

NATIONAL PIETENPOL ASSOCIATION

1ST NEWSLETTER OF 1977***** HEADQUARTERS:
Janet Green Rt.2 Box 140 Brodhead, WI 53520

FOR PIET'S SAKE!

WE NEED MORE PICTURES. THIS IS A BORING COVER!

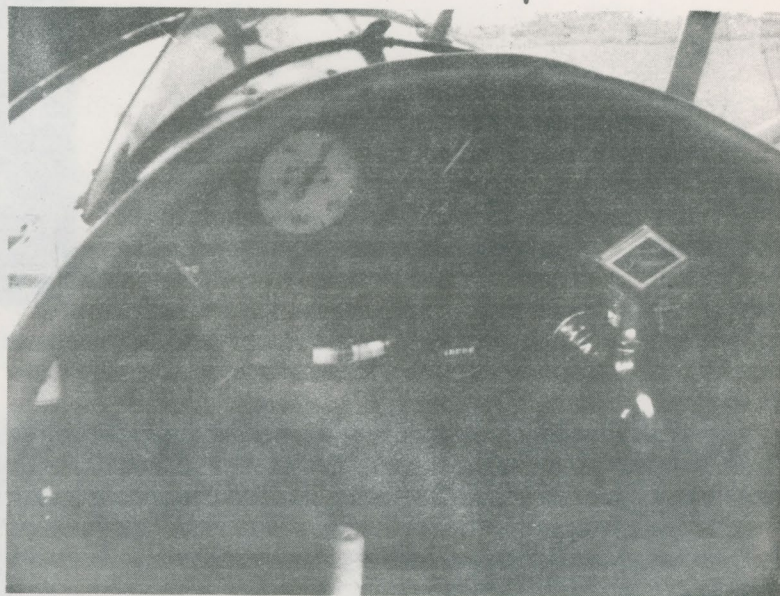
RETRACTION:

In the last newsletter I made a terrible mistake that is totally unforgivable. I must make a formal apology to Gary Hanson and Forrest Lovely, as they are the two who brought this awful mistake to my attention. If they ever find it in their powers to forgive me, I will really appreciate it! The mistake I made was:

There was the following picture, with the following subtitle:

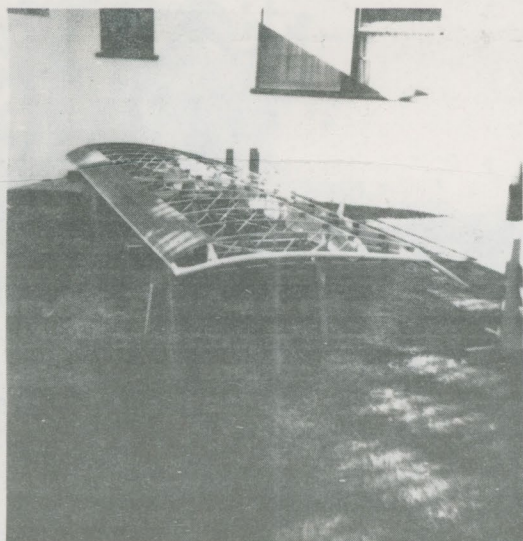
Note the full IFR panel in Gary Hanson's Piet. "IFR: In Flight Refueling".... obviously for pilot, not for aircraft. Reportedly, that's where he gets his Vodka gimlets!

The mistake was made in reference to the Vodka gimlets. I am told that they are GIN gimlets! Sorry, guys!



FOR SALE: Center section plans for 3-piece wing on Aircamper and Sky Scout. Designed by B.H.Pietenpol. \$5.00. Corvair Engine Conversion Parts. Write for list: Vitalis Kapler Rt. 1 Box 101 Spring Valley, Minn. 55975

The following is a letter I received from Mr. Steuart Daniels of 2118 Gates Ave. Redondo Beach, CA 90278:

