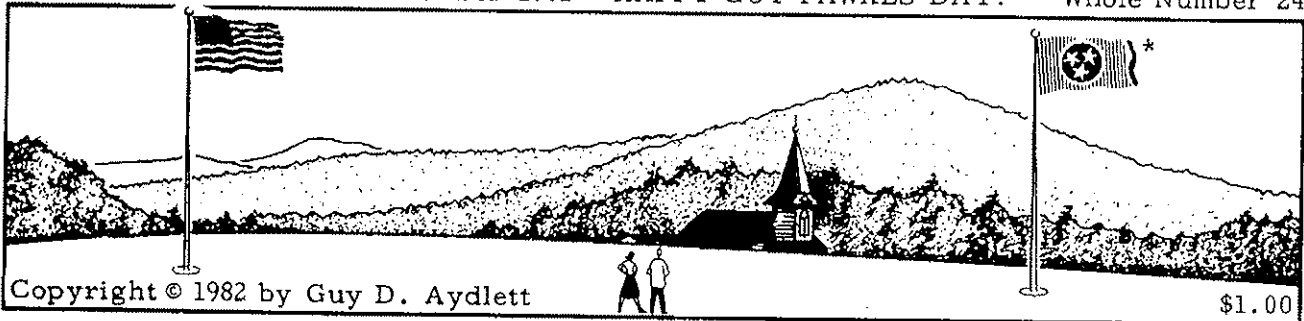


# PINEY MOUNTAIN AIR FORCE

Box 7304, Charlottesville, Virginia 22906-7304

## DATA - LETTER

VOLUME II, No. 11 5 November 1982 — HAPPY GUY FAWKES DAY! Whole Number 24



Dear Kiteflier:

\*Tennessee Flag—Gift from the Windance Society

LITHO IN U.S.A.

"NOVEMBER, The Eleventh Month, hath 30 days," sayeth *The Old Farmer's 1982 Almanac*. Furthermore, *two full moons* bracket this month on the 1st and the 30th. Some of our correspondents tell us that our full moon data are highly appreciated by capricious fly-by-nights and the flashy clan of bottom-line apodysophilic fundamentalists.

\*  
FELIX CARTAGENA presented PMAF with a copy of *Mrs. Byrne's Dictionary of Unusual, Obscure, and Preposterous Words*. One or two readers have noticed that our logogasters use and enjoy Felix's present.

\*  
JON BURKHARDT, The Maryland Kite Society's Chief Wind Baiter (according to the September issue of *Tight Lines*), lusts to instigate another un-kite contest based on esoterica contained in any *DATA-LETTER*.

Capturing Jon's interest and stimulating his creative streak are causes for pleasure among our Piney Mountain folk, but our experiences with near-dud contests cause us to predict that his contest promotion idea may be as futile as taking a hot awl and attempting to poke a pound of melted butter into a ticklish wildcat's belly button.

The young rascal might with more profit research the arcane curry formula that is favored as an efficacious kite booster by cartoonist JOHN BARKER and other British cousins in Essex (see recent issues of *Kitefliers Occasional Newsletter—K.O.N.* — for windy illustrations and profound hints for upping kites on those windless days).

OZZIE MARKHAM, Montreal, is a forgiving, loyal, gentle man. In a recent note, Ozzie said: "Despite all the forpits, firlots, and trones in your latest issue [#22], I'm coming back for more *PMAF DL's*. . . ."

