol and Orrin Hoopman and with their help, he was able to locate the plane, or its remains, in Winona, Minnesota.

In 1964, Chris, purchased the plane and took it to his home in southern California. It took Chris fourteen years to rebuild the plane and build an airworthy Model T engine. It is estimated that Chris had to replace about 80% of the wood and he had to totally recover the fabric skin. He also searched for years for the right components to build a satisfactory Model T engine. The plane received its airworthiness certification in 1978.

As Fred Houston points out, "You probably could not have selected a better person than Chris Egsgaard to restore Pietenpol Scout serial number one. You see Chris Egsgaard's hobby was the restoration and driving of Model T race cars in the late 1940s and building hill climb racers for the Long Beach Signal Hill Climb in the Fifties and Sixties. In fact, since the Signal Hill Climb can no longer be run due to a street modification, Chris will forever own the Signal Hill Climb record with his racer. Chris was well acquainted with the California Racing community and it didn't hurt that among Chris's close friends was the racing genius Ed Winfield."

Fred, a noted Model T racing expert and restorer, with the help of Tom Bartlett, dissected and restored Chris's aircraft engine. Outlined on the next page are the modifications that Egsgaard had made:

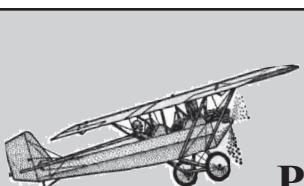
- Model T Block, bored to .040" over
- Sherman Aluminum Twin Fire High Compression Head
- Sherman Aluminum Pistons
- 1-5/8" Stainless valves
- Model A Crankshaft with welded on counter weights and drilled for full oil pressure
- Model A rods
- Model B cam w/.340 lift on exhausts and .330 lift on intake (pressure oiled)
- VW oil pump driving on front of cam at 40 pounds with full flow filter
- Light-weight aluminum oil sump cooled by direct flow of air from cowling
- Two aircraft Slick magnetos

Fred also comments, "From the beginning, Model T Fords were raced, starting in 1909 with the famous transcontinental race. Model T-based racers owned the dirt tracks, set the record on Pikes Peak in 1922 and even ran at Indy in the mid-twenties. So my notion is that by 1931, the Model T racing engine had about a 20 year developmental head start on the brand new Model A Ford engine. And even though the Model A engine was rated at 40 H.P. from the factory and the Model T only 20 H.P., it would have been an easy trick to increase the horsepower of the lighter Model T engine to 40-50 horsepower. So perhaps the Model T engine would have been the better engine selection. It is my estimate that Chris Egsgaard's engine produces 50-60 horsepower.

When Chris finished the plane, it was a piece of art. However, it would be no "hangar queen." Chris flew the plane often and flew it from California to Oshkosh, Wisconsin on at least two occasions. He is also said to have taken several cross-country trips. He also flew it in and around southern California.



Sky Scout Number One as Found by Chris Egsgaard in 1964



42nd Annual Brodhead Pietenpol Reunion

We look forward to seeing you this year!

July 20 - July 23, 2017

As mentioned, Chris was a character. In 1983, the MTFCA's annual meeting was on board the Queen Mary in Long Beach, California. In the write-up of the meeting in the May-June 1983 Vintage Ford, Editor Bruce McCalley starts with "Members came by train, bus, car and plane. Chris Egsgaard flew in alone in this Pietenpol Sky Scout powered by a Model T Ford engine. 'Got permission to land in the parking lot at 7 this morning,' he said. A few believed him." Yes, he had flown his Sky Scout from Burbank and landed in the parking lot of the Queen Mary.

July 2012, Brodhead Pietenpol Association, 37th Annual Reunion

The Brodhead Pietenpol Association is a club of owners, pilots, builders, and aficionados of the ubiquitous Pietenpol aircraft design. These enthusiasts gather and fly out of a grass field in Brodhead, Wisconsin.

Each year, this group get together in July just prior to the Experimental Aircraft Association's meet in Oshkosh, Wisconsin. Many Pietenpol aircraft fly in for the event. They show their planes, do various flying maneuvers, and have seminars regarding the Pietenpol airplanes and their history.