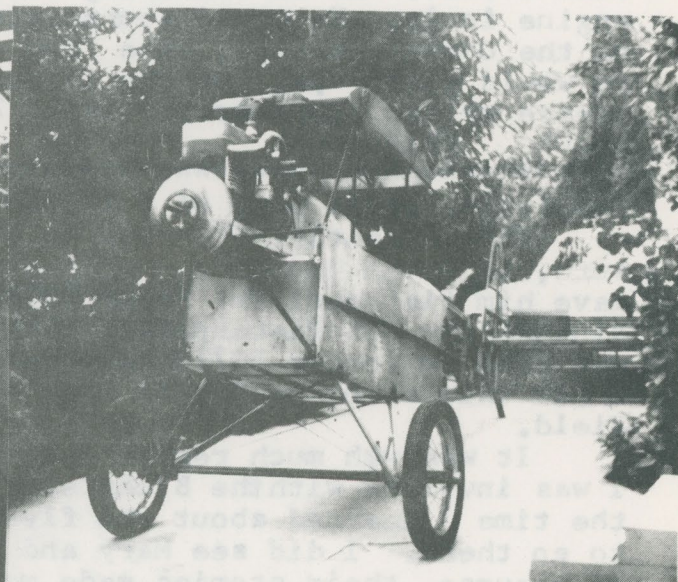
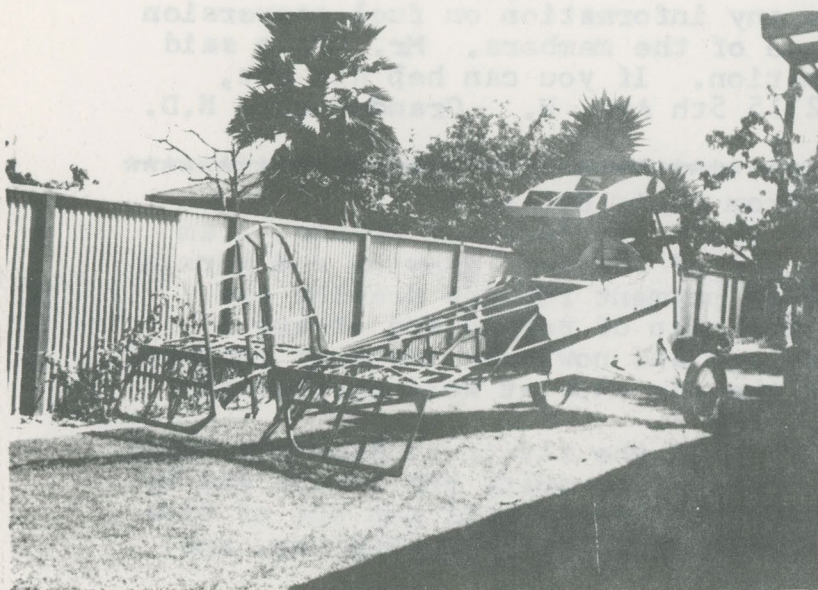


Received the last Pietenpol letter with an account of the meet at Cherry Grove. I must say that this was the most enjoyable gathering I have ever attended. Met so many nice people and "young old-timers." Those first rides in a Piet were just great! The tour with Vi Kapler and rides with Ed Sampson and Gary Hanson in Forrest Lovely's model "A" Piet. If there is another meet I fully intend to be there.

You requested a few lines and pictures of my project. The delay was due to ruined pictures but I now have some black and white as requested.

(cont'd)

This is a Ford Model B powered ship. Two piece wing (no room to build a one piece), straight axle wooden intercarriage. Its all as close to plans as I could make it, all but a mixtune of new and old plans. Hope to have it completed this spring and get a few hours on it. Best wishes to you and the club letter.



Again, I need you opinion. As for the site for our '77 fly-in; Mr. Pielenpol suggested we hold it either at Cresco, IA, or Brodhead, WI. Cresco is located about 30 miles from Cherry Grove. Last year at Cherry Grove Mrs. Kapler took care of the dinner on Sunday, by buying the ham, etc., collecting tables and chairs. I think that in view of all that needs to be done, since we cannot have it at Cherry Grove, I think it would be more convenient to hold it at Brodhead. If it is held at Cresco, things will have to be transported which will make things more difficult for the people on that end of the line. Whereas if we hold it at Brodhead, we won't have any problem getting things organized. There is plenty of camping space at the airport in Brodhead, water and gas (80 octane) are available on the field, and for those wishing to go to town, it's only 1 mile. The nearest motel is approx. 2 miles, and for those wishing to take showers or a bath, that can be arranged with no problem. Anyone with ideas on this year's fly-in, please write to me as soon as possible, especially if you DO NOT wish to have it at Brodhead. I will be awaiting your letters. THANK YOU!!!

Jack Crater has located a 1/2-finished Piet with a Corvair engine w/3000 miles on it in a garage. The man is interested in a Vari Eze. He may be willing to sell it if he has a problem finding an engine. If you have any questions, contact LTC John F. Crater 525 Crestridge Ave. Colo. Springs, Colo. 80906

Lorando Olson is in the process of building his second homebuilt...this time a Piet. He is wondering whether to use a Model A or a Corvair engine in it. He would appreciate any information on fuel conversion on the Corvair engine, maybe from one of the members. Mr. Olson said he would gladly pay for the information. If you can help him out, please write: Lorando T. Olson 2115 5th Ave. N. Grand Forks, N.D. 58201
THANK YOU!

