

PINEY MOUNTAIN AIR FORCE

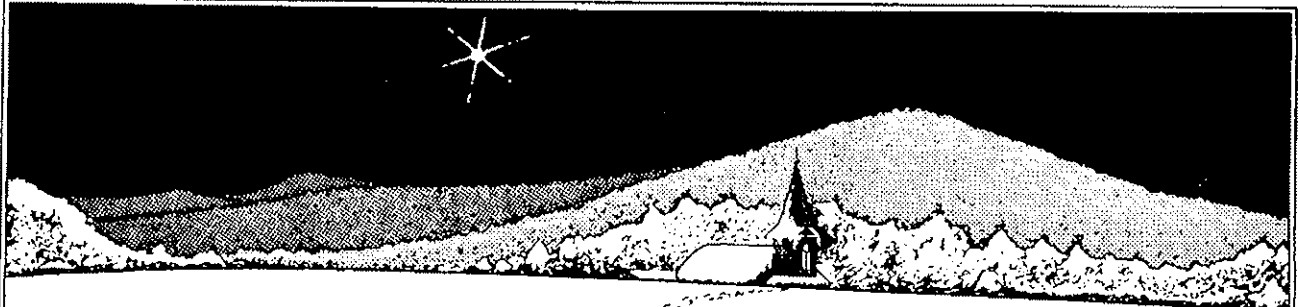
Box 7304, Charlottesville, Virginia 22906-7304

DATA - LETTER

VOLUME II, No. 12

December 1982

Whole Number 25



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Index Issue \$1.50

LITHO IN U.S.A.

Dear Kiteflier:

DECEMBER, The Twelfth Month, harbors Hanukah on the 11th, Winter Solstice on the 21st, Christmas on the 25th, and the last chance—the 30th—to full-moon fly in 1982.

In addition, December is the anniversary month for *DATA-LETTER*. Volume I, No. 1 commenced two years ago as a floating mote of dust in the vast near-vacuum of periodicals published for the benefit of kitemakers.

Loyal re-subscribers have encouraged us to believe we just might have diluted the void a little; maybe the dust mote has—by dint of hot air puffery—grown enough to approach the volume of a BB shot.

With further encouragement and significant increases in subscriber numbers, we just might approach OOO buckshot size by the December 1983 anniversary. *We'll try.*

*
CONTRIBUTOR-SUBSCRIBERS: Your inputs of plans, suggestions, and printable letters have handsomely, bodaciously, kept *Mountain William Publications* from stagnating; becoming ingrown—cliquish. All of us—especially the trolls and the non-editor—are grateful for your generous sharing of your designs, thoughts, and experiences with the worldwide fraternity of kitefliers.

*
Here are more excerpts from some of the more printable letters to your non-editor:

FRANK N. STEIN, Brandy Station, VA:
". . . The full-moon data permit us to plan ahead: kiteflying instead of moonshining!"

J. WINGHEAD TRONE, Nashville, TN says:
". . . Must report I made Poehler's *Kite Bag From Old Pants*. It's great, but I got arrested for wearing the ventilated pants!"

And these kudos from Winghead:

"*Le Beam d'Horn—c'est magnifique!* Your Windancer friends have replicated your singular contribution to kitecraft per your explicit plans [*Hornbeam Monospar, DL 24*] and confirm that it is worthy of the Hornbeam appellation *controlle!*"

". . . At one time this p.m., the sky bore two Mark I's, two Monospars, and a K-J: Hornbeam Heaven! Your kites bring Exclamation Points to Life!"

HELEN BUSHELL, Victoria, Australia says:
"I'm taking a few days off at my little farm (14½ acres) down here at the gateway to the beautiful Wilson's Promontory National Park—a good place to visit when you come to Australia. My son-in-law is fitting up the old milking shed, which is half-way up the hill, as Studio 2 for kite sales. . . during the Christmas holidays.