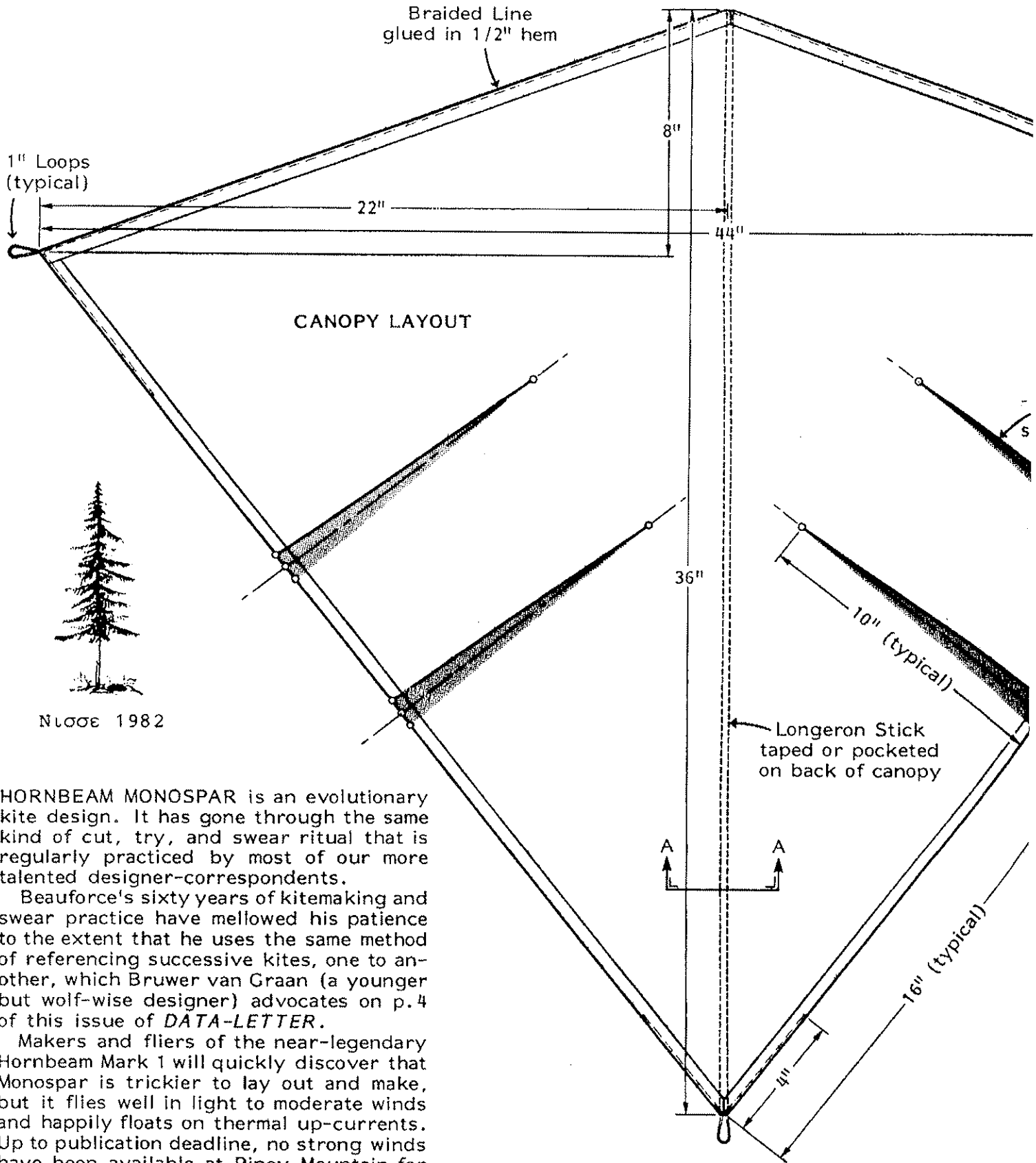
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HUGH HARRISON, AKA Life Member and a stalwart of British Columbia Kitefliers Association, reports: ". . . Your Alliflex [*the Hornbeam Mark I*] has been a real Blessing for us this year. . . we used it at all our kids' workshops and have found it to be a never failing success. We might have to come up with another type for next year, because of repeat customers. . . it will be hard to find an equivalent replacement.

"I have been enjoying the *PMAF DL* immensely and am thankful that Ozzie Markham put you on to me. He phoned to say hello the other day and we hope to meet in Montreal in October after the AKA Convention [in Detroit: October 7, 8, 9, and 10]."

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HOWARD I. WELLS III, Cincinnati, Ohio: ". . . Hornbeam Sleds [*Mark I's*] have flown high over Southwestern Ohio!"

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DR. PHIL MODJESKI, Richmond, Virginia: ". . . Your Hornbeam Mark I has been flown over Santa Barbara, California and drew a lot of attention from the other flyers there."

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MISTAH BLUCE, Goa, India: ". . . Mark I's are great here and in Bali! Should you and British no-wind fliers desire high potency curry, our Spice Baba grinds India's best."



