

THE PIETENPOL WING IS SIMPLE IN PLANFORM & USES STRAIGHT-FORWARD CONSTRUCTION METHODS. IT IS MADE IN ONE CONTINUOUS PANEL, THE 3/4" SPRUCE SPARS BEING SPLICED AT THE CENTER LINE. THE AIRFOIL WAS DESIGNED BY MR. PIETENPOL.

- DETAILS AT LEFT SHOW A REVIEW OF THE COMPONENTS IN THE FUSELAGE:
- ① - RADIATOR MOUNT
 - ② - MOTOR MOUNT
 - ③ - RUDDER PEDALS
 - ④ - RUDDER BAR - BEAR
 - ⑤ - AILERON CABLE
 - ⑥ - STRINGER BRIDGING
 - ⑦ - ELEVATOR CRANK

PLAN VIEW OF FUSELAGE SHOWS BASIC FRAME OF 2x4" SQ. SPRUCE & 1/8" PLYWOOD GUSSETS. SIDES & BOTTOM ARE COVERED WITH 1/2" PLY FROM FIREWALL TO STATION D-D. SEATS ARE MADE OF 1/2" PLYWOOD. AFT TURTLE DECK IS FORMED WITH 7-1 1/2" SPRUCE STRINGERS. FWD TURTLE DECK IS MADE OF .020 ALUM.

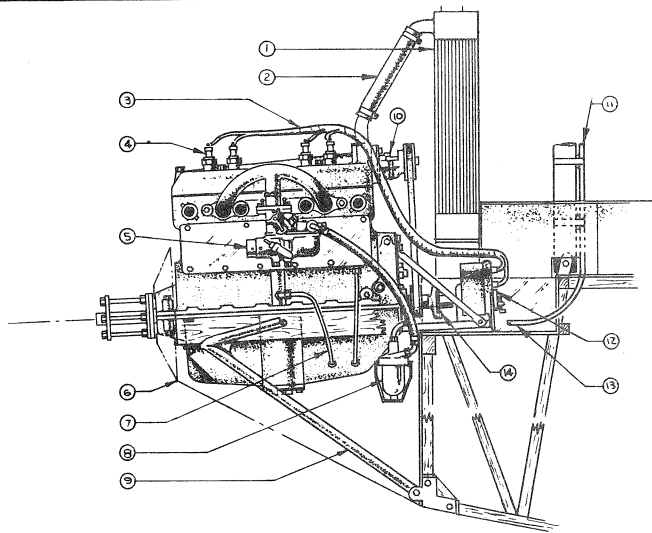
SPECIFICATIONS

SPAN	28'-0"	ENGINE	FORD MODEL-A
LENGTH	17'-3 1/2"	HORSEPOWER	37-40
WING AREA	140 SQ. FT.	P/WG. LOADING	27# / H.P.
EMPTY WT.	625 LBS.	FUEL CAPACITY	10 GAL.
GROSS WT.	1100 LBS.	RANGE	150 MI.
WING LOADING	7.8 LBS./SQ. FT.	CRUISE SPEED	60 MPH

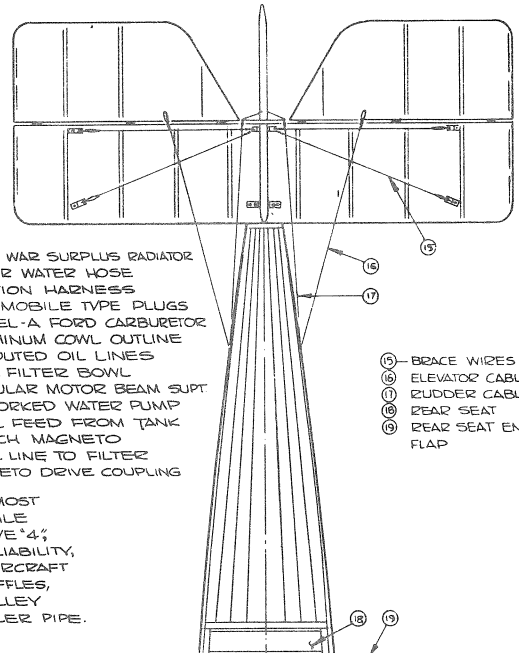
PIETENPOL AIR CAMPER SHEET 1 OF 2

TYPE 2 SEAT SPORT PLANE
 YEAR BUILT 1931
 DESIGNER MR. B.H. PIETENPOL
 SCALE 3/4" EQUALS 1 FOOT *
 DRAWN BY R. PARKS 1961
 ASSISTANCE PETE BOWERS

