



Brodhead PIETENPOL Association Newsletter



Issue 01 - Fourth Quarter, Two Thousand

October 1, 2000

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Pietenpol 'family' enjoys festive weekend



Photo by Gary Rosendahl

About 300 people were in attendance for the Pietenpol reunion fly-in July 28-30, 2000. A full page of color photos is featured on pages four & five.

Brodhead hosts Pietenpol fly-in for 25th straight year

The 25th annual Pietenpol reunion was held at the Brodhead Airport recently with 300 people in attendance.

"It was another great, successful fly-in," said Francis Saunders, former president of the local Experimental Aircraft Association, Chapter 431.

Bernard Pietenpol is the man behind the local airplane reunion, billed as the largest Pietenpol fly-in in the world. Pietenpol invented his airplane with a Model A Ford engine in making it successful.

Pietenpol planes reach a top speed of 65 miles per hour and on 10 gallons of fuel are able to stay aloft two hours.

"Word about the fly-in gets out through our Pietenpol newsletter," said Saunders.

Pietenpol enthusiasts come from all 48 contiguous states and Canada, and often from overseas, as well.

Brodhead Pietenpol Reunion 2001

Friday, July 20;
Saturday, July 21,
Sunday, July 22, 2001

See related
story on page 3

Dear Members;

*Hope you
will enjoy
your first
issue of
the Brodhead
Pietenpol
Association
Newsletter!*

News from you

Enclosed is my check for \$10; please enroll me as a current BPA member. I have been a member since 1995 and am glad to know it is being continued.

I am building a long fuselage Piet A/C and have the structure complete. Recent progress is completing the stiff leg landing gear and the 3"x21" wheels and axle. The bird is now on the gear. Just got my rebuilt and modified (to include a pressurized lube oil system) 31 'A' engine home last Saturday, July 15. It's been running and looks great.

Had a nice trip to Texas last fall. Visited with two Piet builders in Spring, Texas. Joe Krzes and Gary Meadows. Also saw John Greenlea's Piet in Bowie, Texas (he has done an outstanding job of construction).

On the way home we stopped to see Don and Clara Hicks in Hartford, Alabama. Don has an outstanding Piet project. It's his fourth home-built, so he knows his business. Sure is nice to see great projects like these and I have lots of pictures to refer to.

Best regards,
Lou Larsen
29248 David Ct
Tavares, FL 32778



Here's a picture of my project; finally got it on the gear the past winter. Four years into it. I wanted a split V spring ldg with wood struts, pretty much my own design, hope it works!

Using 17" Honda front wheels with hub brakes.

Have controls in tail feather wired up and wood top cowl with storage in front.

Planning on Corvair power. Have wing rib built. Hope to start wing center section soon.

Sincerely,
Don Lillich
5101 Reeds Rd
Mission, KS 66202



October 1, 2000

BPA Newsletter
E-mail: bpa@indreg.com

William Wynne on Corvair engines

If you're interested in talking about Pietenpol engines, William Wynne is more than willing to provide information. Especially in the area of the Corvair engines.

William flew from the Daytona Beach, Florida area to attend the Brodhead Pietenpol reunion, which was held Friday and Saturday, July 28-30, 2000.

He was the guest speaker for the mid-afternoon session on Saturday, and his expertise is the conversion of the Corvair engine into the Pietenpol plane.

William is a professional aircraft builder by trade; has worked with and learned from the best in the field. Wynne's love is engines and you can tell that in the first few minutes of talking to him. You could say it's his life; known for working 30 days straight, 16-20 hours a day on his projects. Over the years he has worked on over 100 Corvair conversions, and has over 500 flying hours on his own engine.

Spending so much time with the Corvair engine; researching, developing, and testing the engine; he has become a "Corvair Specialist" which has prompted him to author a Conversion Manual, now in its "1999 revision". Since 1996 he has sold over 2,700 copies of the manual. Presently, there are 500 engine builders using his plans.

William said, "Last thing I want to see is someone who has put ten years of hard work into a plane, then see it turned into a pile of sticks." This is one of the reasons he is so committed to excellence in this area.

He does not deny that one can follow the traditional Pietenpol conversion engine plans and when finished you will have a good sound engine. With the Corvair engine you will encounter a difference in performance, mainly in speed and the rate of climb. In his own personal aircraft he doubled his aircraft aerodynamics, and doubled the horsepower output. He increased from 72 m.p.h. to 105 m.p.h.

The alterations he made were mainly the following: did not run blower fan on motor, increase engines rpm performance by 400, put on a fairly efficient propeller, and optimized the cam shaft. Cost is no more than a traditional Pietenpol engine conversion.



Photo by Ed Mikkelson
William Wynne speaking on Corvair engines' reliability, performance, and his own years of research and development on this specific brand of engine.

His seminar was very informative and reflected his interest, knowledge, and research in the engine.

Wynne also is the president of the EAA Chapter 288 of Daytona Beach, Florida, which operates out of Spruce Creek Airport.

He also conducts a "Corvair College" in Florida. His next session will be held during the second week in October. Contact him if you're interested in attending.

