
# Brodhead PIETENPOL Association Newsletter

Issue 14-01 First Quarter, Two Thousand Fourteen January, 2014

Photograph courtesy Don Emch

**Don Emch Enjoys a Winter Flight in his Pietenpol Air Camper**

## What's Inside...

## New Editor

by **John Hofmann** (Columbus, WI)

**Hello Good People!**

I want to thank **Doc and Dee Mosher** for their dedication and persistence in publishing this newsletter over the past several years. It is a labor of love and I hope that I can live up to the standard they have set.

I also hope you enjoy reading this first issue as much as I enjoyed putting it together. It went to press later than originally intended because an article came in that was so timely as well as the obituary of Don Pietenpol. I to decided at the last minute to add it and move some other things around as this information did not need to wait until April

While looking at Facebook in early January, I saw a photograph that **Don Emch** posted of his Pietenpol on skis. I quickly contacted him and that picture is on the cover of this issue. Don was gracious enough to give us a write up and **Frank Pavliga** re-drew the ski plans. This will give you flyers in the more temperate climates a reason to be jealous of us in the Great White North.

This is your newsletter and feel free to give feedback, make comments and submit articles for publishing. We also have a new website in the works to allow for online subscription renewals as well as a personal space for users to post pictures or allow for a little personal blog space.

If nothing else, remember, all of life's questions can be answered by watching "The Great Waldo Pepper!"

*John*


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## Gone West - Don Pietenpol

Editor's Note: Shortly before press time, we received information on the passing of Don Pietenpol. Don was there to provide plans and the manual for the Air Camper and was always preaching to "keep it light" and "follow the plans."

I got to know him through is father around 1977 when my dad and I bought our Air Camper plans. I last talked with him about a year ago. He will be missed. **Vi Kapler** sent in a copy of his obituary. The text is shared here from the "*Rochester Post-Bulletin*" and is quoted in its entirety. Our sympathies to Andrew and the Pietenpol family. Rest in Peace, Don.

**Donald Dale Pietenpol - Rochester**

Donald Dale Pietenpol, of Rochester (MN) passed away Wednesday, Jan. 8, 2014 (on his 84th birthday) of cancer at Vanderbilt University Medical Center in Nashville, Tenn.

Donald was a loving husband, father, grandfather and friend; a Korean War veteran who served in the U.S. Air Force; an engineer at IBM; ham radio operator (K0DFZ); a pilot; a builder of experimental planes; aviation enthusiast; and member of the Quiet Birdmen.

He especially enjoyed spending time with his grandchildren.

Donald was born in Wykoff on Jan. 8, 1930 to Bernard and Edna (Krueger) Pietenpol. He married Olive Robinson on Oct. 31, 1959.

Donald is survived by his wife of 54 years, Olive; three children, Andrew Pietenpol (Joyce Larson), of Cottage Grove, Donna Pietenpol, of Katy, Texas, and Jennifer Pietenpol (Ian Wattenmaker), of Nashville, Tenn.; and six grandchildren, Alexander Panetti, of Katy, Texas, Brittany Panetti, of Katy, Texas. Collin Panetti, of Katy, Texas, Gavin Higgins, of Nashville, Tenn., Caroline Wattenmaker, of Waterford, Va., and Annie Wattenmaker of Waterford , Va.

Donald was preceded in death by his parents and brother, Kermit.

A memorial celebration of his life and grave side service will be planned later this spring. The family requests that memorials be directed to the Vanderbilt-Ingrain Cancer Center in Nashville, Tenn., to support cancer research discoveries.

## Brodhead to Oshkosh 2013

By **Greg Cardinal** (Minneapolis, MN)

The original plans were made to fly to the 2013 Pietenpol gathering in Brodhead, Wisconsin as a gaggle, with **Bob Poore**, **Dick Navratil** and me in our Pietenpols.

Dick had to scrub his flight plans after spraining his wrist the night before departure, so he chose to drive his camper and provide ground support.

Bob and I met up at my home base of Stanton, MN (SYN) on Wednesday, July 24th and departed for Brodhead at 9:00 A.M. After a fuel and lunch stop in Viroqua, Wisconsin we launched and arrived in Brodhead at about 1:30 P.M. to warm weather and clear skies.

Winds kicked up on Thursday and the temperature started to drop. By Friday we had high temperatures in the low 60s, gusting winds and periods of horizontal rain. The cold and wind stayed the entire weekend keeping most airplanes grounded and everyone struggling to stay warm.

Sunday morning's plans were for Bob, **Randy Bush** and myself to fly to Oshkosh with a projected departure from Brodhead at about 9:00 A.M. After checking weather, we decided we would be able to make the flight to Hartford, Wisconsin for fuel with clear weather from Hartford to Oshkosh. We were hampered by cold gusting northwest winds and passing rain showers all along the way. Our route of flight from Brodhead to Hartford kept us within a few miles of airports along the way in case we needed to divert for weather. Other than a small course change to avoid a rain shower and a brief bout with carb icing on Randy's Corvair Piet, the leg to Hartford was uneventful. Most pilots will tense up when their engine begins to sputter but Randy kept his cool handled his episode of carb ice like a pro with quick application of carb heat and a climb to a higher altitude to increase his options. The wind at Hartford was right down the runway and the grass next to the pavement was smooth and wide.

