

Brodhead PETENPOL Association Newsletter

Issue 14-04

Fourth Quarter, Two Thousand Fourteen



Photograph by Jack Phillips

Mike Cuy from Jack Phillps' Air Camper, Brodhead Bound

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J2s And Trees Don't Play Well Together By Steve Krog

Editors note: While I know this is not truly Pietenpol related, I believe there is a lesson to be learned from the event.

It's always a pleasure attending the annual Sentimental Journey Fly-In. The event was a successful well attended event and always reminds me of a large family reunion where everyone gets along! No family feuds at Lock Haven. Fun and camaraderie with a common interest--the love and preservation of Cubs. too, have spent countless hours reflecting on an incident I experienced while attending SJ 2014. The conclusions I've arrived at are discussed in the following paragraphs.

I have been flying both low and high horsepower tailwheel airplanes for over 40 of the 44 years of my flying career During that time span I've experienced five engine failures including the J2 flight. The previous four failures were such that I was able to successfully get the airplane to an airport.

When I have the opportunity to fly a different airplane I spend a good deal of time on the ground prior to the flight



The J2 in flight with the Everel prop installed.

As most pilots know, when one is involved in any type of aviation incident, a great deal of time is spent reliving the flight, trying to determine what was done right, what was done wrong and what could have been done differently. I,

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2424 American Lane Madison, WI 53704 Email: <u>bpa@pietenpols.org</u> Web: <u>http://www.pietenpols.org</u> reviewing handling peculiarities, stall speed, take off and landing distances and climb speeds.

Additionally, if it is a first flight, I like to walk the intended runway making note of markers along the way ensuring that I have a 'no go' point visually and firmly in mind. Then I usually study the topography off the runway end and around the airport so that I have a plan in mind should I encounter a serious problem.

On Friday afternoon around 4:00 PM I took leave of the Cub Club booth and ventured to the flight line. When I arrived at the J2 I was invited to get in and give it a try. The nearby bystanders all wanted me to fly it and offer an opinion on the single-blade Everel propeller performance.



At first glance it appears that something is missing! Against my better judgment, I crawled in spending all of a minute or two familiarizing myself with the cockpit layout. After all, it was just a J2 and I had previously flown other J2's. I broke my cardinal rule number one--thoroughly (re-) familiarize thy self with the airplane!

The Everel prop was pulled through a couple of times and I flipped the single ignition magneto switch to "hot". It took more than the usual number of blades to finally start, alerting a slight pang of doubt in the back of my mind. Once started and running, I was directed to the end of the runway as quickly as I could safely do so to prevent overheating. I remember commenting that it seemed one cylinder was blowing out a puff of smoke from time to time. When I questioned this, I was told that it was a sparkplug and would clear itself as soon as I applied full power. I broke my cardinal rule number two--more thoroughly analyzing the running engine rather than accept a bystander's input.

I taxied toward the east end of the airport for takeoff on turf runway 27. There were two or three airplanes in the traffic pattern at the time delaying my takeoff for several minutes. Once the runway was clear I taxied out and applied full power. The engine seemed like it was running smoothly turning up to the expected RPMs. I nudged the stick slightly forward lifting the tail waiting for the airspeed to increase to the point I could lift off. It seemed to be a bit sluggish but the RPMs looked good. The thought I had at that moment was that the Everel prop probably needed a little more runway and speed before it kicked into the ideal pitch for lift off. I broke my cardinal rule number three--taking the time to better understand the action--or inaction--of the Everel prop. The tail finally lifted and my speed began to slowly increase. However, acceleration didn't seem what it should be--again thinking this had to do with the Everel prop. I remember looking toward the right side of the runway watching the white markers pass by, remembering that I hadn't taken the time to mark a 'go/no go' spot on the runway edge. I had just broken by cardinal rule number four--marking the runway.

The little J2 lifted off about two-thirds of the way down the runway and seemed to climb out OK. My thought was the prop was finally demonstrating the performance it was said to offer and I could settle back for a short but pleasant flight. I no more than thought that when I realized I had completely run out of lift at approximately 50' above the terrain. I attempted to lower the nose a degree or two and build a bit more speed as I was hovering at 1-2 MPH above stall speed. Lowering the nose just a fraction immediately created a descent. Whoa, not a good idea! I then raised the nose a fraction of an inch allowing me to maintain altitude but I was on the feather edge of a stall. If I applied any additional back pressure, the airplane would begin to buffet or shake indicating the approach of a stall.