If you are interested in learning more about the Corvair engines or would be interested in purchasing Wynne's Conversion Manual write William at P.O. Box 290802, Port Orange, FL 32129-0802, contact him by phone at 904-451-3676, or E-mail him at williamtca@aol.com. You can visit his Web site at www.flycorvair.com.

Thanks William for being one of the speakers at the B.P.R.

October 1, 2000

Pietenpol Reunion week-end to be earlier

As you may know the EAA AirVenture 2001, held in Oshkosh, Wisconsin shifts forward one day, July 24-30, a Tuesday through Monday format.

Beginning in 2001, EAA AirVenture has decided to operate on the Tuesday through Monday format, instead of the Wednesday through Tuesday schedule of the past several years.

THE 26TH ANNUAL BRODHEAD PIETENPOL REUNION WILL ALSO SHIFT FORWARD to Friday July 20, Saturday, July 21, and Sunday, July 22, 2001 (one week-end earlier, that is, before the beginning of AirVenture and NOT DURING).

This change will allow Pietenpol enthusiasts to enjoy a weekend at the Brodhead Pietenpol Reunion and the entire Oshkosh AirVenture, if they so desire.

We hope that this shift in the Brodhead Pietenpol Reunion will not cause any difficulty or burdens.

Q What is a source of the rims for wheels for landing gear? It seemed that they were pretty much the same rim as you would get from some motorcycle salvage.

Bruce Brown
P.O. Box 51
Redfield, IA 50233.

RENEW YOUR SUBSCRIPTION TODAY!

BPA, % The Independent-Register,
P.O. Box 255,
Brodhead, WI 53520-0255



New births

If you have a Pietenpol aircraft that you have finished, please submit it to us at: BPA, % The Independent-Register, P.O. Box 255, Brodhead, WI 53520-0255 and we will published it. Or e-mail the photo (resolution of 300) and article to bpa@indreg.com.

Congratulations



Dear Members;

Very happy to see we are getting a newsletter again. Finally have my Pietenpol flying; maiden flight was May 23, 2000. Flies great, hands off.

Enclosed are two pictures for newsletter if you would like to use them.

See you at Brodhead.

Ken Perkins
1480 Martway
Olathe, KS 66061

New Births continued on page 6

Q What about the 1999 BPA Newsletters I missed although I was paid up, were there any issues after the first quarter?

The Brodhead Pietenpol Association is not connected with the Buckeye Pietenpol Association, except by content.

Please sign me up for the BPA newsletter. I've included \$20 for two years' dues.

Thank you for providing the service. I've been experiencing withdrawal symptoms since Grant MacLaren stopped.

Cheers,

John Ousternout
PO Box 331
Soap Lake, WA 98851

Please put me on the list for the BPA newsletter. I'm glad someone has stepped forward as I've missed it a lot.

Thanks,

R.B. Cunningham
30 Red Range Circle
Sedona, AZ 86351



This photo shows my airplane as it appeared in September of 1999 as I was doing the initial fitting of the wings and had them braced with 2x4s to measure for wing struts.

Since that time all components have been completed and covered except for the wings. I am presently taping and rib stitching ailerons and tail feathers with wing covering to follow. I have just passed the five year mark in construction (a bit slower than most).

For those who do not have the old Buckeye Pietenpol Newsletters or are not participating in the on-line discussion group, my ship is the extended fuselage version powered with a Model A engine. It is reasonably faithful to the plans except for what I consider concessions to safety. .hydraulic brakes and steerable tailwheel. As an old 'purist' I won't argue with any who shun the notion, but having owned an antique without these niceties, I know that you cannot always land on grass and I know how they react to short paved strips in a crosswind!

When faced with the inevitable question "when do you expect to fly it" my stock reply is five minutes after it's finished, or conversely, she'll be finished five minutes before I fly her. Planned dates are seldom met.

Regards,

Don Hicks
5021 County Rd 36
Hartford, Alabama 34344

Brodhead Pietenpol Reunion



Photo by Gary Rosendahl

On Saturday, Kim Striker provided rides all day long in his Pietenpol, as he has graciously done in the past during the event.



Photo by Ed Mikkelson

Lowell Frank, Okauchee, Wisconsin, is showing his Pietenpol airplane which he built in 1996. This year he replaced the engine with a seven cylinder 145 radial Warner engine. The engine is very powerful and impressive looking, and he is a very knowledgeable and proud owner. Frank mentioned that he had 90 percent of the engine parts. Four hangers down from his, a gentleman had the remaining parts to finish the building of the engine. The engine is capable of climbing 2,000 feet a minute and can exceed 100 m.p.h.; rarely does he exceed 80 miles per hour. Lowell was a personal friend of Bernie Pietenpol. Lowell spoke about Allan Roudolf being one of his mentors. This is one of the four Pietenpols that he has owned. It's known to be one of the most powerful. Travel on Friday was a little bumpy at 2,000 feet, but still nice flying.

**Next issue we will feature more letters sent to us.
Subscribe Now to receive your four issues next year.**



Photo by Gary Rosendahl

Brodhead Pietenpol reunion 2000 was a chance to reminisce, renew old friendships, do some camping, and cooking out.