We had arranged for permission to land at the ultralight strip at Oshkosh. After fueling up, a phone call was made to the ultralight barn to confirm the northwest landing direction as we would be operating NORDO. We departed Hartford and headed north. At the town of Rosendale, Bob and Randy fell in behind me at ½ mile intervals. This spacing was to allow the leading planes time to get on the ground and off the runway before the followings planes landed.

The NOTAM calls for aircraft using the ultralight pattern to fly at 300 feet AGL because we are flying underneath the aircraft stream using the Ripon arrival. The approach path also includes some tight maneuvering around trees to line up on final with a landing on a 900 foot runway. In an ultralight flying at 28 mph this is a piece of cake. In a Pietenpol flying at 50-60 mph this becomes a bit more technical. We were getting bounced around pretty good due to the northwest wind rolling off the trees at that low level. I'm sure the three of us put on a pretty good show for the spectators as we came in to land.

After landing on the immaculately smooth grass Randy taxied up to the Corvair display that **William and Grace Wynne** had set up.

Bob and I were moving our planes to a tie-down spot in the ultralight area when a gentleman approached and asked us what we thought we were doing. We explained that we had permission to camp there and he told us we had been misinformed. Because we were homebuilts we would not be allowed to camp in the ultralight area. We tried negotiating with him but we were clearly encroaching on his domain and he would not budge. This became a problem with my tailskid limited taxiing ability and required some coordination just to get to the taxiway. Once on the taxiway I was able move on the grass for about 1000 feet before we encountered pavement. At this point I had to jump out of my Piet walk alongside it to steer it on the pavement. Bob followed close behind at my walking speed. At one point several large warbirds on an adjacent taxiway swung their tails in my direction and revved their engines. I had to hang on to the lift struts to keep their prop blast from upsetting my plane.

After a leisurely 1 1/2 mile walk we finally made it to a parking spot. After we gave the parking co-chairman an earful we finally got our planes registered.

Highlights of the Oshkosh trip included Bob being invited to fly his Pietenpol in the Homebuilt Flight Review, getting interviewed by **Meg Godlewski** for a cover article in General Aviation News and watching the crowds kill the grass around our airplanes. Bob and I spent a lot of time answering questions and promoting Pietenpols.

The flight home on Thursday was beautiful with fuel stops in Mauston, WI and Rushford, MN. The area west of Mauston is prime Amish country complete with horse drawn farm equipment, few electric power lines and haystacks in the fields instead of the usual modern round hay bales. Flying over this area in a couple of 1930s vintage airplanes, away from the cities and major highways really feels like a step back in time. At Eyota, MN we made a low pass over **Vi Kapler's** airfield.

It was an awesome trip!

## Tapered-Shaft Hub Installation/Removal Tool

By **Michael Perez** (North Royalton, OH)

I have a print out of an article written back in March of 2005 from ***Vintage Airplane*** that discusses the removal and installation of a tapered-shaft hub. This original article was written by **Bob Gehring** and **Steve Krog**. I don't recall if I found this on the web or if someone sent it to me. Nonetheless, I found their custom fabricated hub tool to be excellent and made my own, with a few changes. Below are the details on how I made mine and if you choose to do the same, I have highlighted the items to pay attention to while fabricating. I HIGHLY recommend every owner of a tapered shaft hub make one. It is the only accurate way to get proper torque on the hub and it will not damage the hub nut itself.

First off, as I love to machine things, I was going to use a full size milling machine, digital read-outs and various other high precision tooling to make my hub tool, but decided I could serve our readers best by fabricating it as I believe most of us would, with simple hand tools.

The tool is made from a 7/8" deep well, ½" drive socket and a 5/8" stainless steel bolt. I used a *Snap On* brand socket because it has a much larger wall thickness than the *Craftsman* socket I had originally planned on using. Looking at **Picture 1**, you will see that the Craftsman socket "nut well" goes almost to the bottom of the socket and the wall thickness in this well is thin. Compare that with the Snap On socket, **Picture 2**. This socket has a shallow "nut well" and the rest of the length of the socket inside is round with a very heavy wall thickness. I cut off this "nut well" area on a metal cutting band saw, leaving a nice, beefy round socket. **(Picture 3)**

**Picture 1**

**Picture 2**

**Picture 3**

I chose to use the 7/8” size socket because it fit inside the crank shaft itself, down to the screw cap that plugs up the crankshaft end. (**Pictures 4 and 5**) This allows a greater web thickness between the


**Picture 4**

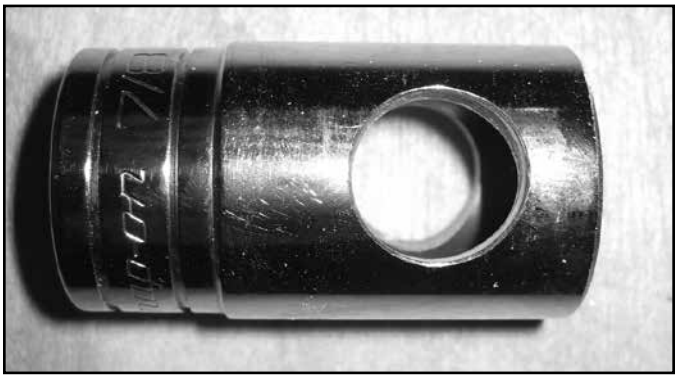

**Picture 5**

cross drilled 5/8” hole and the end of the socket itself. (**Picture 6**) The original article used a larger