"I am planting trees, tightening fencing, hoeing ragwort, talking to the chooks, and shooing cats away from the door. The kids have ponies and it is all great fun. I fly from the top of the 1st hill. We have a creek at the front and a road to the long side, 2 dams, one house, and one knitting factory plus all the usual farm buildings. . . .

"I greatly enjoy your *DL's* as they have no extraneous matter, politics, or vanities."

(more on p. 6)

ULTRALIGHT AIRPLANE UPDATE
Part 103 is Incorporated
in Federal Aviation Regulations

Federal Aviation Administration (FAA) has adopted tentative minimum standards for the operation of both powered and unpowered ultralight airplanes: both are defined in Part 103 and their limitations are specified.

By FAA definition, a powered ultralight is a heavier-than-air, single-occupant vehicle that has an empty weight of 254 lbs. or less (excluding safety equipment such as parachutes and flotation gear); a maximum fuel load of five U.S. gallons; a maximum level-flight cruise velocity of 55 knots, or 63 mph; and a stall velocity—power off—of not more than 24 knots, or about 30 mph.

An unpowered ultralight, according to Part 103, is a single-occupant vehicle that has an empty weight of 155 pounds or less.

Effective of 4 October 1982, Part 103 established the following limitations for the operation of ultralight airplanes:

- An ultralight may be operated for sport or recreational purposes only.
- An ultralight may not be operated in a careless or reckless manner so as to endanger life or property.
- No object may be dropped from an ultralight in flight so as to create a hazard to persons or property.
- An ultralight may not be flown in a prohibited area or a restricted area, or over a congested area or over an open-air assembly of persons.
- An ultralight pilot has to receive prior permission from an appropriate air traffic control facility to fly in either an airport traffic area, a control zone, a terminal control area or the positive control area.
- An ultralight without an approved anti-collision light cannot be flown after sunset or before sunrise.
- An ultralight with an approved anticollision light can be flown in uncontrolled airspace until 30 minutes after sunset and beginning 30 minutes before sunrise.
- An ultralight pilot must maintain visual

reference with the ground and comply with minimum flight visibilities and distances from clouds. (These latter are identical to the basic Visual Flight Rule weather minimums prescribed in Federal Aviation Regulation 91.105.)

- The pilot of an ultralight vehicle must yield the right-of-way to all [conventional] aircraft. The pilot of a powered ultralight must yield right-of-way to a hang glider.

- Upon request by the FAA, an ultralight pilot must make his vehicle available for inspection.

PART 103 has cleared up a host of fuzzy misrules that have plagued the ultralight manufacturer or the individual who would make a home-built ultralight. For example, the "foot-launch" capability is no longer a requirement for the designer of an ultralight. Previously, a manufacturer or builder had to demonstrate that his airplane was capable of taking off and landing on the extended legs of the pilot-operator. Afterwards, the Herculean test pilot could turn the vehicle over to ordinary folk who could enjoy the luxury of wheeled landing gear.

We can live very well with the new rules.

*

DATA - LETTER - DATA

DATA-LETTER needs more subscribers. Our paid circulation is growing; but it is growing too slowly to please \$. Bumpa\$\$, our accountant troll who wistfully yearns to see beautiful black columns in his tear-stained ledger. He's weary of gazing at ruddy figures that too-accurately match the sanguine hue of his protruding eyes.

Bumpa\$\$ reasons that our present subscribers, who generally credit DL for its quality of content, prompt delivery, and fractured esoterica, are a goodwill cadre of folk who just might resolve his red ink trauma by beating the boondocks for a few score more yellow journalism victims.

Here's his bait: For each new subscription—gift, or otherwise—that any present subscriber sponsors during the months of December 1982 and January 1983, PMAF will extend that sponsor's present active subscription by two months. Just add the word "sponsor" and your own signature on the new-subscriber application blank.

