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THE NATIONAL PIETENPOL ASSN.

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To you, who search the skies
on wings of words today,
To scan the blue you'd touch
with silver wings tomorrow,
To all who read; and all who
fly :

HAPPY LANDINGS!

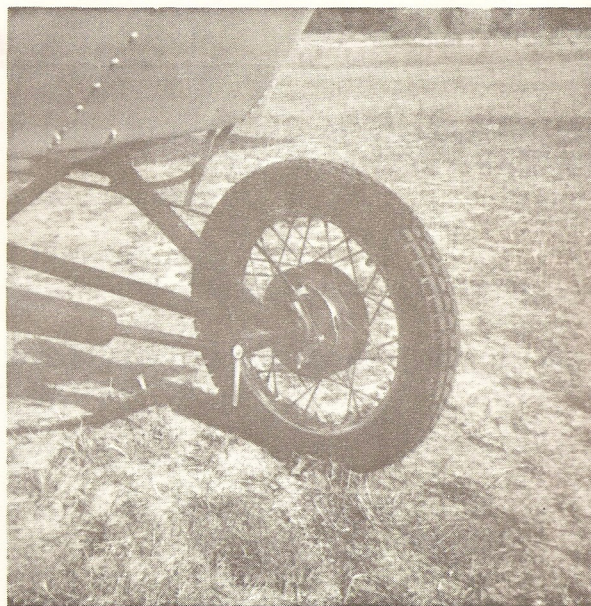
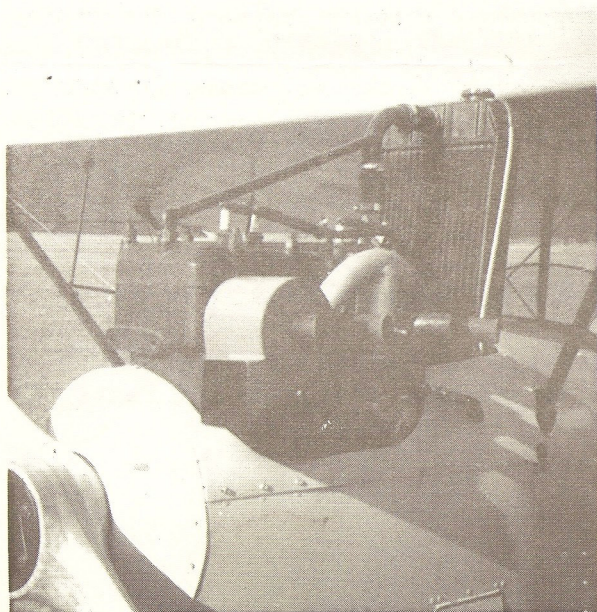
Another Pietenpol is ready to fly! This fine Air Camper is the result of a year and ten months work by three partners from Warrens, Wisconsin. Dave Rezin, John Felton, and Jim Potter combined to produce one of the best looking Air Campers seen since Oshkosh '75.

The airplane is a combination of some of the best features incorporated in various other Pietenpols. The fuselage is nine inches longer, as used on the latest Air Campers that are Corvair powered. The cabane struts are two inches longer to facilitate easier entry into front and rear cockpits. The windshields are Yamaha snowmobile cut down slightly for a proper fit. The landing gear is modified GN-1 utilizing 160 Honda motorcycle wheels and brakes. The brakes are internal expanding mechanical shoe type and are quite adequate. The shock strut uses a self contained farm implement spring instead of the usual bungee cord arrangement and Rezin says that this, also, is very adequate.

The engine is a stock model B Ford, swinging a Sensenich 72-42 propeller. The water pump is Toyota set in an aluminum housing of Dave's design. He says it circulates the water too rapidly and they plan to remove some vanes to get the desired results. The carburetor heat system is a refinement on the traditional front stack tomato-can type. A housing was welded up with a passage in it that allows intake air to make a full circle all the way around the stack before it enters the carburetor. The magneto is stock Bendix aircraft. The portion of the intake manifold that the carburetor is hung on has an integral passage that oil is circulated through. This keeps the intake manifold warm and helps to cool the oil also. The "B" was majored before installation and the tack shows 12 hours run-in and taxi time. The tach is stock U.S. Army 6x6.

More and more of these fine Pietenpols are showing up all over the midwest and their popularity seems to be on the increase throughout the country. It just goes to show that the Air Camper is indeed a classic. These three men certainly have done this design justice.

*All pictures in this issue are of this aircraft.