* EXCEPTIONS - WING CROSS SECTION 1" EQUALS 1 FOOT. ENGINE DETAILS, SHT 2, 1 1/2" EQUALS 1 FT.



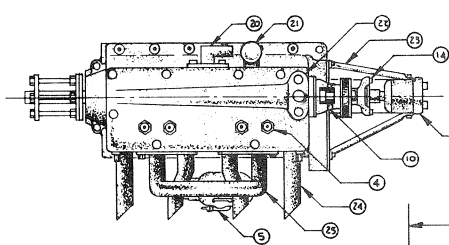
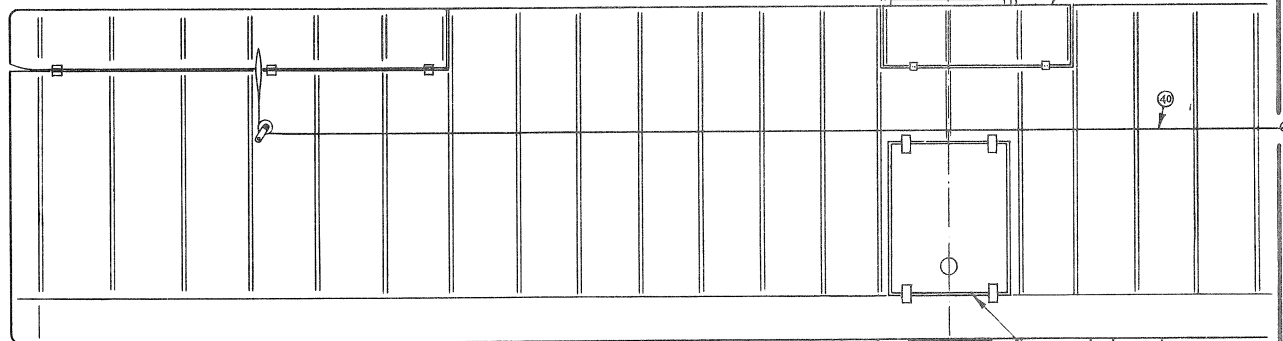
- ① WW I WAR SURPLUS RADIATOR
- ② UPPER WATER HOSE
- ③ IGNITION HARNESS
- ④ AUTOMOBILE TYPE PLUGS
- ⑤ MODEL-A FORD CARBURETOR
- ⑥ ALUMINUM COWL OUTLINE
- ⑦ REROUTED OIL LINES
- ⑧ FUEL FILTER BOWL
- ⑨ TUBULAR MOTOR BEAM SUPT
- ⑩ REWORKED WATER PUMP
- ⑪ FUEL FEED FROM TANK
- ⑫ BOSCH MAGNETO
- ⑬ FUEL LINE TO FILTER
- ⑭ MAGNETO DRIVE COUPLING



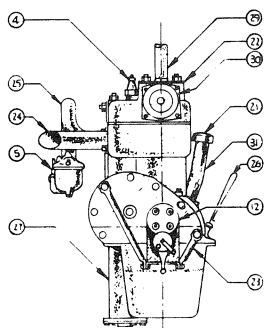
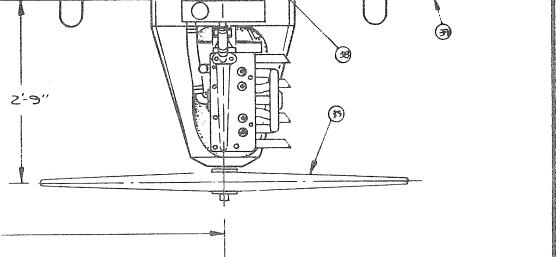
- ⑮ BRACE WIRES
- ⑯ ELEVATOR CABLE
- ⑰ RUDDER CABLE
- ⑱ REAR SEAT
- ⑲ REAR SEAT ENTRY FLAP

