

THE NATIONAL PIETENPOL ASSN.

VOL. 1 NO. 2 SECOND QUARTER 1975 HQ. RT. 2 BOX 140 BRODHEAD, WISCONSIN 53520

Pictured to the right is Dale Sees' Continental 75 powered Aircamper. He reports that it is gentle and forgiving, and is a game to fly. It cruises at 85 mph, spins straight down with no flattening characteristics, and will gain altitude on a loop. Dale's address is: R.F.D. 1 Box 410 Kirksville, Missouri 63501



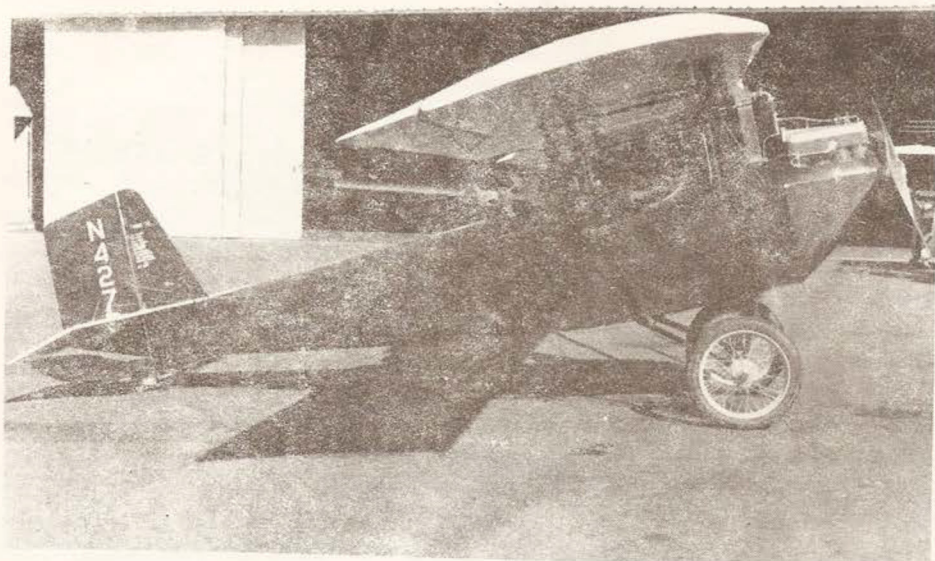
As promised in the last issue, here are the tips from Ed Sampson. Ed has built three Pietenpols and is contemplating a fourth. His tips are as follows:

- 1.) If using an aircraft engine, make the fire wall engine mount set up like the Fly Baby, building the down thrust into the firewall.
- 2.) Increase the size of the landing gear--wing attachment fitting-- (make them longer) so it is easier to attach, and thus doing away with the interference between the side bolts and the lower bolts.
- 3.) Stay with the 1 piece wing and be sure to route the spars (routing saves 4 lbs. per spar), 16 lbs. total.
- 4.) Use separate cables for tail wheel steering. Attach them to the rudder cables underneath the rear seat and use fairleads and pulley to the tail wheel set up.
- 5.) By all means use a rudder bar as rudder pedals put a strain on the rudder horn if they are both tromped on at the same time. I had one collapsed horn due to inept foot work during a crosswind take off.
- 6.) Make an elevator control stop using a 1 inch piece of .065 4130 with a slot in it. Attach lower end to bolt that holds rear control pulleys (durable ones) and place the slot in the pin that fastens the slave push-pull tube to the front control stick.
- 7.) Build it like the plans. It is plenty strong. Know what the difference is between a Pietenpol Aircamper, and the GN Aircamper.



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SERVICE



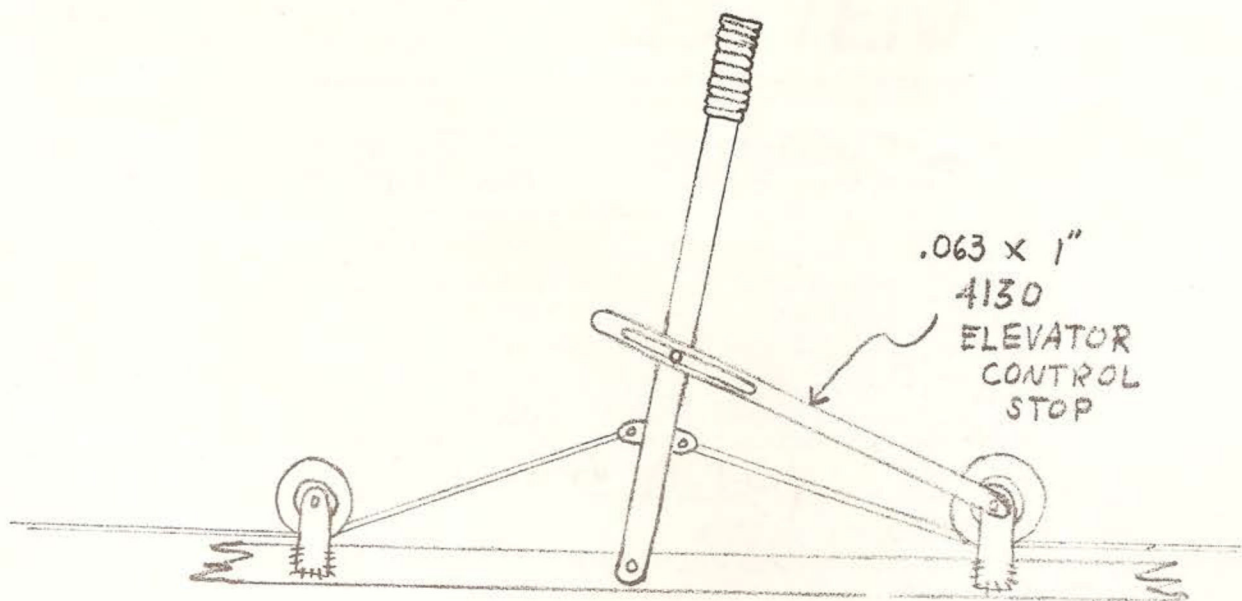
Pictured to the left is J. Hestand's Piet powered by Ford Model C engine, which he purchased at Oshkosh last year, and flew home to Louisiana. It has Harley Davidson wheels and mechanical brakes. He reports having had some trouble with oil cooling, but has solved it with a small oil cooler. He and his ship have been on local TV twice, and made the networks once. He may be contacted at: 301 Birch Dr. Apt. 213 Lafayette, LA. 70501