**Picture 6**

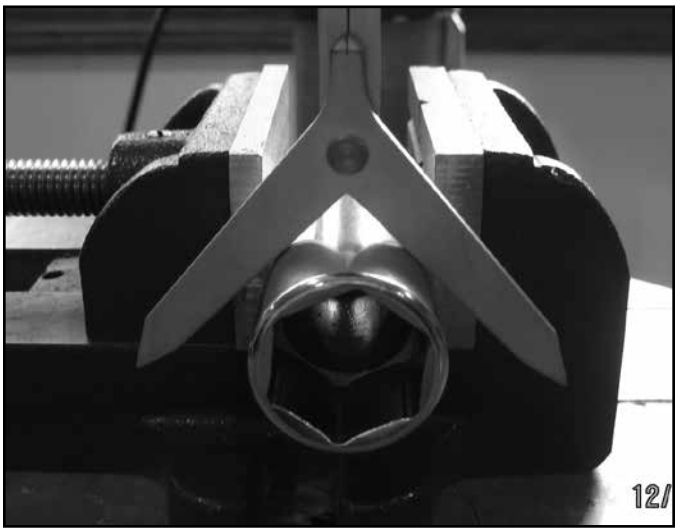
diameter, short socket and a welded washer for reinforcement to handle the torque that would be applied to it. That particular arrangement had very little web thickness.

Next up was to drill the 5/8” hole cross wise through the socket. Again, I wanted to have a very thick web area between the 5/8” hole and socket end, so I drilled the hole center about ¾” back from the end. However, while using the tool, as the hub nut screwed itself onto the crankshaft, the hub tool started to bottom out and bind on the crankshaft end. Through trial and error, I shaved off a little length from the socket until I could get the hub torqued and the tool itself was still loose and non-binding in the hub. The final 5/8” hole center location is 5/8” from the socket end. (**Picture 7**) I used a simple tool



**Picture 7**

mounted in my drill press to locate the center, or high point on the socket at my 5/8” mark down from the socket end. Drilling (**Picture 8**) was simply done by




**Picture 8**

starting with a small, 1/8" or so drill bit and stepping up gradually to the 5/8" drill. The use of cutting fluid will hasten this procedure.

The shaft was made from a 5" or so, 5/8" S.S. bolt that had an unthreaded shank under the head. The head and threads were cut off leaving a 2-5/8" long shaft. With the tool in place, you can use a torque wrench and get the correct torque on your hub every time. Removal will be just as simple. (**Picture 9**)


**Picture 9**

If interested, I have a video explaining the entire fabrication procedure in detail with a lot more explanations as well as another tool used to locate and drill a hole through round stock. Check out the link at karetakeraero.com. Or go to my You Tube channel, Karetaker Aero

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**39th Annual Brodhead Pietenpol Reunion**

**We look forward to seeing you this year!**

July 24 - July 27, 2014.

## Building My Turtledeck

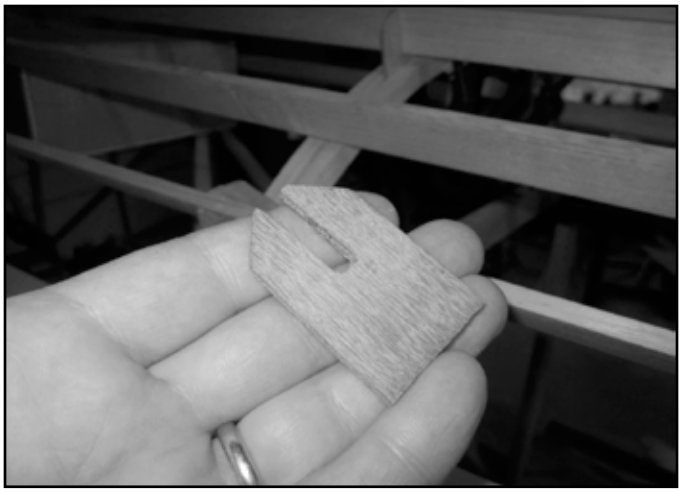
**Dave Waller** (Monroe, WI

Building the turtledeck of my Pietenpol has been a very fun struggle. One of the biggest challenges for me was making the two plywood pieces that hold the stringers in place. These two small pieces of plywood proved to be a huge time consumer. There are not many dimensions for either piece and like every other part on the plans, there no angles are provided. I studied the plans, several sets of photos on the internet, actual planes and I still made parts that did not make me happy. I, like you, am pretty picky on what I accept for an airplane part.

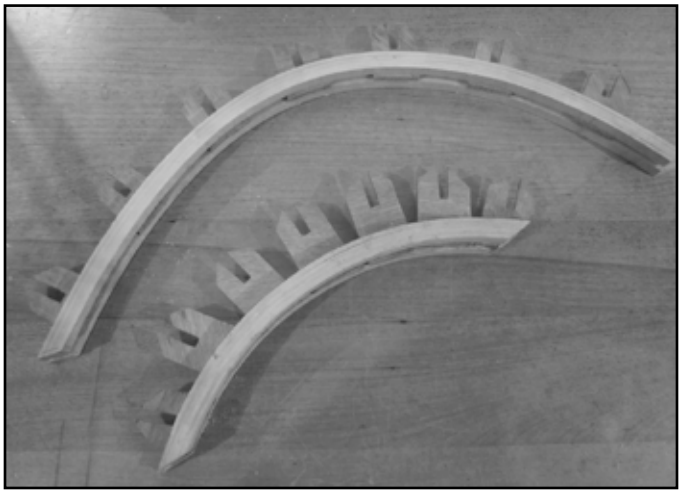
My wife has a very interesting planter made from the discarded hoops that were not good enough to become the instrument panel. That planter is now my quality control department for checking the glue joints for water resistance.