This year (2012), Fred Houston was invited to come to the 37th reunion to speak about the history of Pietenpol Sky Scout number one and to talk about the Model T engine and its modifications. He was also asked to bring the plane for display.

At the reunion was Bernis (Bernie) Hoopman Finke, Orrin Hoopman's daughter. Her father took her up in the Sky Scout when she was only two years old. Bernie admits that she doesn't really remember the experience, however, she was thrilled to see the plane again. We have spoken to her and she is anxious to come visit her dad's old plane at the Model T Museum in the near future.

Sky Scout Number One at Hagerstown - Photograph by Dick Harold







Thanks to Mike Bender for assisting Fred in taking the plane to Brodhead and then to Indianapolis on its way to the Model T Museum.

How Does One Display a Pietenpol Airplane in a Museum?

While the question sounds simple, the decision of the proper display was complicated.

At first, it was assumed that the plane would be placed on the floor among the Model Ts. Simple and easily accomplished. However, when the museum volunteers got together, it was decided that a better way needed to be found. With the plane on the floor among the Ts. it would "kinda get lost." Further, the footprint of the plane would take up a great deal of floor space. And lastly, The sense of flight would be lost.

Next, consideration was given to suspending the plane above the floor on cables from the rafters. Further investigations of the plane's construction was not conducive to such suspension. There was also some concern about the building's structural integrity and modifications that might be necessary for suspension.

One of our team members commented that we were "at a point of critical indecision." Fortunately, MTFCA member Tony Wiltshire of Noblesville, Ind. came up with an idea. "Let's set the plane up on a tower. It will alleviate floor space issues and we can place it at an angle that will simulate flight coming in for a landing." There was silence from the group. Heads were scratched, chins were rubbed, people looked at the floor, people looked at the ceiling. Then, "Awesome!" followed by "Cool!" and a couple of "Greats!"

Then reality hit. How were we going to do that? Tony said, "I can do that. I'm not sure about all the details yet, but I can make it work. I can design and make the tower. A few elements need to be worked out, but it is doable."

Knowing Tony and his abilities, while we didn't know how it would be done, we were confident that he could and would figure it all out.

Display Details

On July 22, 2012 Fred Houston and Mike Bender delivered the Pietenpol Scout to Tony Wiltshire's shop in Noblesville, Indiana. For the next few weeks, Tony made drawings, load bearing calculations, weight distribution variables, and many trips to the Model T Museum to take a variety of measurements. The plane was assembled, disassembled, and measurements were taken.

Tony was assisted by Jim Roof of Anderson, Indiana and Richard Mihm of Noblesville. He also had help from Dick Harold, Scott Anderson, Dan Conder, and others.

The pedestal (or tower as Tony calls it) was one thing, but how would we get an airplane up on top of a four and a half foot high tower. We didn't have a crane or hydraulic lift. When I asked Tony how we would do it, he said, "No problem. I've got it figured out" I asked no more.

The Road Home Goes Through Hagerstown

September 10 and the 4-1/2' pedestal or tower has been completed, Pietenpol Scout number one is loaded into Dan Conder's trailer, and Tony Wiltshire and his group of helpers are packed up and ready to travel to the Model T Museum in Richmond.

As it turns out, the road from Tony's shop in Noblesville to the Model T Museum in Richmond, Ind. travels through Hagerstown, Ind., the airport that is home to the annual antique fly-in that kicked off with the Model T Centennial Celebration in 2008.





We couldn't pass up the opportunity to assemble the plane and photograph it at this perfect venue. It was a beautiful day and the plane glistened in the sunlight. Some Model T owners showed up in their Model Ts to add to the scenery. A small crowd started to gather, including some media folks and local residents. Some things can't be kept secret - at least, not for long. We'll let the photos speak for themselves.

After several hours of photos, the plane was dismantled, loaded in the trailer, and on its way to the Model T Museum. It had been a long day and the Sky Scout was unloaded. However, the erection of the tower and assembly of the display would have to wait for another day.

Airborne Again ... Sort Of

Two days later, on September 12, Tony Wiltshire and his crew from the Indy 500 chapter returned. And with the help of several members from the local Henry's Hoosiers chapter, work began in setting the tower and preparing for placing the Sky Scout on its new perch.