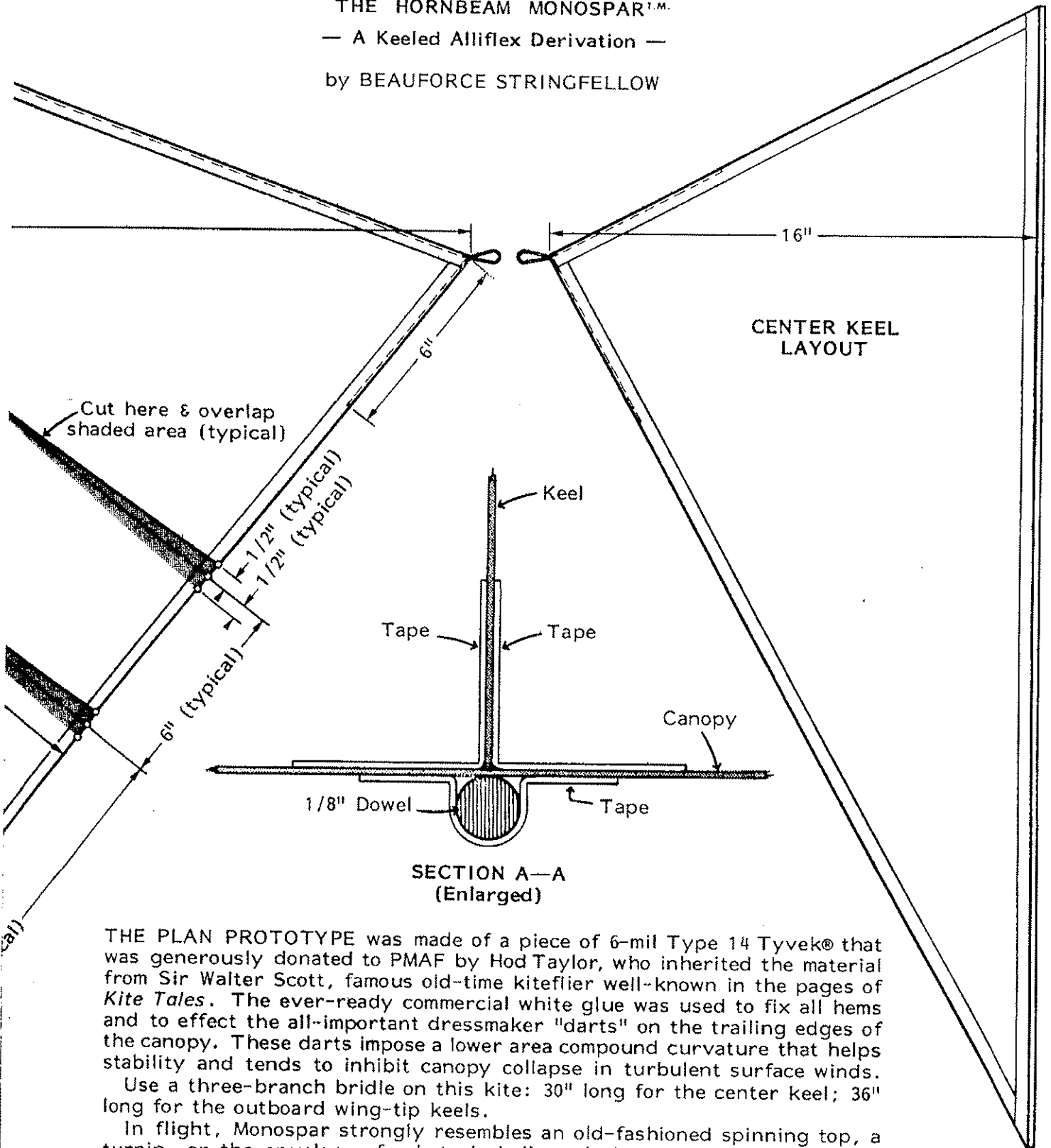
NL00E 1982

HORNBEAM MONOSPAR is an evolutionary kite design. It has gone through the same kind of cut, try, and swear ritual that is regularly practiced by most of our more talented designer-correspondents.

Beauforce's sixty years of kitemaking and swear practice have mellowed his patience to the extent that he uses the same method of referencing successive kites, one to another, which Bruwer van Graan (a younger but wolf-wise designer) advocates on p.4 of this issue of *DATA-LETTER*.

Makers and fliers of the near-legendary Hornbeam Mark 1 will quickly discover that Monospar is trickier to lay out and make, but it flies well in light to moderate winds and happily floats on thermal up-currents. Up to publication deadline, no strong winds have been available at Piney Mountain for heavy air tests, so evolution must continue.

THE HORNBEAM MONOSPAR™  
 — A Keeled Alliflex Derivation —  
 by BEAUFORCE STRINGFELLOW



SECTION A—A  
 (Enlarged)

THE PLAN PROTOTYPE was made of a piece of 6-mil Type 14 Tyvek® that was generously donated to PMAF by Hod Taylor, who inherited the material from Sir Walter Scott, famous old-time kiteflier well-known in the pages of *Kite Tales*. The ever-ready commercial white glue was used to fix all hems and to effect the all-important dressmaker "darts" on the trailing edges of the canopy. These darts impose a lower area compound curvature that helps stability and tends to inhibit canopy collapse in turbulent surface winds.