The longerons of the fuselage bow a bit and I wanted the bottom couple stringers on each side to bow as well so the fabric would drape nicely. So getting the plywood panels laid out to make that graceful bow proved to be outside of my patience tolerance and I really got sick of making bad parts. One night this past summer I was inspired to scrap the plywood and make a better part.

Through failed attempts in making hoops of the right width and radius to make the instrument consoles I had a few extra arcs left over. I ripped a couple of them in half and made what I call "keys" that are pinched in between two halves of the arcs of laminated spruce. This allowed me to place the key in a multitude of angles, height and lateral positions. With these replacements I could place the stringer wherever it looked best.



When everything looked correct it was all glued together. The resulting part is not any heavier than the plywood parts the plans called for, and I think they can be made quicker and easier than making the templates and the actual parts for the plywood style.

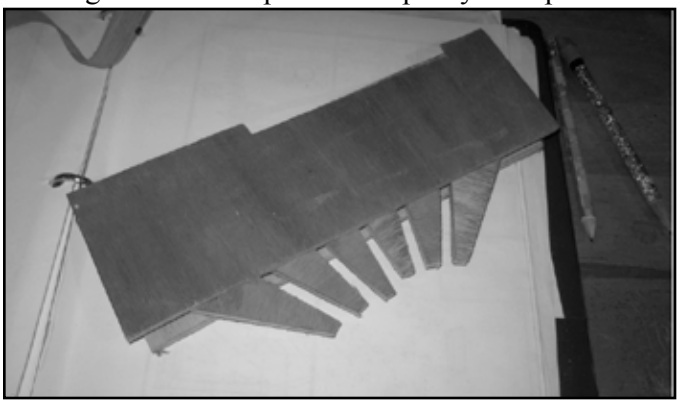


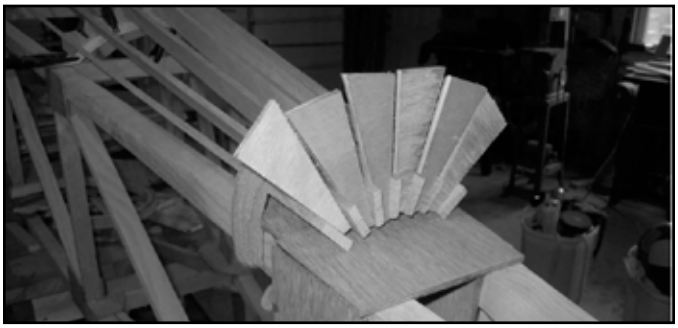
The last part of the turtledeck was another large time consumer of time. It is just one very small part. However, I have several days worth of thought and work into making that part. As with all these little mysteries when building a Pietenpol, it was a struggle. But was a fun and rewarding struggle as I am sure each of you know. After a few awful attempts, I went to the fly in to see how others had made it.

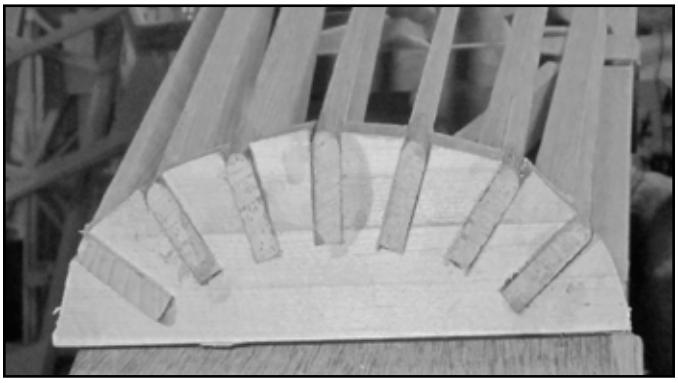
This small part seems to be another source of slight deviation from the plans that each builder decides upon as not one of the aircraft there had the same solution. Some are flat, some are rounded. I like the look of a rounded ones so I came up with this method to make a pattern that I could cut a solid part from.

I cut 6 plywood wedges with a 19 degree angle and sandwiched them between a couple of scrap plywood pieces. This allowed me to get as close to exact on the cuts that I would need to make on the solid part. I don't remember exactly how I came to 19 degrees but I am guessing that it was less geometry and more pale ale in nature.

I made a block from 4 pieces of 1/2" sq spruce and then using the new template cut a pretty nice part.







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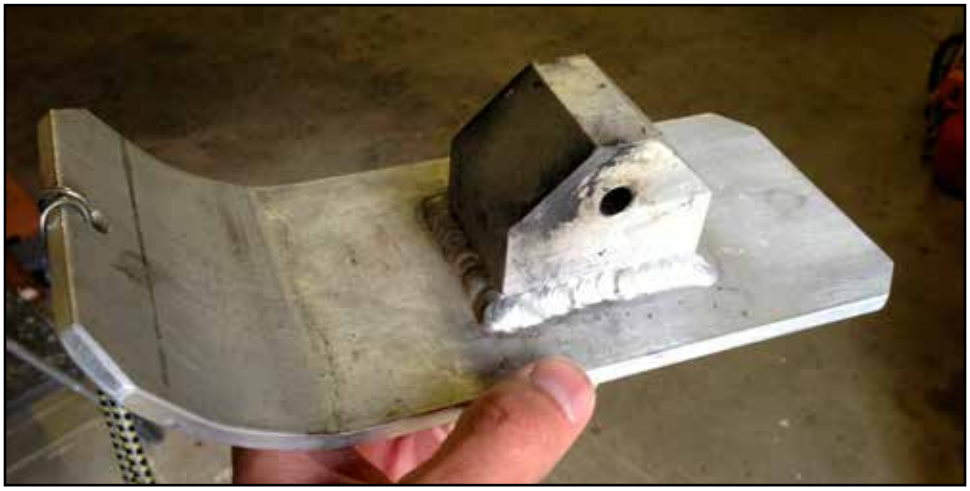
Thanks