At this point I realized I was in a predicament. Fifty feet of altitude and airspeed 1-2 MPH above stall doesn't leave a great margin for error. I was doing whatever I could to stabilize the airplane while assessing my limited options. If you are familiar with the layout of the Lock Haven airport, you'd know there is no option for turning left when taking off on runway 27. The old Piper factory and corporate headquarters are positioned to the left side of the runway. Beyond the buildings there are railroad tracks, a busy fourlane highway and a 600-800' ridge. That narrowed down what I could do to try and save the airplane as well as myself.

Proceeding straight ahead quickly became a non-option as well. The residential area butts up against the west end perimeter fence and 50 feet of altitude would not allow me to clear anything over one story tall.

That left the possibility of attempting a gradual 180 degree right turn but the northern airport perimeter also has homes very near the fence and a 400-500' tree covered ridge behind the homes. I attempted a right turn by applying a tiny bit of right aileron and rudder but when I did so the airplane would begin to shudder indicating an impending stall. I could accomplish no more than an 8-10 degree heading change before having to level the wings preventing the stall. And if I raised the nose even a fraction of an inch the impending stall shudder would again present itself.

After stabilizing in a wings level attitude for a few seconds I continued attempting very shallow turns. After a half-dozen attempts it became obvious I wouldn't be able to complete a full 180 degree turn before encountering the residential homes and tree covered ridge on the field's north perimeter. Increasing the bank angle would definitely result in a stall/spin from 50 feet above the terrain as well.

It was at this moment that I saw a cut in the ridge and a gap in the trees about 20 degrees to my left. There was just a single-story house situated in the gap. Tenuously, I began inching the nose leftward to aim for the gap. I knew that if I could make it through the gap there was an approximate 200 foot drop down to the river and there was a lot of bare grass and shoreline where I could land the J2.

There were power lines perpendicular to my flight path but it appeared that I had just enough altitude to skim over the three visible wires. No problem

I thought, I can make this now. At that instant I spotted a fourth wire running across the top of the poles and it didn't appear that I could clear it. I once again started the process of raising the nose very slightly gaining an inch or two at a time until feeling the buffet, then lowering the nose picking up 1-2MPH airspeed. After repeating this process four or five times it appeared that I could clear the top wire with perhaps an inch to spare.

The top electrical wire passed just an inch or so below the right main wheel and for an instant I thought that I had it made. Instantly the plane shook, then let go pitching downward. It had no more lift left to give and presented me with a full stall. I had never before crashed an airplane



The gap I was shooting for is clearly shown here. The grassy area next to the river was the intended landing area.

but knew at that split second I was about to do so. It is funny when a human being is placed in a near life or death situation. Everything that is happening seems to be occurring in slow motion and you feel as if you are experiencing an "out of life" experience. I distinctly remember the first thought I had when the nose pitched downward. I said to myself, "This is going to hurt!"

The nose was pointed downward and the windshield was filling with a blue shed or garage. This is really going to hurt. In that instant I noticed the scrub trees or shrubs immediately to the left of the shed and recall stomping hard on the left rudder attempting to direct the stalled J2 into the shrubs rather than have a direct head on impact



When the J2 came to rest, it narrowly missed a "head-on" with the blue shed.

with the shed. I also recall grabbing the magneto switch and turning it to off and then pulling the throttle rod back toward idle. I didn't get it all the way back before impact but it was nearly there.

There was a great deal of crunching and popping noise on impact. Shrub branches were snapping as did the wooden spruce wing spars. Then it was completely silent. I recall sitting there for a brief second or two looking for any sign of smoke while turning off the fuel valve. No sign of smoke so I sat quietly for a moment reflecting on what had just happened. The impact didn't even knock my glasses off my nose. I didn't take the Lord's name in vain but I repeatedly stated the phrase describing a male pup's heritage!

All hell broke loose then. People from the nearby houses were running toward the now badly wounded J2 yelling, "There's been a plane crash." I recall someone else shouting and asking if anyone was in the airplane. I let him know that I was the only occupant. He asked if I

was injured and I stated "No" I was just fine. By this time several other local folks arrived and began grabbing at the airplane thinking I needed help to get out. I remember shouting to them to quit wrecking the airplane. I was fine and I would get out under my own power. I unfastened the seatbelt and began to crawl out of the poor J2 realizing the airplane never impacted the ground but rather lodged in the shrubs about one foot off the ground.