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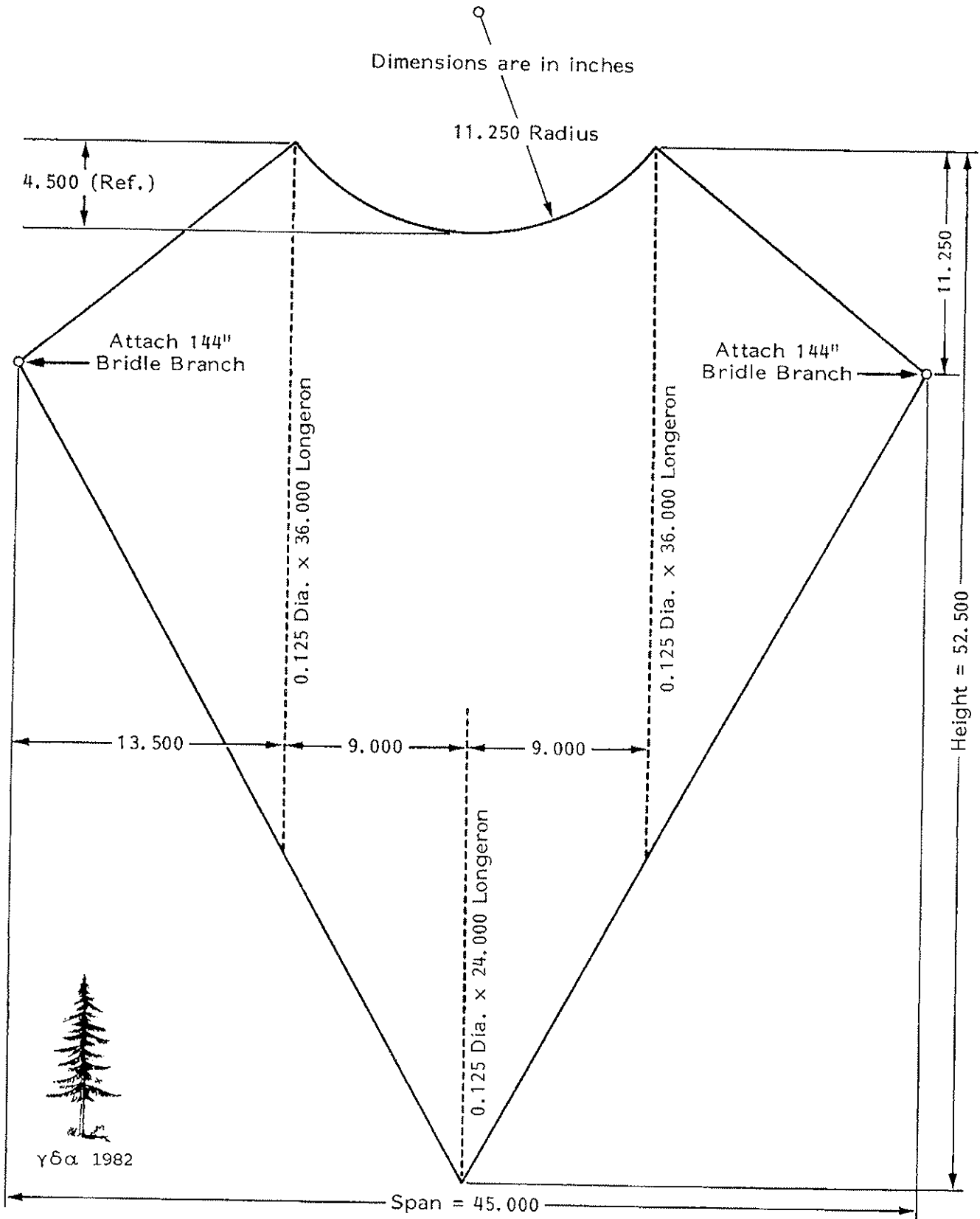
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THE HORNBEAM MARK II
An Alliflex Derivation by Lyon Roper

Dimensions are in inches



γδα 1982

STEPHEN B. BLODGETT, Fairhaven, MA:
"Just mailed the copy of Volume 3, Issue 4 of *KITE TALES* to you for your collection and library.