The following is part of a letter from Chris Egsgaard:

The unidentified person in the photo of Pietenpol Greats, I am sure, is Orrin Hoopman. Orrin did all of Bernie's drawing and Bernie gave him Pietenpol Sky Scout 10718 as payment for the drawing and blueprinting of Pietenpols. With the help of Bernie and others I was able to locate 10718 many years ago and now have it almost restored. I saw this airplane fly in 1932 at the air show at Wold Chamberlain Field.

It was with much regret that I missed the fly-in at Bernie's field. I was involved with the Bicentennial Effort to quite an extent and by the time I learned about the fly-in I had pretty well run out of time to go there. I did see Mary and Stu Daniels the following day, and, of course, their stories made me weep.

Mr. Egsgaard also asked that we give more advanced notice as to the date of the fly-in this year, so here it is:

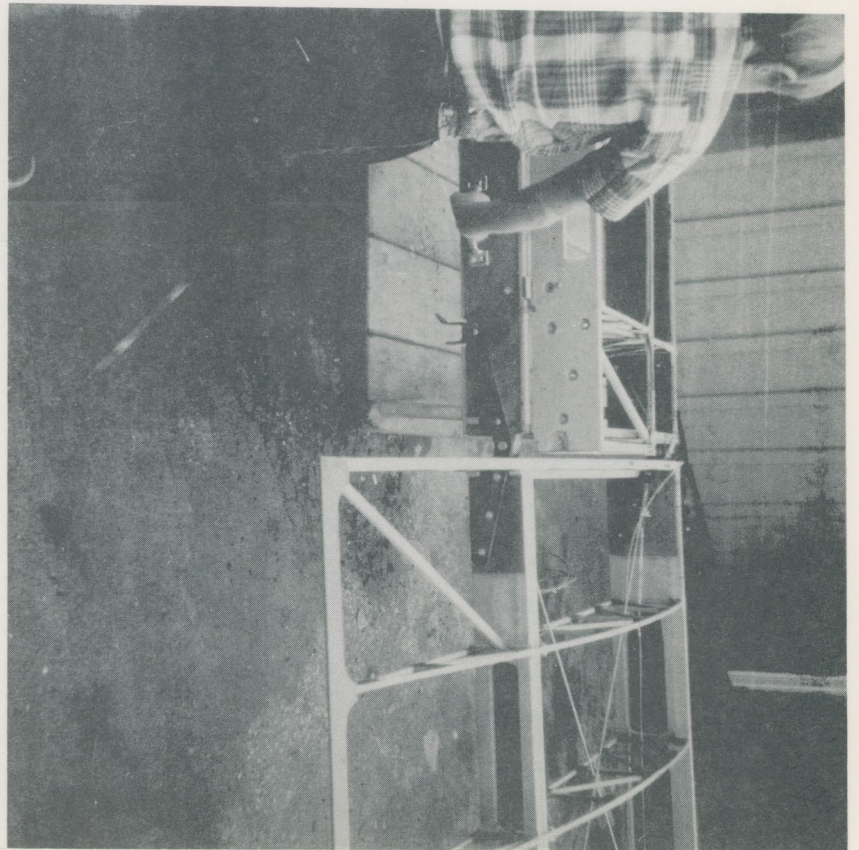
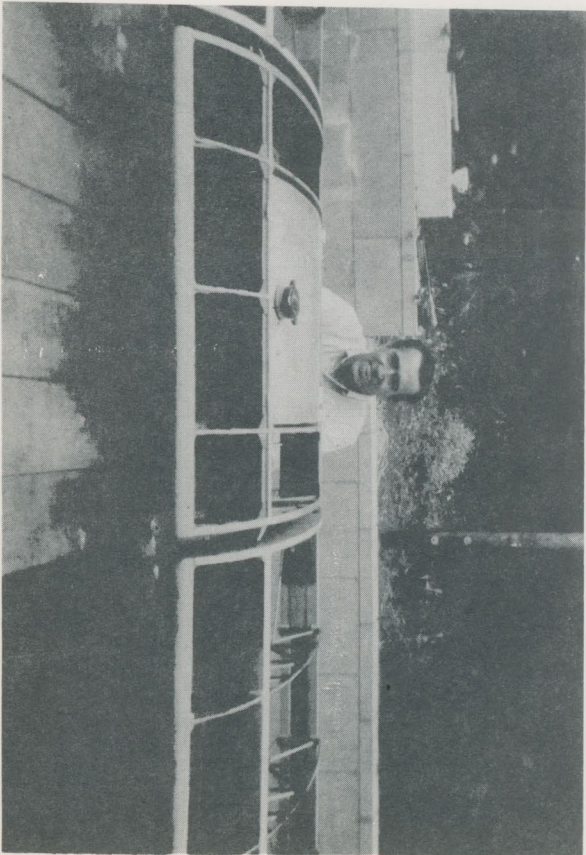
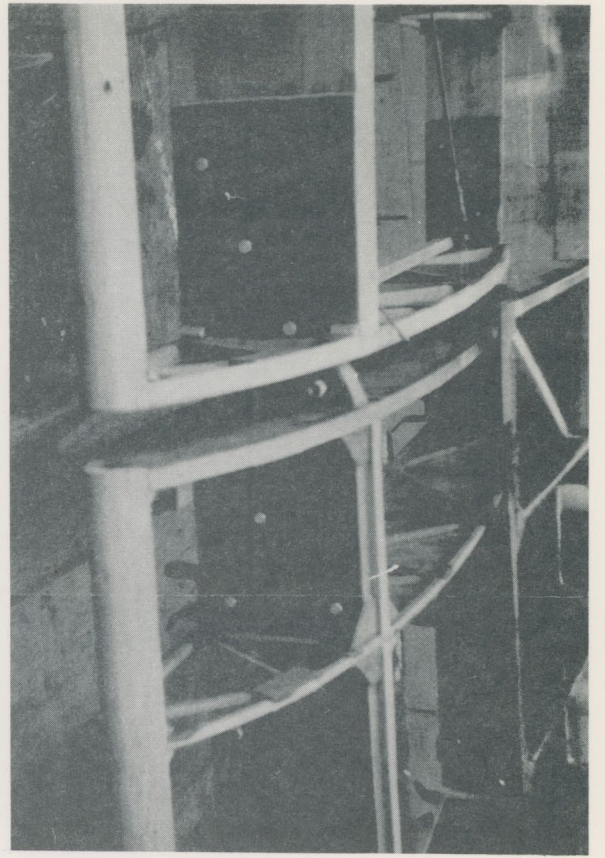
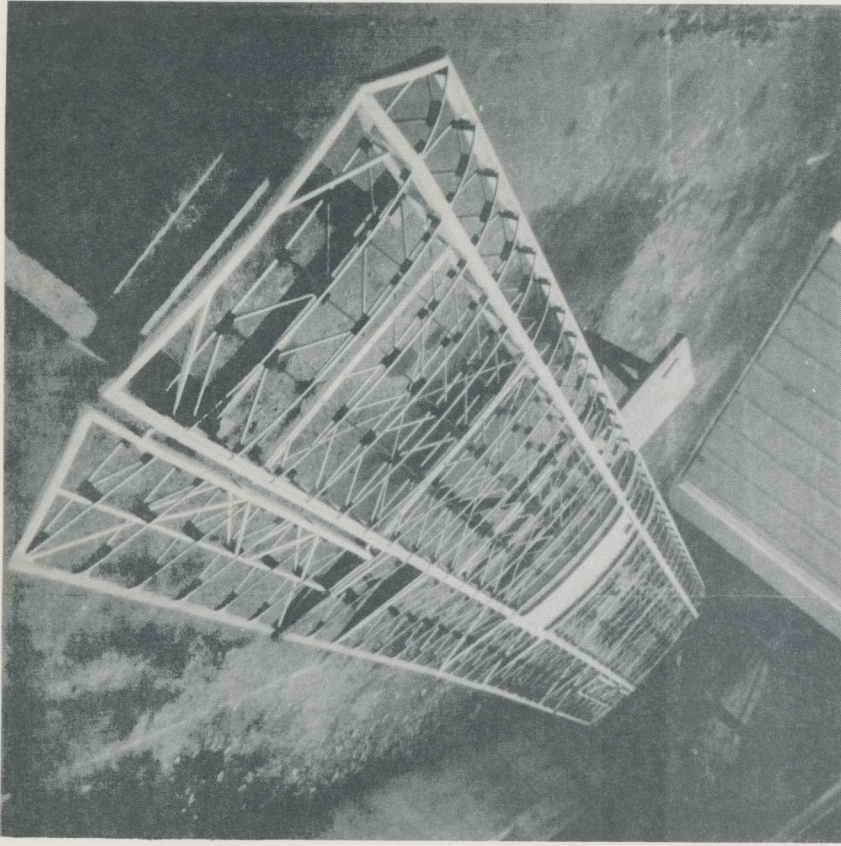
THE SECOND ANNUAL PIETENPOL FLY-IN WILL BE HELD THE WEEKEND OF JULY 30-31. IT WILL EITHER BE HELD AT CRESCO, IOWA OR BRODHEAD, WIS. WE WILL DEFINATELY LET YOU KNOW WELL IN ADVANCE OF THE EVENT. VI KAPLER HAS WRITTEN TO EAA HEADQUARTERS AND ASKED FOR A SPOT FOR A FORUM, AND FRANK PAVLIGA SAID HE WILL HAVE A DOCUMENTARY READY BY THEN. I'D SAY THINGS ARE LOOKING GOOD!