# SKI FLYING WITH DON EMCH

As a Northeast Ohioan I can count on the faithful white stuff every winter. Although not my favorite time of year, I have found one way to brighten up the season…albeit a chilly one! Seven years ago my very generous friend **Frank Pavliga** (builder and owner of Sky Gypsy and owner of the "Allan Rudolph Piet") loaned me his homemade skis built by him. He gave me a few pointers on their use and told me to go have fun with them. Seven years later, I'm thinking the novelty of "Frigid Flight" must have worn off with Frank as he has not asked for them back. I think, however, I do have him talked in to using them on Sky Gypsy next winter. For me, that means I need to finally get around to making my own set.

Frank got his ski bottoms from a friend and neither of them knew exactly what they were for other than they looked like great ski bottoms. Frank welded up a pylon type of arrangement out of tubing and they have worked great for many landings. This rough sketch offers some ideas of how he put them together (Editors Note: Thanks to Frank Pavliga for re-drawing these. His drawing is on page 10.) For the set I plan to make, I picked up a pair of old, wooden, water skis. They are slightly longer than these and an inch or so narrower. This may actually help for the warmer days with stickier snow. The bottoms on Frank's skis appear to be maple with a short oak stiffener added on top. My water skis are softer spruce so I will probably wrap them in a layer of fiberglass and clear coat them like found on wooden canoes. These bottoms also have a "coved" type keel running down the center. I plan to use a brass keel ½" wide that can be found through canoe builder supply houses.

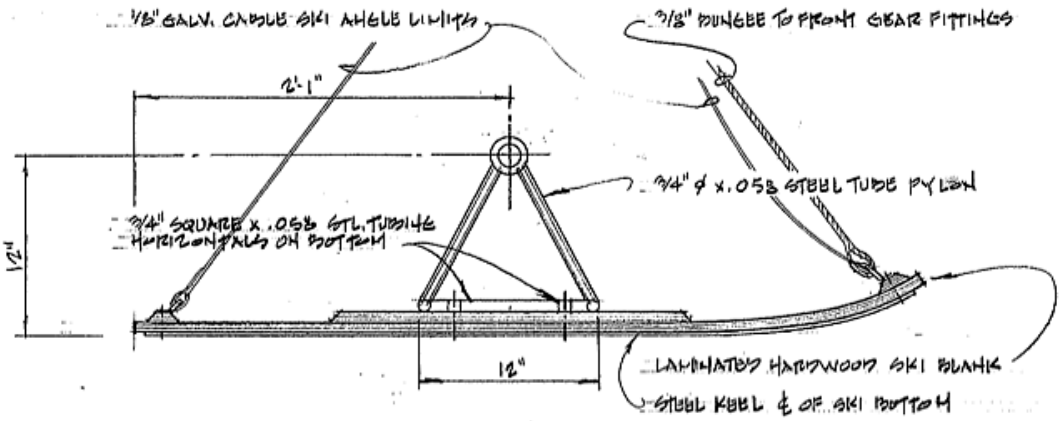


I also made a "keeled" tail ski. This was made from a ½" thick aluminum

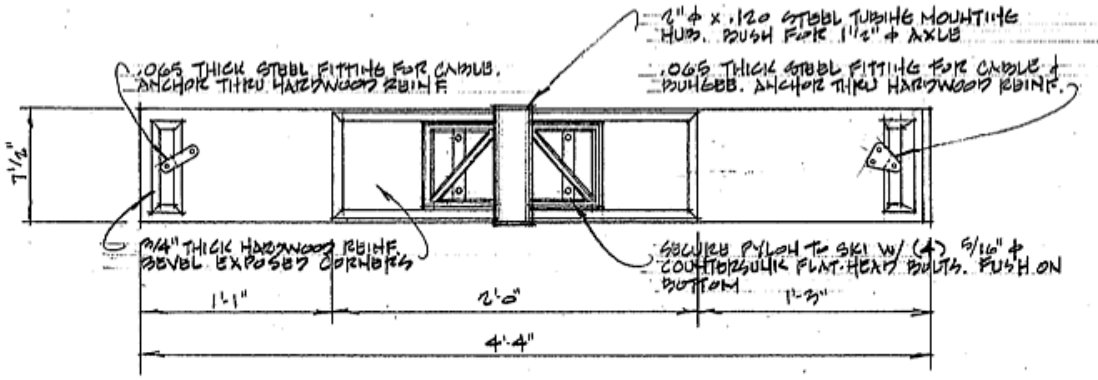
plate. I milled the thickness down to ¼" but left a ¼" tall keel up through the center. I heated and curved the front then welded an aluminum block to the topside with a mounting hole to then slide in place of my tailwheel. I use two very small bungees attached to the front of the "A frame" assembly to angle the tailski up in flight.