We are proud to announce The National Pietenpol Association now consists of 88 members. We would like to thank you all for helping us get started and for helping us pay tribute to Mr. Pietenpol. Here are our new members:

Ernest Jacobus	205 Juniper	Brodhead, WI	53520
Zara Royal	3101 Culvert Rd.	Medina, N.Y.	14103
Frank Payliga	2800 S. Turner Rd.	Canfield, OH	44406
Joe Ahlers	1607 Penn Ave.	Brainerd, MN	56401
Robert Komishock	Box 105	Milnesville, PA	18239
Emmor Porter	318 Telegraph Rd.	Brownsville, PA	15417
Dave Petrocsko	1720 Lynch Dr.	N. Huntington, PA	15642
Harvey Hack	Box 411	Rocanville, Sask., Canada	
Norval Jensen	Rt. 2	St. Ansgar, IA	50472
James Contonikolas	74 A Camp St.	Hyannis, MA	02601
M. J. Raney, Jr.	1001 McLain	Newport, AR	72112
Harold Hodgson	15 Hilltop Terrace	Dartmouth, N.S. Canada	B2Y 3T2
Don Riedel	Box 624	Coleraine, MN	55722
Dave Harris	Rt. 4	Mason City, IA	50401
Chuck Larsen	8765 Ironwood	Cottage Grove, MN	55016
Randy Novak	Rt. R Airport	Earlville, ILL	60518
W. James Armstrong	Rt. 3	Brussels, Ont. Canada	
Paul DiMascio	Rt. 2	Boyertown, PA	19512
Albert H. Smith	2545 McAree Rd.	Waukegan, ILL	60085
Allen Rudolf	Rt. 2	Juneau, WI	53039
Viril B. Deal	Box 281	St. Ansgar, IA	50472
Dick Wood		Glencoe, MN	55336
Myron Gleiter		Cochrane, WI	54622
Duane Merchant	9 Yale Cr. Rt. 1	Dennisport, MA	02639
Doug Rhode	114 N. 8th St.	Manitowac, WI	54220
Cliff Tomas	2356 Superior St.	Madison, WI	53704
Linley S. Wright	Box 784	Glen Rose, TX	76043
James Emmerson	Rt. 1	Fort Scott, KS	66701
Otis Lokkin	814 Pulley Dr.	Madison, WI	53714
Orrin Hoopman	Rt. 3, Box 57	Austin, MN	55912
James J. Dean	Rt. 1, Box 384	Sanford, N.C.	27330
Dave Rezin	Rt. 1	Warrens, WI	54666

We seem to be dying a slow death because of the lack of articles coming in about your projects. We had to take our time and money to go out searching for articles for this issue. We don't want to have to do this again, because if we do, we'll have to take out money from the treasury. We don't want to do that. Please send us a paragraph or a 4-page story on your project. Don't be modest! Mr. John Boyce of Bethany, Connecticut has come to our rescue! Please follow his example and take a little time to send us a letter. We cannot go on without your help. We want this organization to thrive, and to have a fly-in this summer. Please help us! Also, if you just want to send a black and white picture, that would be great! Don't hesitate to send anything you have. Thank you!

Enclosed with this issue are your membership cards!

*****SPECIAL NOTICE*****

To collect dues this year, we will follow this procedure:

If you paid your dues last year during January, February, or March, your \$3.00 is due on March 1, 1976. If you paid your dues in April, May or June, I will need your money on June 1st. And so on. I will enclose a slip of paper with your newsletter telling when you paid last year, and when your money is due this year. By doing it this way, it helps the members who joined in the second half of 1975 and haven't gotten their money's worth.

THANK YOU!

Also, we sincerely would like to have Piet fly-in this summer, but we have to make plans now! We are open to all suggestions you may have on this matter. We have already had an idea from one member, which is that we hold it in conjunction with the AAA fly-in at Ottumwa. If this is a favorable idea with the majority, I will contact Mr. Bob Taylor to see if this is possible. If we are going to plan a fly-in we need your opinions on: date, duration, events, food, accommodations, etc.

THANK YOU!