". . . Surely you will enjoy it and it will get and give more use and enjoyment to 'kiters' [at Piney Mountain] than it would here where I can't seem to drum up any local interest. We have great air here. Beaches abound, and are un-peopled ten months of the year. But the local yokels all seem to prefer their individual anonymity, including the occasional ones who will ask a question or express an interest.

"Am toying with the idea of offering to give a few talks at the local Y during the winter to promote the sport, the Y, and maybe meet a couple of kindred souls along the way.

"Good luck, and enjoy!"

[Editorial Note: Piney Mountain Air Force wants to build a complete file of original copies of "*KITE TALES*" for the Hornbeam Archives Library. We'll swap three issues of *DL* for each copy of "*KITE TALES*" (no microfiches!) mailed to us by a subscriber.]

JON BURKHARDT of Bethesda, Maryland says: "Ho ho and he he! I can see (*DL* 24) that I will have to sharpen my wit to fly with trolpen ken, curry-powdered or not. (By the way, my wife works for Air India and if you are running low. . . .)"

TOM CHRISTENSEN, Sprague, Washington:
". . . I live out here in the desert with lots of dry wind and no rain, Here is my latest brain storm:

"Since it is generally known that a vertical axis is preferable to a horizontal one, I plan to build a gyrocopter with hollow vanes. The exterior of these vanes have an airfoil section for max lift. The interior of the vanes hollow; as the vanes rotate, they lift the water and distribute it in a wide area.

"The suction hose will have to be reinforced, since it will act as a tether and water conduit to hold down the pump assembly. Also, to overcome torque or twist, a good tight gland at the rotator will be needed.

"Hope the invention will answer your irrigation problems. . . .

"I'm. . . known here as 'Goldberg,' but I like 'Rube' better."

SUE KAMAN and R.G. STUBBINGS, Nashville, Tennessee: ". . . We enjoy the *Data Letter*, and though no great believers in

trolls, we are great believers in communication amongst kitefliers and kitemakers."

BILL RUTISER of Brandywine, Maryland:
". . . I am quite pleased with the Hornbeam Mark I design. It flies at least as well as any other [Alliflex kite] design that I have tried. . . ."

ROBERT H. NELSON of Westfield, MA says:
". . . Because we have many near-calm days, I recently constructed a Kermud-Jinn version of the ultralight snub-nosed delta as described in [*DL* 13] using ½-mil mylar with 1/8" birch dowels for spars and longeron and a bamboo strip for a spreader.

"It weighs less than 1 ounce and will fly in just a puff of breeze; really soar in light thermals. According to the table in [*DL* 4] it requires less than a 2.5 mph breeze.

"However, I found it difficult to control: it often overflying the zenith, then nosing down and diving uncontrollably to the ground or sometimes yawing far to one side or the other and then side-slipping out of control."

Robert Nelson sent us a sketch of a fold or open-fronted 3/4" x 28" pocket he applied to the trailing edge on the back of the kite. In flight, if the kite tends to overfly, the air drag on the open-fronted trailing edge pocket tends to make a correction. He says further:

". . . With this addition, the Ultralight behaves beautifully; if it passes the zenith and the line slackens, it performs a series of short whipstalls, while losing altitude slowly, until it turns downwind. The yawing is much reduced and is easily controllable, while it remains a very lively kite. In a breeze of 8-10 mph it flutters and flaps interestingly—great for terrorizing the bluejays. . . ."

*

*THE WINDANCE SOCIETY FLYER** (*Not a Newsletter!) has generously given much undeserved space to *PMAF DATA-LETTER* in Volume I, No. II. We are pluperfectly delighted to be so highly praised in an un-biassed un-newsletter that un-flinchingly, un-faillingly, shys away from un-truths.

If you are curious about all the good exchanges that normally occur between and among ever-friendly kiteletter editors, be sure to subscribe to *The Windance Society Flyer** (*Not a Newsletter!). Send \$5.00 to: The Windance Society, P.O. Box 120504, Nashville, TN 37212. As a subscriber, you will be a member of The Windance Society.