So go build yourself a set of skis, invest in some hand and toe warmers and brighten up your winter! Feel free to call or email me with any questions.

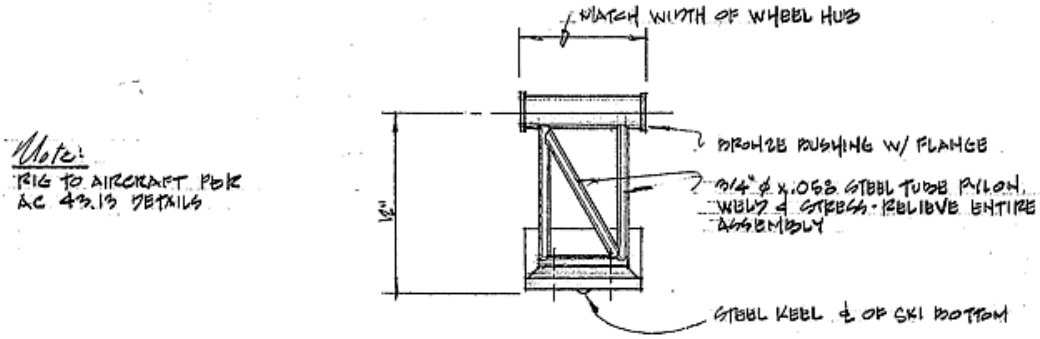
Don Emch
(330) 429-5265
WingWright@gmail.com




SIDE ELEVATION




PLAN ϕ TYPICAL SKI ASSEMBLY

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RIG TO AIRCRAFT PER AC 43.13 DETAILS

REAR ELEVATION

# DETAILS OF PITENPOL SKI INSTALLATION

**Designed and built by Frank M. Pavliga**

## My Air Camper

By **John Hofmann** (Columbus, WI)

As the new editor I get to write things too. I thought I would let the readership know a little of my history and Air Camper experience.

I will be 50 at the end of February and probably had the usual plastic model, radio control to full size interest that many of us in my age group share. Along the way my father and I bought Air Camper plans around 1976 (I still have them) and I have planned since then to build one. I still think I will.

Along the way, I earned my Private Pilot and A&P license as well as restoring a couple of planes in the 1990s. I have been a regular attendee of the Brodhead Pietenpol Reunion since 2001 and a member of the Matronics Pietenpol list since about that time as well. In fact through that list I have met some of my now best friends.

After life got in the way for a few years I purchased a J3 Cub in 2008 and when 502R became available, I realized that given my lack of building progress, this would be the best way to experience a Pietenpol while I still had my own teeth.

502Rocket was built in 2001 and was purchased by

the late **Gene Pennington** in 2006. Gene was a frequent poster on the Matronics email list so you can find a lot of good details by searching the archives. The airplane has a logbook empty weight of 630 lbs, a one piece wing and a 17 gallon fuselage tank that feeds a Continental A-65-8. The cabanes are not lengthened and there is a resemblance of a cutout (useless for anything) on the trailing edge. I do not have a hatbox or any sort of storage compartment. That is my only major beef with the airplane. I would like a space to keep a quart of oil, maps and a hat.

Gene overhauled the engine at around 80 hours total time on the airframe. He also installed a Cloudcars Scimitar propeller.

**Ryan Mueller** purchased 502R from Gene in 2010 when cancer had overtaken him. **Jack Phillips** flew it up from Tennessee to Brodhead in 2010. Search YouTube for "N502R arrives at Brodhead" for the end of the flight.

I purchased it from Ryan in 2011 and gave it a condition inspection over the 4th of July weekend. Since I had never flown an Air Camper, it was arranged for **Dan Yocum** to fly it to Brodhead where I would take delivery.

As Brodhead 2011 approached I prepared for my Air Camper delivery buy flying my J3 quite a bit (useful given the title of this article). I did quite few takeoffs and landings including 10 right before heading down to the Pietenpol Reunion.

For those of you who have never been to the Reunion, going to Brodhead is truly "Old Home Week." You are surrounded by friends you have not seen in a year and seem to start conversations where you left off the year before. It is my favorite weekend of the year. At the end of the weekend, there is a real emptiness as everyone heads back to home and life.

When Dan arrived in 502R with Jack Phillips in 899JP he wasted no time, hopped in the front, I got in back and away we went. That moment is in the photo to the left.
We headed to Poplar Grove where after shooting a few landings we were off to St. Charles, Illinois to pick up Dan's Piet.

As Dan and I headed back to Brodhead via Poplar Grove, I can truly say that was one of the most memorable days of my life. Two friends in open cockpit airplanes flying over the countryside on a hot July evening, where it could be 2011 or 1931 is a joy that I hope all of you can experience. That weekend I put five hours on 502R hopping rides, sharing her with other Piet pilots and earning my white hat.

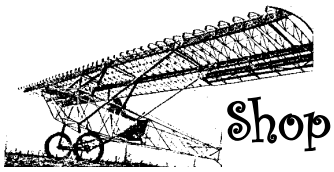
## Call for Volunteers

With the Pietenpol Reunion approaching in July, I am asking for a few able-bodied volunteers to help check registrations and memberships at Brodhead. I will especially need help on Saturday afternoon. This year I am the Membership Chair for the Vintage Airplane Association at Oshkosh starting on Sunday. Because of this I may be scarce on Saturday afternoon and evening. If you are willing to help let me know at bpa@pietenpols.org or 608-239-0903.