Photo by Don Campbell

One of the many airplanes at the Pietenpol reunion.



Photo by Ed Mikkelson

Lowell Frank's seven cylinder 145 engine.

on • July 28, 29, & 30 • 2000



Photo by Ed Mikkelson

Not only do owners put a lot of work into the exterior, but also inside.



Photo by Ed Mikkelson

The late Frank S. Pavliga and his son Frank M. Pavliga (pictured above), finished building the Sky Gypsy in 1983. Nine times Frank has attended the Pietenpol reunion in Brodhead; he presently lives in Canfield, OH. The engine is a 65 horsepower Continental which came out of a 1939 aircraft. The plans were bought from Bernard Pietenpol; he also corresponded with Bernard on building this airplane. Pavliga said, "Mr. Pietenpol was a very smart and thoughtful person." Frank has compiled a slide presentation on Bernard Pietenpol.



Photo by Ed Mikkelson

This engine is from the Perks Time Machine.



Photo by Ed Mikkelson

The Perks Time Machine was just finished this year. The body is designed from the older, smaller style. Kenneth Perkins, Olathe, Kansas, finished the plane on May 23 of this year and has been working on it since 1960, but has had several projects in progress in the past 40 years. This is the first project finished. The engine is a 1931 Model A. The propeller is an Ohle Fahlin.

News from you

Enclosed please find my check for my subscription to BPA newsletter. I received my letter in this morning's mail and by coincidence I finished my Pietenpol today. I will move it to Larmar, Missouri, airport next week for my inspection for air-worthy certificate and test flights. My registration is NX929MB. I have a Corvair engine with a warp-drive ground adjustable prop. I have painted it in the colors of the Swiss airforce and have named it the "Missouri Biicker." As soon as I know what to do I will send some pictures. Thank you for your fortuitous timing. Keep them flying low and slow.

Sincerely,

Sonny Shewmake
7610 Belgian Rd
Grandby, MO 64844

P.S. I also built and fly a RV-4 SS.

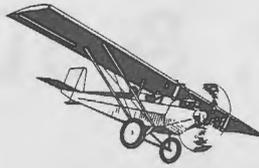


Thanks for the newsletter. I just replaced my Piet with a new set of wheels and a new gas tank. I have over 1,850 hours on Ole Piet now and have owned it 28 years.

Plan on being in Brodhead but will leave Piet in Orlando. My wife and kids won't let me fly that far anymore.

Enclosed are my dues; keep those newsletters coming.

Happy flying
Allan Wise
2517 Caribbean Ct



October 1, 2000

BPA Newsletter
E-mail: bpa@indreg.com

New births Congratulations



Dear Chapter 431 members;

I completed my Pietenpol and had Dave Karren do the test flying since I was not current. N72WW flew very well except to fly at this elevation, 4,724 feet, it was severely underpowered.

Dave Karren, P.O. Box 71, Jensen, Utah 84035 took it home and intends to replace the C-65 with a bigger engine.

December 31, 1999, I had a tumor removed from my spine so I am wearing a brace and have some problems walking.

Some of your members may remember me as the "crazy guy" who brought two bottles of homemade wine to share at the pork chop dinner not realizing it would have taken two cases of wine!

Sincerely,
Warren Wiggett
2857 Pinehurst Ln
Grand Junction, CO 81503-2299

P.S. Dave Karren has two Pietenpols—one with a Corvair engine, the other a biplane with a C-65.

"A Pietenpol Air Camper? Why in the world would you want to build one of those?"

I couldn't believe that those words were coming from my father. The man who was a fighter pilot, my mentor who introduced me to the world of aviation through models when I was only 9, my hero. The one person in the world who I expected would share my enthusiasm and excitement for any conceivable form of flight, especially one with some nostalgia connected with it.

Despite that blow to my high-flying dream, I couldn't get the image of Brian Malley's Piet on the cover of Kitplanes magazine out of my mind. That was the kind of low-and-slow, wind-in-your-face, leather-helmet-and-goggles flying that I wanted to be a part of and, by golly, I was going to do it whether Pop liked the choice or not! Besides I had made a model of the Air Camper a while back so I already had a paint scheme in mind. I was practically in the air already!

That was May of 1992. It's now April of 2000 and I'm about 75% done. So much for being practically in the air.

The six years of building have been filled with an incredible learning experience and a great opportunity to meet and pick the brains of some remarkable people. I have acquired two Ford model "A" engines, learned techniques directly from the guys who "did it that way" in the 30s, and found things to put on/in my airplane from such diverse places as garage sales and the Internet. I'm not necessarily a slow builder, it's just that the journey is such a good time that I'm not in too much of a hurry to get it done for fear that I'll miss some good deal or the chance to learn something new (old). Besides, spreading the dollars out over a long time doesn't make such a big impact on the family budget. (I'm averaging less than \$1,000/yr!)

Don't get the impression that I don't want to get into the air. I can't wait to crank up that Model "A" and go trundling down the runway and into the early morning sky with no particular place to go, but I really am having fun building. Once I do get it fly-

Continued on page 7