We received a letter from Ivan Dunton, of Saratoga, California, in which he gives us more valuable tips that we will pass on to you: "We had our Ford engines fitted up too tight (to auto clearances--.002 piston clearance) and the radiators were Crosley radiators which proved too small. We opened up the piston clearance to .010 and installed the radiator shown in the sketch. This solved our heating problems and my friend now has about 300 hours on his plane, while mine sits in the museum. I heartily recommend the Ford engine as it is the smoothest, most reliable engine I have flown in my limited experience. The manifold sketch is one that my friend, Bob Yates, came up with, and which made the engine turn at 2200 instead of 1700 r.p.m. as flown by Pietenpol." We are enclosing Ivan's sketch of the log manifold. He has also sent us the Corben engine conversion specifications which we will feature in the next issue.

Jay Cotting has sent us all of the material that he had from his first few Pietenpol newsletters. Some of this material was sent to him by the originator of the Piet newsletter, Jim Maupin. Jim had started building a Pietenpol Skyscout, until giving it up for a sailplane business. We will be using this material in future newsletters, and we would like to thank them for their contributions to our association.

Jay is presently building a slightly modified "Piet." He may be contacted at: 10141 Merrimac Drive Huntington Beach, California 92646

Again we would like to ask you for pictures, solutions to some problems, progress on your project(s), drawings, sketches, and a good name for our newsletter.



This is the drawing that Ed Sampson enclosed with his letter.

Below is a picture of Verdell Hollingstad's Pietenpol which was sent to us by Mr. Donald T. Roberts. Verdell's address is Rt. 1 Sparta, Wisc. 54656



The middle page of this issue is a drawing of the log manifold by Mr. Ivan Dunton.

Since the fourth page was typed, we have received two more new members:

Ed Kastner	2330 Woodard Rd.	Elma, N.Y.	14059
Regis J. Fisher	2418 Fairmont Ave.	Atlantic City, N.J.	08401

The National Pietenpol Association now consists of 54 paid members, of which eight have joined since our last publication. Those eight are:

Dale Sees	Rt. 1 Box 410	Kirksville, Mo.	63501
G. Read Hamilton	189 School St.	Manchester, Mass.	01944
Russ Stewart	370 S. 42nd St.	Springfield, Ore.	97477
John Smiley	29 Hemlock St.	Wychwood-Aylme East, Quebec	J9H 3T8
Fred Baker	225 Race St.	Constantine, Mich.	49042
I. Hestand	301 Birch Dr. Apt. 213	Lafayette, LA.	70501
John Laible	1517 N. Pinecrest	Wichita, Kans.	67208
Fred Decker	5108 59th Ave.	Hyattsville, Md.	20781

NOTICE: Membership cards will be sent with the next issue.

We, the aviation enthusiasts from Brodhead, would like to invite anyone on their way to or from Oshkosh to stop and see us. We have camping space available at no charge, 80 octane gas, water, always a ride into town, no lights on runways, and the finest Outhouse in Southern Wisconsin. Our "house" has a light, covered hole, single place, solo from rear only, magazines, etc. Remember, you are always welcome at Brodhead Airport!

***** SWAP-N-SELL *****

For Sale: Center section plans for 3-piece wing on Aircamper and Skyscout. Designed by B.H. Pietenpol. \$5. Vitalis Kapler Rt. 1 Box 101 Spring Valley, Minnesota 55975

For Sale: 2 model A engines. Condition unknown. Make offer. Phone 608-897-2337 after 4 p.m.

For Sale: Model A conversion miscellaneous parts, Ex. stacks, oil pan & mag. bracket, Mod. B head & water pump. Also landing gear with 20x4 wheels. \$90.00. Willard J. Goertz 1160 N. Old Manor Wichita, Kans. 67208

Wanted: New or good used Model B or Model A camshaft. Dick Weeden 1208 E. 4th Ave. Brodhead, Wisconsin 53520 608-897-2094

Wanted: New or good used members for the National Pietenpol Association. \$3.00 per year. Contact Janet Green Rt. 2 Box 140 Brodhead, Wisc. 53520

We need more black & white pictures, and stories for our coming issues. Any and all help you can give us will be greatly appreciated. Thank you!