I received a letter from Mr. Ed Kastner in which I found a couple interesting items that I'd like to share with you:

I've been interested in Pietenpols since I was a kid growing up in the 30's. I have an original 1932 Flying manual with plans for the first Aircamper, also a 1933 Flying Manual with plans for the Sky Scout. I bought these (also a 1931 copy) from the publisher about 1936, while they were still available new. Also have a set of drawings I bought from Mr. Pietenpol a few years ago. All this material has been read and studied for many hours, but no actual work has been done. Some time I hope to build a ship from these plans, but for now I guess I have to be classified just an enthusiast of long standing.

I work as an A & E mechanic and have been rebuilding a Cub in my spare time for my own use. There is still a lot of work to be done on it.

Mr. Kastner lives at 2330 Woodard Rd. in Elma, NY 14059



Last fall Carson Timblin and his Piet visited our field here at Brodhead. The following is a story of that event written by Ted Davis.

It was Saturday evening, October 9th, when Carson Timblin came chugging into Brodhead Airport with his Pietenpol Aircamper. Ken Segner, one of our many airport bums, brought Mr. Timblin into town to Dick Weeden's house. Carson was greeted by Dick and his family, and a warm meal. After dinner Dick, his son Mike, and I took Carson back to the airport, along with a jug of water and a folding cot for the night. Dick opened up his shack and we got Carson situated for the night.

We took a walk over to Carson's Piet and got the rest of his baggage. Carson's unique front cockpit had all the room you would ever want. It was unique in the way the stick could be removed and the rudder pedals folded. He had more room up there in that front cockpit than you would find in a 172 (well, almost).

Mr. Timblin's Aircamper was very different from others I have seen. His Piet was fitted with some Cub tail feathers and somewhat of a Cub cowling. The cabane struts were lengthened four inches, thus raising the wing, making it very easy to enter the front cockpit. It also sat very low to the ground, due to the Piet gear and a pair of doughnuts. Carson reports that it handles beautifully and that was proved the next morning. We all grabbed some of Carson's prized possessions and headed back to the shack.

As you can imagine, by this time we had gotten to know Carson pretty well and were quite surprised to find out that he didn't know about the NPA. We told him all about our organization and headed off for Janet Green's house to recruit another innocent Pietenpol pilot. Unfortunately, Janet was not home so Carson didn't get to meet her, but we did partake of some pop and Mrs. Green's hospitality.

We decided that we had kept Carson up long enough as he had quite a trip in store for him the next day. We agreed to meet him at the airport about 7:00 a.m. the next day.

We arrived, as scheduled, the next morning at 7:00. Much to our surprise, Carson was plotting his course and had already packed and straightened everything up. Dick drove Carson into town for breakfast while Mike and I began our desperate search for gas. He had just happened to arrive when we were out of gas, and only had 30 minutes worth left which we decided was not enough to get to Beloit. True, Beloit is only 30-40 minutes by air, but we weren't about to take any chances. We scrounged up some gas, about 2 gallons, to raise his limit to an hour's worth. While we poured in the gas, Carson put on his sweaters, jackets, and cover-alls. He loaded up the front cockpit and climbed into the back where he was accompanied by his cup of water. Carson pumped the primer and couple times while Dick pulled the prop through. "Brakes, throttle, contact?" "Brakes, throttle, contact!", replied Carson as the old 65 popped right off.

The morning was a calm one, so Carson had his pick of runways. Carson pushed in the throttle, the tail was up, and he was off. He made a nice 180 at the end of the runway and back he came. What a beautiful sight! Screaming along at an earth-shattering 70 m.p.h., he gave a friendly wave and he was gone. Carson and his Piet faded away into the morning haze and the Continental droned on.

Pictures accompanying this story on
next page.



Pictured l to r: Mike Weeden, Dick Weeden, Jim Weeden, and Carson Timblin in front of Carson's Piet.