If you are also going to Oshkosh and would like to help out with VAA membership let me know. We are mixing things up a bit around the Red Barn and I am hoping it will be a lot of fun.

## Submit Your Articles

Remember, this is your newsletter. If there is something you would like to see, pictures to share, articles you think would be of interest to other members please send them to bpa@pietenpols.org. I am currently collecting and getting ready to layout the April issue and could really use some more information. I am really interested in your "big adventures." Share your flying stories so we can play Walter Mitty with you.



# Shop Notes

## The Hook and Loop Fastener

We have found that the hook and loop fastener (often known as the brand name Velcro) is a very useful tool in the cockpit. While I normally fly with just earplugs around the patch, I have found that when I am going cross country or someplace with more than one airplane in the group, I like to fly with a radio and my iPhone.

After getting caught in a tangle of wires in the cockpit, I decided to try hook and loop fasteners to tidy things up. I found a roll at Joann Fabrics and was in business. I took my pinking shears and sat in the cockpit with my radio, iPhone, headset and intercom. With a little bit of trial and error I was able to minimize the clutter and keep everything in reach but still feel it is out of the way.

I mount my iPhone right in front of me on the instrument panel. It has survived some pretty good turbulence and never budged. I use the iPhone for backup navigation and am able to bring the app up quickly without having to fish around the cockpit or put holes in the airframe for a bracket. This also allows me easy access to my iTunes library. I really like being able to listen to music when I fly and this hook and loop mounting makes it easy.

## Blast from the Past

Since the Pietenpol has been around since 1929, there is probably not much that has not been said about it whether it is how it flies or how it builds. With that spirit in mind I will be reprinting articles form the past issues of "Buckeye Pietenpol Association Newsletter" that most of us have never seen. While I will never be publishing one in its entirety (due to copyright issues), I do have permission to copy articles to include in this version of the newsletter. Below follows from Issue 19, April 1988 as edited by Frank S. Pavliga.

### SEAT BELTS AND SHOULDER HARNESSES

Yes, it's true Mr. Pietenpol didn't show any details for installing shoulder har nesses and seat belts, but as you study the situation, you'll find it's not too difficult to figure something out yourself . We'11 mention what some peo ple have done and you take it from there.

For the front cockpit, one party made the safety strap, that keeps the horizontal control tube in position under the front seat, of .090 4130 steel, and extended the strap so a couple of :ears" could be made and bent up. As you know, that safety strap is secured to the ash cross piece. The seat belt fittings were then bolted to these ears. It's going to break upon impact? Probably, depending upon the magnitude of the impact, but it is an energy absorbing measure.

The shoulder harness for the front was connected with a shackle to a cable runninq from the bottom cabane attachment on each side. Depending upon you r height, the shackle could be felt in your back, but it isn't bad. It could be cushioned, I guess.

The rear seat belt was attached on each side to a bolt that ran through a solid wood block at the bottom rear of the seat. The block was fitted and glued against the plywood side as well as to the longerons, uprights and seat member. Another plywood piece was glued to the inside face, and the assembly drilled to take an attach fitting. The shoulderharness went through a slot under the goggle box and connected to a cable whose two ends were hooked to fittings attached similar ly to those just mentioned for the seat.

Wood blocks and plywood covers were located near top, or could be the bottom, of the fuselage behind the up right to which the walking beam is attached. One guy attached a steel tube across the fuselage and to it secured a cable going to the harness. None of the ways is guaranteed to save your life. Perhaps they could even cause you more problems, who knows, but the odds in your favor seem to be better if you use seat restraints. You make all t he decisions.

## A Real Sweet Heart

by **Edgar Howe** (Porter IN)

Some things are just too simple (after you've done it wrong the first time). Getting the control geometry right is as easy as making a paper valentine.

I know this is going way back for some, but do you remember in your elementary years, folding a piece of paper in half to make a paper heart?

Instead of drawing a heart, draw half of a rudder or elevator control horn. You will have more than a perfect matched shape. The fold line will triangulate the shackle pivot points so one pivot is no ahead of the hinge center and the other behind it.

## NOTES FROM MEMBERS

From **Ryan Mueller**:
Thank you for the friendly reminder to renew my BPA subscription.

Unfortunately I was unable to make it to Brodhead this year, and missed seeing you guys. (hopefully next year will be in the cards).

During a recent visit to see the parents in Belvidere, my father and I went to see if anything was going on out at Poplar Grove Airport on a nice Sunday Morning. We stumbled across an open T-hangar with a Pietenpol in the process of being covered. It is being built by John Fox, and his father Jim (I think he went by Jim, not James, but my memory is not 100% on that). It's an A-65 powered Piet, three piece wing with a wider center section (ala Bill Rewey), and it looks great. The Foxes were friendly and they should have a nice Piet to add to the family when they're done.

Ryan Mueller

From **Ed F. Fisher**:
I just got your notice, you asked about Grampa, that's me! I am doing the best I can during the "Golden Years, " bah, humbug. I am Ed F. Fisher, father of Ed C. Fisher whom you've met at Oshkosh and Brodhead. We have a 2250 grass strip and have been here for 46 years. It's called Birdland. I enjoy the newsletter very much. By the way the prototype GN-1 (Editor's note for Larry Williams; not a Pietenpol) was based here and I flew it several times. I still have the Skycoupe I build in 1965 and have flow it 900 hours. I sold the Cassutt to pay off the house.