With feet firmly planted on the ground in the back yard of the single story home, a neighbor lady who was also an RN grabbed my arm and forced me to sit on the back



The J2 never made it all the way to the ground. Rather it was suspended in the apple tree about one foot above the terrain.

step of the house. A moment or two later the Lock Haven Rescue Squad arrived and I was directed to their vehicle for some medical tests.

Within no more than two or three minutes a lady first responder stepped into the vehicle and asked if I was Steve Krog. I responded in the affirmative and she stated she had Amy Gesch on the phone. She was calling from Minneapolis and wanted to know if I was OK. I always knew the aviation world was a small close knit community but her call just made me chuckle. The time from impact to phone call was less than 10 minutes! After a thorough check-up, compliments of the first responders, I was pronounced satisfactory with nothing broken nor were there any cuts or contusions. The only thing suffering was my pride.

Several days later the fun began. I filled out numerous FAA and NTSB incident/accident reports, answered dozens of their questions via phone interviews and then put in writing a minute by minute flight report. I found everyone involved to be friendly, objective and easy to work with in completing the various forms and reports.

The FAA Maintenance Inspector contacted me two days after the incident and reported the Continental A-40 engine had been dismantled and it was found that a valve had stuck causing the loss of the #3 cylinder. Power output had been reduced from 37HP to 27.5HP--not enough to keep the J2 in the air!

The beautiful antique Everel propeller unfortunately took a beating compliments of a chain link property line fence hidden in the scrub apple trees. Had it not been there the propeller probably would not have been damaged. The unique Everel prop hub, fortunately, was not damaged nor was the counter-weight system harmed.

Since that day in mid-June, I have flown that flight over and over in my mind questioning every decision I made--right or wrong. Rather than dwell on the negatives, I decided shortly thereafter to share my firsthand experience as a training aid for other pilots and student pilots, young and old.

The 2014 SJ Fly-In was especially memorable for me. I managed to park a pristine J2 Cub with a single blade Everel propeller in some apple trees bordering the Lock Haven airport! I was not injured in any way other than my pride. As one of the local TV newscasts reported, "There was no evidence of blood at the scene of the accident." My 44 years of accident free flying ended that day, however. Now I have to start over if I am to ever earn a 50-year FAA safe flying award!

Wood Landing Gear "Ups and Downs"

By Frank Pavliga (Atwater, Ohio)



Suspended there, frozen in disbelief while hanging upside down, the first thought that crossed my mind was, "so this is what it feels like to hang upside down by a seatbelt?"

Such was the climax of July 22, 2014 laid out in the grass

alongside the paved runway at the Richmond, Indiana Airport. Our Brodhead plans were destroyed for this year. That much was certain. Andrew King, Bob Coolbaugh, Jim Hammond and Dewey Davenport dug in with me to disassemble our crippled Lambert R-266 powered Pietenpol for the long sad haul back to eastern Ohio. The landing itself was pretty uneventful. ... a full stall landing made a foot or two above the turf. Not the best but certainly not the worst our ship has ever seen, either. Ninety eight feet later the world ended as the left spruce landing gear legs splintered, allowing the tire to lock itself against the left side lift struts ... and over we both



Split in Existing Spuce Landing Gear Leg



went. Landing gear reduced to kindling, left side lift struts buckled, propeller about three feet shorter and rare NA-R3 carburetor snapped off at the mounting ears. What a mess. Fortunately the damage wasn't as bad as we originally thought. Working day and night, seven weeks later we were back in business as a dead pile of parts came back to life and rose into the sky once more. I guess it all goes to show that a Pietenpol is one tough critter.

Close inspection of the undamaged right gear legs revealed what had likely caused our mishap. A small crack was found running lengthwise through one of the bolt holes. With a magnifying glass we could see that the crack was not a recent oneit had occurred long ago. A discussion with Jim Hammond served to light a few unlit bulbs in my mind. #1 ... In the era in which the Pietenpol originally flew, airplanes typically lasted two years, five years, maybe ten at the most. We had been flying ours with the same wood landing gear for over 31 years. #2 ... If the wood gear was so great, would Pietenpol have switched to a steel tube gear on the "Velie Job" just a couple of years later? Obviously the above thoughts certainly don't mean that those of us with wood gears should bum them and start cutting steel tubing. What it does indicate, though, is that maybe we should approach the wood gear a bit more carefully.

