

\$13,000 (complete) is also required, of course. The kit includes a Rotax 503-DC, flaps, brakes, four-point harness, in-flight adjustable bucket seats, and a "C" gear box. Builder assistance, a newsletter, and a dealer network are available or in place. Want more info? An info pack is just \$2—a video is \$15. **FMI:** Phantom Aircraft company, 6154 West G Ave., Kalamazoo, MI 49009; (616) 375-0505; fax (616) 375-0551. **ZOOM REPORT:** The Phantom is an older design that thrilled us all more than 10 years ago and seems more than capable of doing that to-

day. The newer two-place version had a troubled development, but the efforts seem to have paid off with a good bird. The company, though, is struggling a mite. New to the X2 are upgrades to the cabin structure and control system.

**Design/Engineering:** B+. Very strong airframe.

**Ground Handling:** B+.

**Flight Characteristics:** B+.

**Company Profile:** C. New company, looks promising.

**Kit/Plans:** B-. Pretty simple construction chore.

**Bang for the Buck:** B.

**Risk Factor:** 5.

**Final Grade:** B. Really fun flying, one of the best. Recommended.

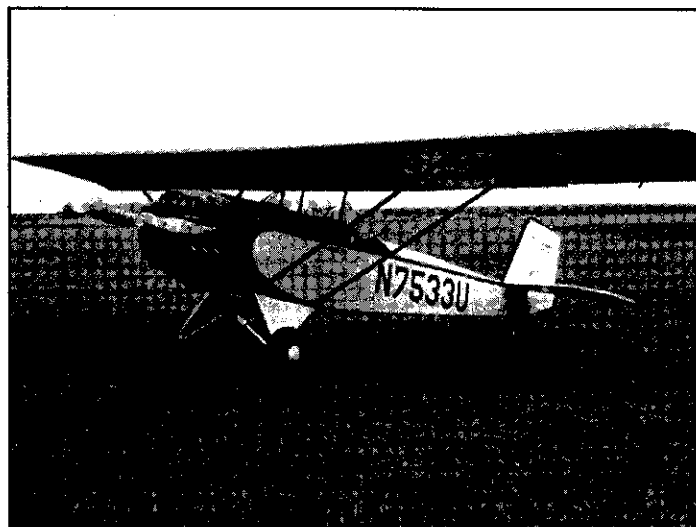
## Don Pietenpol Pietenpol Air Camper

If you expect a speedy aircraft able to climb to great heights (10,000' or more), then this isn't your aircraft.

The Pietenpol Air Camper was designed to be "low and slow," durable, and most of all, fun to fly on short jaunts or cross-country trips. Don Pietenpol, the son of designer Bernard Pietenpol, sells the plans for the airplane his father designed in the 1920s. He improved the design in 1933. This is a true Pietenpol, and is not a copy or modification of the original.

The original Pietenpol Air Camper was powered by a Ford Model T engine, but later included the 60-hp, Chevy Corvair engine. The Corvair-powered Air Camper hangs in the EAA museum at Oshkosh. A number of these planes are being flown with 40-hp Ford Model A engines. Information on using either the Ford Model A or Corvair may be obtained from Don Pietenpol. More modern engines, including the Continental C-65, can also be used.

Takeoff speed for the Air Camper is about 40 mph. Cruise speed is between 60 and 75 mph and top speed is 90 mph. Rate of climb is 500 fpm solo and 200 fpm at gross. The aircraft is constructed from wood and fabric and weighs 625 lbs. The useful load is 455 lbs and the payload with full fuel is 395 lbs. The Air Camper stands 6.5' and is 17.7' long. The cabin is 23" wide. The wingspan is 28.2' with a chord of 5', resulting in an area of 140.8 sq ft. Wing loading is 7.7 lbs/sq ft. Standard fuel capacity is 10 gal, but you may add an additional 8 gal. The standard load of fuel provides an endurance of just less than 5 hours and a range of about 370 miles. When you



are ready to come back to the ground, landing speed is 35 mph.

The Pietenpol Air Camper is built from plans that sell for \$75. There is no kit available, and the build time is about 1000 hours. A quarterly newsletter is published by the Buckeye Pietenpol Assn, which provides Pietenpol news and the scoop on Pietenpol-related events. Contact Don Pietenpol for more info on the Air Camper.

**FMI:** Don Pietenpol, 1604 Meadow Cir SE, Rochester, MN 55904; (507) 289-2436.

**ZOOM REPORT:** Sometimes I take a lot of flak for including these elder designs in our listings, but I have always insisted that you can learn something from your elders. The Pietenpol Air Camper is no exception, especially if you count all the spin-offs it has inspired. Sure, it is no rocketship, F-16, or Pitts Special, but it is good, clean, safe flying fun, and it is a thoroughly honest little airplane.

**Design/Engineering:** B.

**Ground Handling:** B. Excellent short-field airplane.

**Flight Characteristics:** B. Good low-speed characteristics.

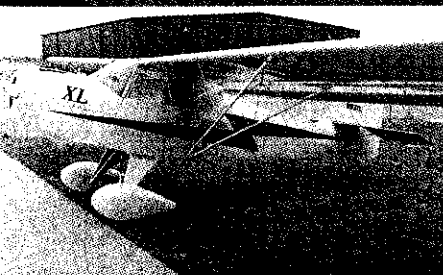
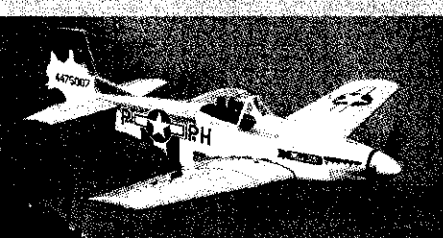
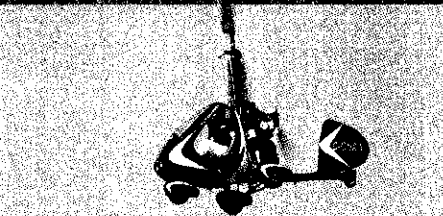
**Company Profile:** C. Small operation.

**Kit/Plans:** B-.

**Bang for the Buck:** B-.

**Risk Factor:** 4. Plans-built only.

**Final Grade:** B-. A solid airplane. Recommended.



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