Ed F. Fisher

## MORE NOTES FROM MEMBERS

From **Phil Knelp**
I would like to comment on the optical center punch. I made my own, but it is not round like the purchased ones. It is a bar with a 1/2 inch hole. I line up the crosshairs and fasten the bar down. I remove the plastic rod, insert the proper drill bushing and drill. I can center punch, but I have found it more accurate to use a center drill, undersize drill and reamer. A drill should be considered a roughing tool.

Phil Kneip, Auburn, WA

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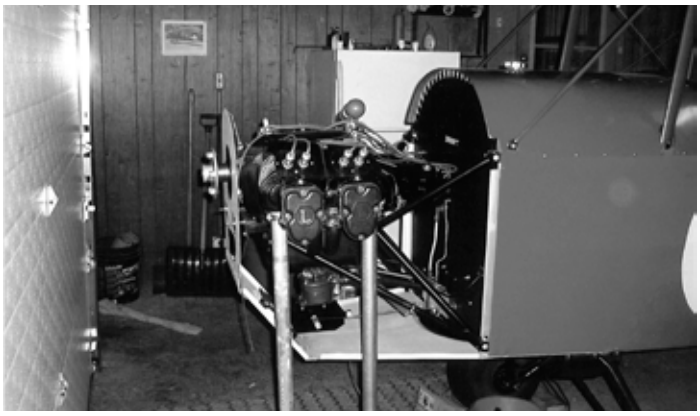
From Ed Snyder:

Here are pictures of my last Pietenpol. I lost my hangar space. The rent was too high, especially at such a poor site for an air strip. The runway runs into a lake on the north end. The lake outlet plugged up (possibly beavers). No one will take responsibility for the plugged outlet so 1/3 of the runway is lost.

As you can see my Piet has a Lycoming O-145 engine with new slick mags, wiring harness and plugs. I only had to paint the wings and bring it to the airport to assemble.

I sold it to a gentleman in PA (lost track of his name). I am hoping to make it to Brodhead this year.

Ed Snyder



## Control Cable Recommendation

In 2011 the FAA issued ad Special Airworthiness Information Bulletin for the Extra EA 300 aerobatic airplane after abnormal wear was found on a rudder cable during a normal 100 hour inspection. Only three of the seven wore strands remained intact after being inspected only 50 hours previous.

The Extra uses stainless steel in their flight control system. The FAA has issued guidelines against using stainless over the years because it results in premature wear (due to being stiffer), it is very difficult to inspect for corrosion, and it does not result in buildup of residue when deterioration occurs or show discoloration, it has lower bending fatigue resistance and a higher friction coefficient that results in increased wear ever time the cable is flexed.

A Pietenpol builder asked what size control cables and other structural cables to use. Right off, we can state for control cable you should use galvanized 7 x 19. Back in BPAN Jan 2010 issue we stated “Follow the instruction on the plans. Cable is heavy, so don’t increase the diameter. Do not use stainless steel cable. It wears faster and is expensive. Galvanized cable is self-lubricating. Hardware store cable may or may not be the proper MIL-DYL-8342.”

Plans all state:
Rudder - 3/32” throughout
Aileron - 3/32 throughout
Elevator - 1/8” ahead of bellcrank
3/32 aft of bellcrank.

For Comparison Only, the Grega GN-1 plans often “beef up” various parts and the size of the Grega control cables follow that practice. I calls for 1/8” cable throughout.

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**See you all in the April edition!**

## Classified Ads - - -

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

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**For Sale:** Piet **NX17WR** and Zenith CM-801 **N171WR**. (Google Barnstormers for details.) Also three A-65 engines. Big package of Piet building information for $20. Contact **Bill Rewey** (Verona, WI) at 608-833-5839

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**For Sale:** Flying Pietenpol. Silver/Blue = $11,000. Let's talk. Total time - 75 hours since built, includes overhauled A-65-8. Located in the Oshkosh area. Always hangared, never cracked. Can include fresh condition inspection. Fly it away! Contact **Doc Mosher** at docshop@tds.net or bpan@tds.net

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**For Sale:** Pietenpol Air Camper repair project. 90% completed. Real nice. No Engine. Three piece wing. $2,900. Call **Bill Poiry** (Oak Harbor, OH) for more information, 419-898-7985 or email billar@amplex.net

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**For Sale:** Pietenpol Air Camper. Corvair powered. Flies like a dream. Completed in 2010 and based in South Central Virginia. 50 hours total time. 11 gallon center section fuel tank. Asking $8,500. Call **Mike Denton**, Home: 434-374-0766, Cell: 804-894-0485 or email kerrlakedocks@gmail.com.

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**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.

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For Sale: Pietenpol Air Camper. Ready for cover. All certified aircraft wood used in construction. Project is sitting on its landing gear. No engine. $3000. Contact **Rod Elg** (Aguila, AZ), Home: 968-685-2660, Cell 907-250-1327

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## BPA Donation to Chapter 431

Part of the proceeds from the silent auction have been donated to EAA Chapter 431 in Brodhead to aid them in the building of their new chapter pavillion. Without the support of Chapter 431 and their volunteer members, we would not be able to hold the event that we simply call "Brodhead." Thank you to 431 to their continued support!


**Brodhead Pietenpol Association LLC**
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