After cutting and shaping new left gear legs from fresh spruce, we took all eight ends, (new and existing), and sliced a 1/8" dado through the approximate center, being sure to cut through all bolt holes. Into this dado we epoxied a piece of 1/8" plywood and then trimmed off the excess to flush out with the spruce. Additionally, we reamed out all bolt holes to accept a 1/16" wall thickness steel bushing, again epoxied in place. The plywood will help bind the gear leg ends together to help prevent future splitting, while the bushings should help maintain constant contact with wood around the full circumference of the bolt shanks. The final item is a maintenance issue. Watch the bracing cable tension! Picture those cables somewhat slack. What happens? The gear rocks from side to side and all the bolts elongate the holes, stressing the wood and inducing a tendency to split the wood right through the holes. From this point forward we will assure ourselves that all four cables are ALWAYS kept tight to avoid any such movement.

That's it guys. Don't be afraid to use a wood landing gear on your Air Camper. It is a good system and a mighty tough gear as long as a few important procedures are followed. I'm sure there are many alternate ways to deal with maintaining the structural integrity of a wood landing gear and you may have come up with a better approach to keeping your wood gear safe than what we have done.



1/8 Inch Plywood Reinforcement at Top of Gear Vee

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Have You thought about Maintaining your Pietenpol?

By Jack Phillips (Smith Mountain Lake, Virginia)



While working through the countless sub-projects required to complete your Pietenpol, have you given thought to how it will feel once the plane is completed? Of course you have! Who hasn't spent at least a couple of hours sitting in the cockpit,

making airplane noises and imagining swooping down on the tail of an unsuspecting Fokker Triplane, with the sun at your back?

While such time is worthy in and of itself as inspiration to go ahead with your project, there is a more productive way to spend time imagining what it will be like when the airplane is finished. Imagine what it will be like to maintain it.

Let's face it – no matter how well built your pride and joy is, it will have to have regular maintenance, inspections, adjustments, and lubrication in order to continue to fly well. Some of the items in the Pietenpol (for example, the elevator bellcrank) are inherently difficult to get to once the airplane is covered. It will be up to you (if you get the Repairman Certificate for the airplane) to get into such areas to adjust, inspect and lubricate them at least once a year during the annual Condition Inspection. Better plan now how you are going to gain access to them.

I was fortunate while building my Pietenpol that I had spent some years in the aircraft industry where "Maintainability" was drummed into all us design engineers. In addition, I spent enough time working at the airport when in my teens while getting my pilot's license that I knew what it can mean to work on an airplane with difficult access (Mooneys come to mind).

So what are the areas in the typical Pietenpol that require special access, and what can be done to improve access?

1. The Elevator Bellcrank. This is the heart of the pitch control system, with 6 separate cables meeting at the bellcrank. Each of these cables should be inspected

during the Condition Inspection, and not only the cables but their clevis pins and the cotter pins securing the clevis pins in the shackles.

- 2. The Aileron cables (if using the 3-piece wing). For the 3-piece wing to be useful, the 3 pieces need to be able to be disengaged from one another, which means there needs to be means to disconnect the aileron cables. And there needs to be a way to get to those cables.
- 3. The Instrument Panel(s). In the plans, Bernard allowed for access to the instruments by leaving an open hole in the back of the front seat. If this area is covered, means must be provided to allow access, not only to work on the instruments but also to allow installation of the cabane struts and bracing wires
- 4. Nearly every fitting on the airplane. If built to the plans, almost every fitting is too short to allow a bolt or clevis pin to be inserted after the fabric is in place. You would do well to think about each fitting as you make it and decide if it could be a little bit longer to make it easier to assemble after covering.
- 5. Engine Cowling. Is it easy to check the oil? I used to own an RV-4 (that I did not build) and when I bought it, the oil access door on the cowling had to be removed by removing 8 screws. Consequently, I found myself only checking the oil periodically, instead of before every flight. One time I realized the oil temperature was higher than normal - still within the safe limits but high. I landed at the next airport and checked the oil. Sure enough it was 3 quarts low, and I never flew it less than 2 quarts low. I decided then and there to modify the cowling to allow a proper hinged oil door with a Hartman latch so my natural laziness wouldn't prevent me from checking the oil. Another consideration for your cowling is how easy it is to remove the cowling. My cowling is fairly easy to remove the top half, but the bottom half is a bear, requiring two people to re-install it. Fortunately I designed it so that removal of the top half allows access to nearly everything but the carburetor and the carb heat system.
- 6. Electrical System (if installed). I've probably had to work on my electrical system more than anything except the brakes.