To say that there was some nervousness might be an understatement. With the exception of Tony (he was as calm as could be), the rest of us were more than a little on edge. But Tony had the plan.

Once the tower was set and bolted to the floor, we lifted the fuselage and set it in place on the tower. Using two engine hoists (one for each wheel) and webbed-slings made from tie-down straps for each wheel, we were able to lift the plane. With virtually no weight on the tail when level, one person could hold the tail and guide it as the plane was elevated. Once elevated to the proper height, the plane could be pushed into place over the tower,

then lowered and attached via special hold-down clamps designed and made by Tony. Then using scaffolding, each wing was attached to the fuselage. To hold the plane at the desired angle of attack, the tail was secured with aircraft cable and attached to the building.

When completed, there was a round of applause for Tony's engineering and planning.

The Rest of the Pietenpol Story

Bernard Pietenpol was very satisfied with the Air Camper and the Sky Scout. From inception, until 1933, he made only a few minor changes to the design. The plans you can buy today are the same as in 1933.

During WWII, Bernard Pietenpol ended up in the civilian pilot training program. With his knowledge of airplanes, he taught young pilots basic flight lessons and how to repair planes. He also promoted flying and instructed many in flying skills and aircraft maintenance.

Throughout his life, Pietenpol continued to pursue finding and developing better and more powerful engines for his planes that were affordable to the common man. Over the years there have been more than 30 different engine used. The last Air Camper Bernard Pietenpol built was in the 1960s and utilized a Corvair engine.

Bernard's grandson, Andrew, continues to run the late Bernard Pietenpol's aircraft company. Plans for the Air Camper and Sky Scout are available today.



Postscript

There are hundreds, if not thousands, of Pietenpol Air Campers and Sky Scouts still flying. There are many being built today and some will use Model T and Model A engines.



References

The Pietenpol Story by Chet Peck, published by Three Peaks Publishing, Norman, Oklahoma.

Special Thanks

In addition to Lavina and Fred Houston, there are so many others who need to be thanked for making this come to fruition. First, Fred wanted to thank Tulsa Club members Oak and Sue Osborn for taking the Houstons

to pick up the plane in California. To Mike Bender who accompanied Fred to Brodhead Wisconsin and then Indiana, driving his pickup for the trip and assisting Fred with the restoration/preservation. Special thanks to Frank Harris and Howard Genrich in assisting in locating the engine and parts, to restore the plane. Frank also helped with photographic restoration of some of Chris Egsgaard's photos. Andrew King, Doc Mosher and Chet Peek offered historical and technical information.

Tony Wiltshire and members of the Indy 500 Chapter, especially Dan Conder, Dick Harold, Richard Mihm, Scott Norris, and Jim Roof for designing and constructing the plane's amazing display.

Henry's Hoosiers members Mark Atkins, Bill Grotendick, Jack Harlan, Dana Weigle, and Benny Young for their assistance in setting up the display

Member Dick Harold has become the Club's official photographer. The majority of the photos, in addition to the cover and centerfold, should be credited to him.

George Price, editor of the *Pendleton Gazette*, has provided us with many terrific photos, and has chronicled on video the photo shoot in Hagerstown, the museum's grand opening and more.

There are more people that I am sure I am missing and I apologize in advance.



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(If already a member, please give this to a friend)

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*(Membership dues subject to change)

My Restoration of a 1920s Airway Beacon Part Five

By Harvey Hartman - Somewhere in Texas

BUILDING THE SHED

I started building the shed in mid-March and the stud walls went up rather quickly.



Then the steel roof beams went up...

...followed by the roof and wall sheeting. The sidewall vent seen in the first picture on page 14 is to provide air-





flow through the building to keep fumes from the lawnmowers and gas cans from accumulating inside the building. Plus, it adds nicely to the “generator shed” look. The fence around the base of the tower is also starting to go up.

And then I poured the forth (and LAST!) concrete of this project. At 2 yards, this was the smallest and easiest pour. This last slab is a workpad between my machine shop (the double doors on the left side of the picture) and the new shed (on the right side of the picture). This is a nice level place to set up my table saw on sunny days or any other work that needs a level surface. It also means less yard I'll have to mow!