Use a three-branch bridle on this kite: 30" long for the center keel; 36" long for the outboard wing-tip keels.

In flight, Monospar strongly resembles an old-fashioned spinning top, a turnip, or the envelope of a hot air balloon (a box-tube trailed from the bottom tip of the longeron would materially heighten the balloon illusion).

Builder-fliers should expect Monospar to perform well in other materials and in other sizes: smaller versions—lively; larger ones—stately, steady.

KARIN VERSCHOOR of Denver, CO writes: ". . .What a pleasure to get a kite publication on time every month, reliably enough to set a calendar by.

"I wish I had time to make all of the kites in the plans—each one seems even better than the last. Like all good PMAF readers, I built a Hornbeam sled from stabilkote scraps; it's black with one gold keel and one red. Some call it the 'Horrible Hornbeam,' but not when it's flying. Denver winds are notoriously fickle, but the Hornbeam outperforms everything else in the light variable winds, and keeps me from swearing off kites in disgust after trying to fly in typical Denver winds.

"I am writing in regard to the plans for the autogyro kite in [the # 22] issue. I fell in love with it instantly, being a helicopter nut as well as a kiteflying addict. I desperately want to build and fly it; but, alas, have no access to drill press or lathe, and am totally ignorant of their use. . . .I am asking if anyone would be interested in making the metal parts for me in exchange for a kite or a sewing job. My old Singer sews a fine kite seam! [Amen! See p. 27 in *Kite Lines for First Quarter 1982—Non-ed.*]

"Again, thanks for the most interesting (and fun!) kite publication around. And continued prosperity to all the Piney Mountain Trolls. —Karin Verschoor."

*Editorial Note: PMAF will cheerfully forward letters from readers who would like to swap skills with Karin Verschoor.*

*Karin and other autogyro enthusiasts may care to know that Gordon Fairley, Pacific Valley Productions, Box 304, Salem, OR, Zip 97308, offers "Seabreeze II" autogyro kite plan for \$3.50, postpaid. It is a design that offers manual—non-automatic—pitch adjustment hardware that requires only the standard kitemaker or aeromodeller tools or fabrication techniques. In the letter excerpted below, Gordon mentions his "Sky-Gyro," an automatically articulated gyrokite similar to that shown in the #22 DATA-LETTER:*

GORDON FAIRLEY, Salem, Oregon tells us: ". . .My Sky-Gyro production is coming along nicely—slow at first because of the jig-building necessary. I am planning to present one Sky-Gyro to you personally; not only to review for *Data-Letter*, but just plain to have fun with. . . .

"I just got my copy of the *Data-Letter* [#22] and I think you did a superb drafting

job on the autogyro plans you presented! My hat's off to you!! . . .Keep up the good work! . . .

"I got a nice letter and photo copies of autogyro plans from Charlie Sotich in Chicago. He wanted to know of any source of autogyro aerodynamics—I know of helicopter info but not autogyro info. I suggested he write to Mr. Igor Bensen of the Bensen Aircraft Corp. for any possible direction to such info. . . .I have a lot of practical experimental aerodynamic info compiled in my research of others (old designs) and also experimental discoveries of my own. I told Charlie that if there is enough interest shown. . . .I might publish this to aid the cause. . . ."

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BRUWER VAN GRAAN, Pretoria, South Africa: ". . .In England, I made many rotor kites; even some modelled on 'Green Jean,' but made of styrofoam. These flew well, but to launch them is not easy. . . . I was in England for a year on a working holiday, but spent most of my free time flying kites, attending competitions, and meeting marvelous people [who] have some very good ideas on kites and are excellent craftsmen.

"In my own country there is very little interest, and I have yet to meet a genuine enthusiast. . . . It is rather disconcerting when flying a large colourful Parafoil on a crowded beach to experience a total lack of interest, except from children. . . .

"Dr. P.J. Modjeski's observations [DL 21] lead me to offer some comment. Assuming that he has the bridling and balance right, the sideways shake could be caused by the covering being too smooth. I have observed Eddy's which shake only when the wind drops below a certain speed; above this speed they are stable. There is one sure way of stopping shakers, but this is un-Eddyish and prone to attract flying bricks from the true blue purists. This is the fitting of a 4-leg bridle, horror of horrors, but it should cure all but the hopeless cases.

". . .It is pretty well futile to try and compare performance from memory. When trying out a new. . .kite, use the first. . . as a reference and leave it unmodified. Now build a second one and modify this. Compare by flying both on the same type of line and fairly near to one-another. Repeat on different days and conditions. Once you are satisfied that No. 2 is better than No. 1, make No. 2 the reference and continue the modifications. . . . —Bruwer van Graan."