 Brake System. Whether mechanical or hydraulic, brakes need maintenance and attention, and of course Bernard gives no advice whatsoever. He didn't use 'em.

All of these areas are highly specialized and unique to your aircraft. Obviously, if you don't have an electrical system you don't need to worry about access for one. In the following examples, I'm going to show how I handled each of these problem areas. Some of my ideas work very well, others, not so much. My purpose here is not to say you should do it as I did, but to make you think of a potential problem that you might not have thought about before.

Elevator Bellcrank Access

I decided fairly early in the build of my fuselage that I wanted an access panel in the belly of the airplane underneath the bellcrank. So when I started adding stringers to the fuselage (and please note that for the purists, there are NO stringers on the bottom of the fuselage, but I added two stringers under mine for several reasons), I made sure the stringers were far enough apart to give useful clearance for access to the bellcrank. I added small blocks of black walnut glued to the inside of the stringers so I could use sheet metal screws into the walnut to attach the panel (screws that would be removed at least once a year going into the soft spruce of the stringers didn't seem like a good idea). The walnut blocks work well, and 10 years later I have never stripped a screw. Here are a couple of pictures showing how it looks.



In this picture, the fuselage is upside down and you are looking at the back of the rear seat. At the lower right of the picture you can see the elevator bellcrank. You can also see my trim mechanism bolted to the back of the seat and connected to the bellcrank with springs and chains (another reason I wanted access to this area). You can see the small triangular walnut blocks that receive the sheet metal screws from the panel.

In the picture below you can see the panel installed on the fuselage bottom before covering or paint.



Note also how I reinforced the stringers with extra plywood and little spruce wedges so the stringers would not distort under the considerable tension applied by the tautened fabric.

Here's how the access looks:



This allows me to inspect and adjust the turnbuckles on the elevator cables (going forward to the stick), inspect the shackles and clevis pins on the cables going to the elevators, and lubricate the bearings for the bellcrank. In addition, my ELT is mounted under the helmet box (you can see its antenna sweeping down and tie-wrapped to the structure in the photo). The access panel itself is a sheet of 0.025" 2024T3 aluminum, with the edges bent down slightly to hold it tight against the fabric.

Aileron Cable Access

This is pretty simple. Just make sure you have an access port in the fabric where required to allow access to turnbuckles and connections. But while talking about access ports in fabric, be sure you put a ring on the fabric everywhere you think you might want access, but don't cut out the hole until you are sure you need to. When painting your plane, paint several extra access covers so the paint will match if you ever need to add one.



Instrument Panel Access

It's surprising how much work goes on in front of the instrument panel, both during the build and afterwards, during maintenance. In between the front seatback and the rear instrument panel are the attach points for the rear cabane struts as well as their associated roll bracing wires (and their turnbuckles). These will have to be accessed during final assembly and rigging. The instruments will need access to attach pitot and static lines and likely will need access for attaching the instruments themselves. DO NOT SCRIMP HERE. The size hole shown in the plans is adequate, but it is much easier to access everything with a larger opening. I made mine as big as I could without compromising strength, and hinged it, using hardware store cabinet hinges and a snap latch.



Look how much "stuff" is in here. Note also the cool autograph I managed to get on my last trip to Oshkosh with my Pietenpol (when I asked Paul Poberezny to autograph my airplane, he said "I don't autograph airplanes." Then he said "Which one is it?" When I pointed to my Pietenpol he smiled and said "Yeah, I'll sign a Pietenpol"). Admittingly, having an electrical system crowds things a bit. But even without an electrical system you'll have things like an ignition switch, a primer, a tachometer, altimeter and airspeed indicator, all of which require quite a few connections.

Speaking of electrical systems, if you do have one I strongly suggest making a schematic drawing of your system, then laminating it and mounting it somewhere in your airplane so you can't lose it. Having a handy schematic was a real time saver when I added my smoke system 7 years after building the airplane. Again, you need to be thinking about Maintainability.