These next two pictures show the building after the doors,

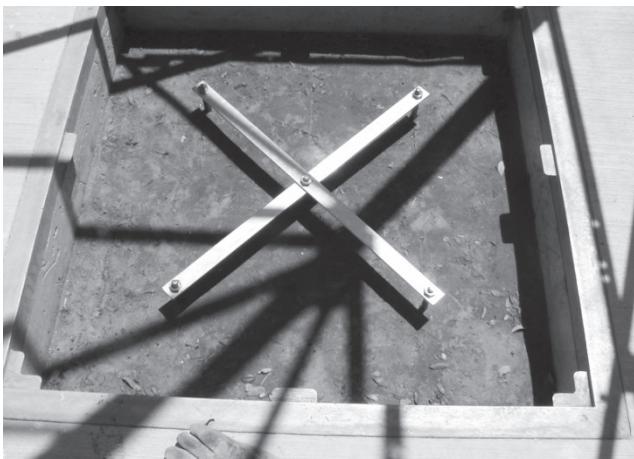


gutters, and trim were completed. The second picture also shows the gate in place for the security fence.



The next two pictures show the finished security fence around the base of the tower. I am very pleased with the way that the fence turned out because nothing that I have done so far has given this installation the professional look that I've been shooting for better than this fence! (Note that I have not yet installed the two strands of barbed wire around the top of the fence.) These pictures also show the cover plate in place over the ground rod pit.





And finally, the Ground Rod Pit. As already mentioned, this pit contains the ground rods (five of them) for this installation. Two of the rods will be connected to the top-mounted lightning rods, two will be for the tower legs, and the fifth one in the center will tie the other four rods together via 2"x1/4"x 36" solid copper bars.

(You can see why I waited until the fence was up before installing all of this expensive copper!)

Next: Starting work on the top tower section

Stay Tuned for Part 6 (Final Part): Restoring the Last Tower Section.

Classified Ads - - -

(Classified Ads are free to BPA members. You must contact BPA each issue in which you want the ad to run.)

For Sale: Bradford Sky Scout Side-By-Side fuselage prints for sale. Uses standard Pietenpol wings and tail surfaces. Call Kyle at 517-663-3083 for information.

Moving On

This is my last issue as publisher/editor of the BPA. The BPA is transitioning to where it belongs - Brodhead.

EAA Chapter 431 has stepped up to take over and bring things back up to speed. You will see their address on this issue. It is the logical place for the association to exist. Pat Weeden is the focal point of this transition and give him all the help you can.

When taking over from Doc and Dee in 2013, the timing seemed right to have fun and make this work. Shortly thereafter, life told me otherwise and I have not been able to keep up with aging parents, two jobs and this newsletter. Between my family and vocations, this publication suffered. It is in capable hands now. I won't be going away but I hope to be able to at least enjoy the limited time I get to spend at Brodhead during the fly-in.

Special thanks to Rob Busch who put on the forums the past couple of years. Also thanks to Jack Phillips, Gary Boothe, Dom Emsch, Frank Pavigla, Douwe Blumberg, Keving Purtee, Bill Church, Gene Rambo, Curt Merdan, Dan Yocum and others I am forgetting for their support over the last three years.

I will see you at Sun 'n Fun where I will still put on the BPA beginning to build forum.



BRODHEAD PIETENPOL ASSOC. Membership Application

Date _____ New Member _____ Renewal _____

1 year USA	\$20.00
2 year USA	\$35.00
Back issues (indicate which).....	\$ 4.00
1 year Other countries.....	\$25.00
2 years Other countries.....	\$45.00

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

email: _____

USA Amount enclosed:

(Cash/check only – no credit card)

Other countries U.S. _____

cash enclosed _____

**Make all checks payable to:
BPA or Brodhead Pietenpol Assoc.**

Members will receive the next quarterly published issue after the date of receipt of dues in the Brodhead office. All correspondence should be mailed to:

**Brodhead Pietenpol Association
Cheeseland Chapter 431, Inc.
P.O. Box 304
Brodhead, WI 53520
Email: bpa@pietenpols.org
Web: <http://www.pietenpols.org>**

BRODHEAD PIETENPOL ASSOCIATION
Cheeseland Chapter 431, Inc.
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Chris Egsgaard in Sky Scout Number One Near Oshkosh, Wisconsin