SCALE IN INCHES & FEET

SHOWN ABOVE IS THE CONVERTED FORD MODEL-A ENGINE INSTALLATION MOST COMMONLY USED IN THE PIETENPOL AIR CAMPER. VARIOUS AUTOMOBILE ENGINES WERE TRIED; FORD MODEL-T, CHEVROLET OVERHEAD VALVE '4; & THE MODEL-A. THE MODEL-A WAS CHOSEN FOR ITS POWER, RELIABILITY, LOW COST & PARTS AVAILABILITY. ENGINE MODIFICATIONS FOR THE AIRCRAFT CONVERSION WERE RELATIVELY SIMPLE, REWORKED WERE: OIL PAN BAFFLES, OIL LINES FROM PUMP, OIL PASSAGES, SHAFT SEAL, WATER PUMP PULLEY MOUNT, CARBURETOR, INTAKE MANIFOLD, MAGNETO (NEW), & OIL FILLER PIPE.

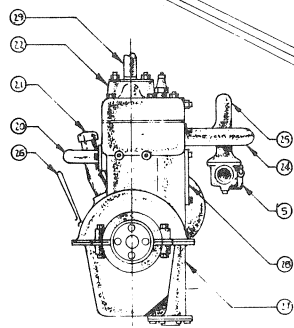


- ⑳ WATER CONNECTION FROM RADIATOR
 - ㉑ OIL FILLER CAP
 - ㉒ WATER PUMP HOUSING
 - ㉓ MAGNETO MOUNT
 - ㉔ EXHAUST STACK
 - ㉕ INTAKE MANIFOLD
 - ㉖ OIL DIP STICK
 - ㉗ OIL PUMP HOUSING
 - ㉘ VALVE COVER PLATE (NEW)
- NOTE: ENGINE PLAN VIEW AT LEFT AND REAR & FRONT VIEW BELOW ARE DRAWN TO SAME SCALE. 1/2" EQUAL 1 FOOT.



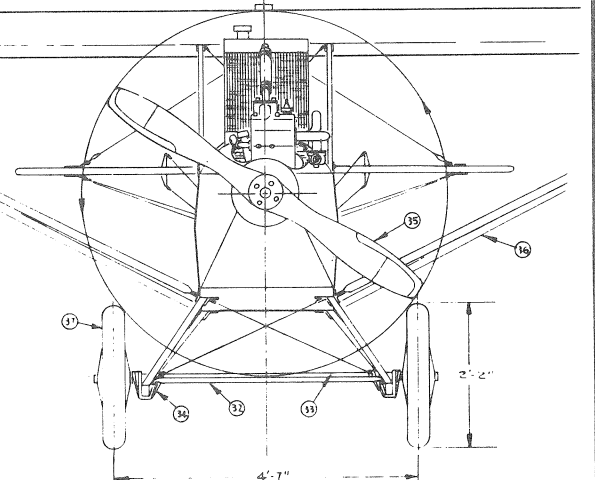
REAR VIEW

- ⑳ RADIATOR HOSE CONNECTION
- ㉑ WATER PUMP PULLEY
- ㉒ OIL FILLER PIPE
- ㉓ STEEL TUBE SPREADER BAR
- ㉔ STEEL TUBE AXLE
- ㉕ BUNGEE SHOCK CORDS



FRONT VIEW

- ㉖ WW I WAR SURPLUS LAWRENCE '28' PROP
- ㉗ STREAMLINED STEEL TUBE STRUTS
- ㉘ WAR SURPLUS WHEELS
- ㉙ HOME MADE GAS TANK
- ㉚ OZO ALUMINUM COVERED LEADING EDGE
- ㉛ ALERON CABLE



PIETENPOL AIR CAMPER
SHEET 2 OF 2