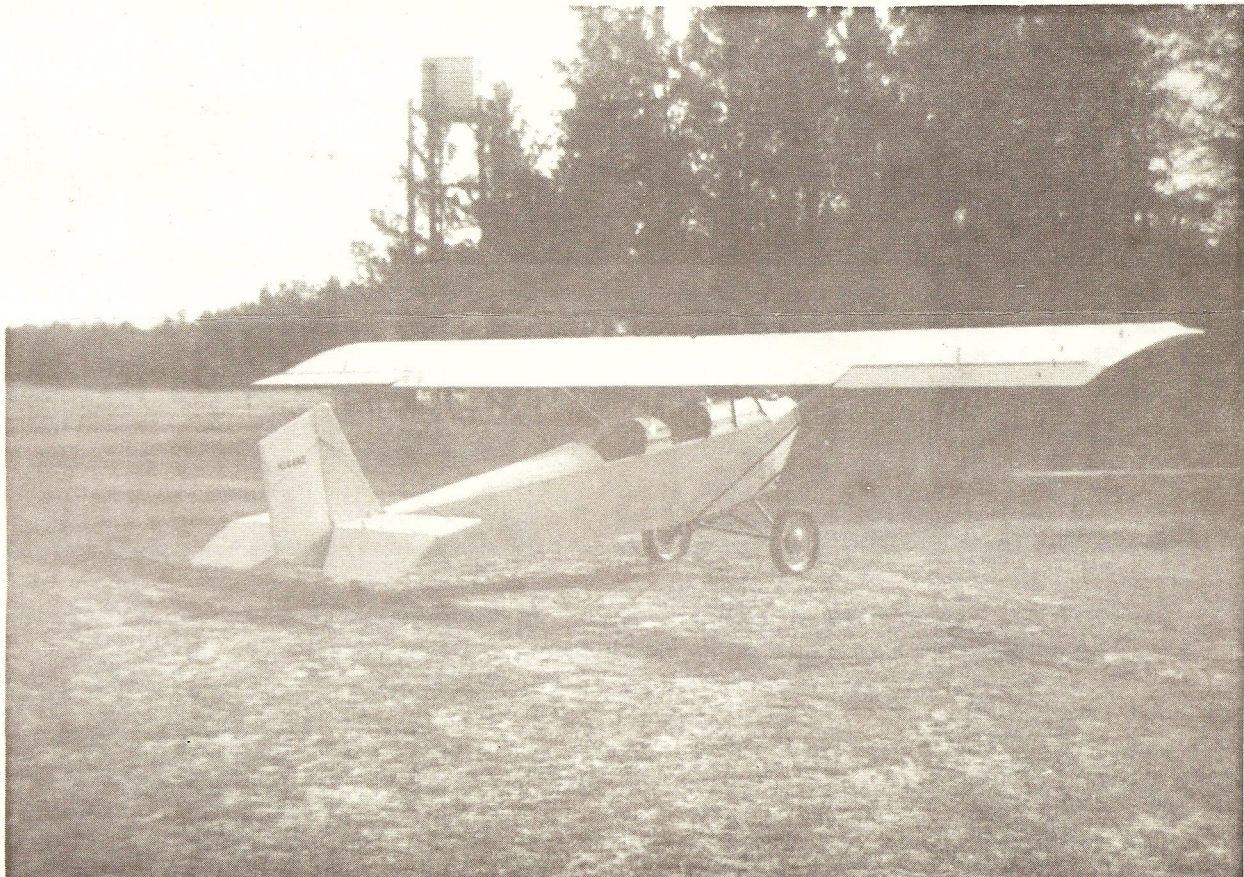
This poem was found in an older issue of Sport Aviation. I think you may enjoy it.

"WIVES"

The kind an aircraft nut needs:

A good cook so your partner won't desert you at dinnertime,
Strong enough to "hold it steady" until the clamps are on,
Patient enough to wait "just a minute" and finish knitting,
Athletic enough to serve dinner with a wing in the kitchen,
Clever enough to carry on as though knick-knacks weren't parts,
Artist enough to design the paint scheme,
Warm enough to endure a cold garage,
Honest enough to admit she is proud of his creation,
Attractive enough to get him out of the garage at bedtime,
Nurse enough to bind up his wounds and his ego sympathetically,
Young enough, at least at heart, to learn to fly,
Enough said.....

Anonymous



Mr. John Boyce of Bethany, Connecticut saved the Pietenpol Association by sending us a letter telling about his Piet. We need these letters from all of you to keep us going. Here is Mr. Boyce's letter:

I started the project (it embarrasses me to say) about fifteen years ago, and made pretty good progress for a while. Then we moved to a new home and took on added responsibilities, such as a Fairchild 24 and membership in a soaring club, and since then the Piet has just gathered dust. At present I have a partner with whom I'm building a VP-1, about 90% complete. When it is airborne, we hope by early spring, my partner and another Piet fan are leaning on me heavily to get started on it again, and I'm sure we'll do so. Presently I have the tail assembly and fuselage built, some ribs, which I'll probably discard and start over. The gear legs are welded up, wheels, brakes, and master cylinders in hand, and an O SMOH Lycoming 65 sits in the basement. Lots of other small parts are done, too, and with reasonable effort, I could expect to finish it in another two years.

I have the spare material and plan to make a three-piece wing, with about a two foot center section. The front cabane struts will be braced with a steel tube diagonal running forward to the engine mount, to eliminate some of the wire bracing. At present the landing gear is set up to operate like the Sky Scout, with the spring-loaded telescoping shock strut from the axle to the top longeron. However, I saw some pretty neat gear installations at Oshkosh this summer, using motorcycle wheels and a split-axle type of shock mount, with wooden struts beautifully varnished. After I've corresponded with one owner whose address I copied down, I may go that route instead.

I also made the fuselage two inches narrower than the plans so that I could use the J-3 Lycoming engine mount without bending the longerons inward toward the front. I'll probably omit the front seat and put a tank there, on the cg, thus eliminating the additional work of dual controls and the necessity of insuring for a passenger seat, an item of considerable cost these days.

Although I like the Lycoming very much for its smooth-running qualities, I'd really love to fly it with a Ford up front, and maybe by the time I get going again on it that will be possible. My partner is a good engine man, which I am not, and perhaps with his help.....?

In conclusion, may I say that I've enjoyed the newsletter very much and hope you can keep it coming. The last issue was especially useful, with the tips from Ed Sampson. I wonder, though, why he feels a one piece wing is better.

If I ever get the Piet finished, you bet I'd like to bring it to a Pietenpol Fly-in.

etc.

Best wishes

John Boyce

Thank you, Mr. Boyce, for writing. Maybe Ed Sampson will write and tell us why he likes the one piece wing better. How about it Ed?