

Good morning and thanks for inviting Howard Henderson and me to talk about Pietenpol airplanes and their creator, Bernard Pietenpol.

Before we get into Pietenpols, I'd like to tell you a bit about my friend and co-presenter, Howard Henderson.

It must have been in the early 80's when I met Howard. He invited me to go flying with him in an aluminum airplane he had built. I didn't know much about his other activities, but I sure enjoyed a number of flights from Arrowhead Airport with Howard in his T-18.

One day in 1987 or so, Howard asked me if I thought he could find a Model "A" Ford engine. I had a 1931 Ford Fordor at the time and was an active member of the local Model "A" club. I was first pleasantly surprised to find Howard was interested in Model "A" Ford cars, and even more surprised that it wasn't the cars that interested him.

He said he was going to build an AIRPLANE - - - powered with a Model "A" Ford engine! My first response was "You can't fly an airplane with a Model "A" Ford engine."

Howard told me it had been done in the past and invited me to fly with him in the T-18 to Brodhead, Wisconsin to see examples of such airplanes. We did, and within a few hours of landing there, I got a ride in Bill Knight's Pietenpol "A"-powered Air Camper.

At our "A" clubs annual swap meet, Howard bought an engine. He had already started making wing ribs.

Now I told Doug Killebrew I would try to describe the era of flight that young Bernard Pietenpol was born into, and I'll try to do that sharing some research that has fascinated me, and some materials I've produced resulting from that fascination. But first, back to Howard.

I guess most of you know Howard was one of the founders of this very EAA chapter, and served as its president more than once. Three times, I think. And, I guess you know he worked for years at McDonnell Douglas.

It's been my observation Howard's not a big fan of canards, but found himself as the flight test engineer of Mac's "Ascender."

Did you know he rebuilt and learned to fly in a Cub? Did you know he was the ram-rod behind the building of a Sky Coupe? I guess it still flies out of Creve Coeur.

How about that clipped-wing Monocoupe Charles Lindbergh gave to the History Museum? Did you know it was rebuilt in Howard's garage? (Does it still hang at Lambert?)

And, then, of course he built his T-18. Not only did he build it, he carved its prop.

And then he built the Pietenpol . . . fabricating its wire wheels, building its reliable engine and carving not one, but three propellers for optimum performance.

Now that would be quite a list of accomplishments for almost any fellow. But the airplanes are only a few of his creations.

Sail Boat

Ham Radio Equipment. Howard built a lot of it and is a ham known as W0 ZJR

Telescopes -- Howard grinds his own mirrors.

Guitars -- The guitar I play was made by Howard.

Violins -- My wife is a violinist and has played a violin Howard built.

Roll Top Desk

Locomobile Steam Car -- Howard built its engine from castings, he built its chassis and its wooden body.

Howard has built hundreds of model airplanes, hand launched, rubber and gas-powered, RC and free flight.

Airplanes ranging in size from small shoot-em-ups to Weed-eater powered Biplanes.

He flies every Tuesday with the Thrmaleers.

I just wanted you all to know a little bit about Howard before we look at this 12 minute video describing his Pietenpol.