Lengthening your Fittings

Here is an example of a fitting that really needs a little more clearance:



The ones on the underside of the tail are even worse. They are so tight there is no way to insert the pin with the head on top and the shank down, so if the cotter pin falls out the pin would be held in place by gravity:



You can see how adding just ¹/₄" to the length of the tab would make the attachment much more accessible. This applies to nearly every fitting on the airplane. If the fitting extends beyond a fabric surface, you would be well advised to lengthen it a little bit.

Engine Cowling

A large amount of your maintenance will take place forward of the firewall. Make sure the engine cowling is easy to remove and re-install. Mine is not terrible (at least the top half) but it's not ideal. To remove the top half of my cowling requires removing 22 screws. Only 6 more screws need to be removed to take off the bottom half of the cowling, but you first have remove the intake hoses for the carburetor heat.



Lots of screws to take out to remove the top cowling, but at least the oil dipstick/filler is readily accessible.

Once the top cowling is off, most of the firewall forward items are accessible, including the magnetos, the oil screen, the Ah-Oooga horn (you DO have a horn on your airplane, don't you?), the brake fluid reservoir, the smoke oil pump (gotta have a smoke system, too) and the battery (needed to power all these toys). About the only things that require removing the bottom half of the cowling are the carburetor, carb heat box, cabin heat box and gascolator. I have a quick-drain oil plug on my oil tank that protrudes beneath the cowling so I don't have to remove the bottom half to change the oil.



Brakes

One of my least favorite tasks to do on my airplane is bleeding the brakes, primarily because the idiot that installed the master cylinders (that would be me) installed them in such a way that any bubble of air that gets into the system has several places to hide in local "high points" in the brake lines. In order to chase all the bubbles out of the system it is necessary to raise the tail of the airplane at least 8 feet in the air, while applying fluid under pressure to the bleed port on the brake caliper. This takes at least two and better, three people to do. This is one area where I simply didn't think ahead to the problems of bleeding the brakes while I was building.

I think, therefore I am

The airplane building twist on Descartes' Philosophy is, "You are the Maintenance Team, therefore you should Think". The main thing you need to be doing as you are building your airplane is to think ahead, not only to the joy of flying it, but also to the joy of maintaining it. Believe me, if it is difficult to reach things to work on it, the joy of owning your airplane will be diminished.

Jack Phillips NX899JP "Icarus Plummet" Smith Mountain Lake, Virginia

My Restoration of a 1920s Airway Beacon Part 2

By Harvey Hartman - Somewhere in Texas

Dismantling and Removing the Beacon and Tower from the La Porte Municipal Airport.



I was awarded the demolition contract in early July 2006 and a survey of the project was conducted on 12 July. The first picture gives an idea of the enormity of the project. If you look closely at the bottom left leg of the 51ft tower, you'll see my 5'-7" friend Dave. This will give you a good idea of how daunting this project was.

The next picture provides a magnified view of the majestic 36" beacon assembly that had been faithfully watching over this airfield for over 45 years, and likely for many years before that on one of the old airmail routes.



Now before I get too far, let me point out that I had never before tackled a project this large. Even though I was a Project Engineer for the Texas Air National Guard, most of my projects were minor system upgrades to USAF radars and radios. However, the use of climbing gear was included in my training so I was, theoretically, familiar with climbing antenna structures. That's me in the white hardhat in the next picture:



We started dismantling the tower on 16 July with the removal of the beacon, the wiring conduits, ob lights, lightning rods, and other minor parts and we dismantled the tower itself on the following weekend using a rented "high-reach" forklift. The top section came



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down on Saturday and the middle and bottom sections the next day. Upon moving everything to my hangar, it sat until 2012.

Look for part three in the next edition.

Classified Ads - - -

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

For sale, N6107B, C-85, repair station overhaul, new cylinders, starter etc. 28 SMOH. Overhaul cost \$15K. You saw it in Brodhead with a Ford in 2000. Buy it for 20K. Put a Ford back on and sell the engine to Cessna 140 guy. Many spare parts, radios etc., Jack McCarthy, 410-643-1785, silver_threads@verizon.net

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.

For Sale: Pietenpol Construction DVDs.

I have a series of HINT DVDs that chronicle the building process of my Pietenpol. Each volume contains live action video, still pictures and narrations on the process I used, methods of construction and modifications. Please visit Karetaker Aero, (karetakeraero.com) for detailed volume information and to order.



BRODHEAD PIETENPOL ASSOC. Membership Application

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