

PINEY MOUNTAIN AIR FORCE

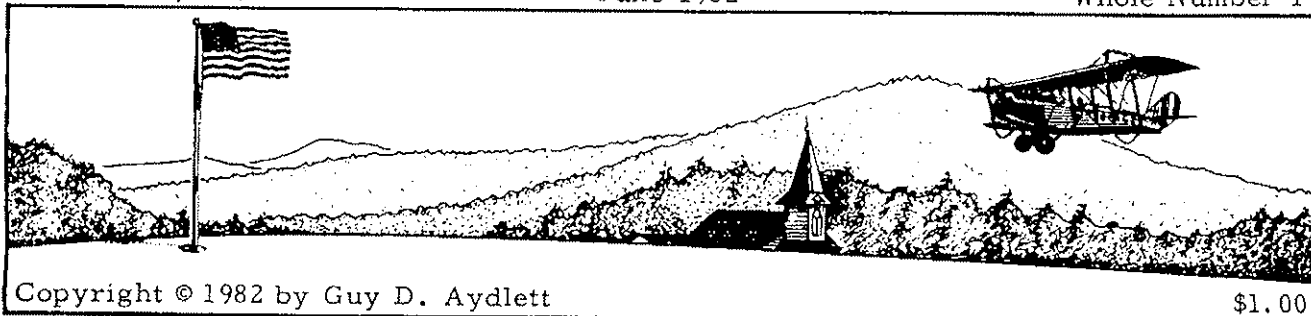
Box 7304, Charlottesville, Virginia 22906-7304

DATA - LETTER

VOLUME II, No. 6

June 1982

Whole Number 19



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\$1.00

LITHO IN U.S.A.

Dear Kiteflier:

CARLOS B. WENBERG, Houghton, MI, has been enriching the PMAF library with back copies of *KITE TALES* and entertaining us with his letters that contain his first-hand experiences in aviation history. Read this:

"More bits for you. I could have made a good answer in the recent 'old time pilot contest.' [See DL No. 11.]

"I was raised in airplanes and helped run the local airport which our family owned. It operated from 1923 to 1968. Uncle Sam & the Canadian government built a beautiful airport six miles away—so it (ours) became an industrial building site. I sold the airport, the snow removal business & sales, and winter field test facility in May 1978 and retired as I told you before.

"I was barnstorming with my Dad when I was eight years old in a Jenny [the Curtiss JN-4 WW I biplane trainer]. At nine, I flew in a Lincoln Standard biplane, serial #3 & new, from here to Detroit via Chicago.

"We are closer to Chicago than Detroit, so business was always in Wisconsin & Ill. All the old pilots were visitors here: Frank Hawks, Speed Holman, Captain Udet & his Gypsy Moth, the Stinson boys & their sister Kathreen, Gar Wood—just to name a few. We had many planes. . .the last one a North American T-28.

"In sailplanes we had Dr. Franklin, but it didn't ever catch on.

"A wealth of pictures I have been giving to the local chapter of the E.A.A. [Experimental Aircraft Association].

"I still have a pile of pictures from the winter test facility. . .to go, and I hope to finish this coming summer. I said that to make you feel better [about the cluttered treasures—or junk—that PMAF harbors]! I just have to get cleaned out before I follow the [last] OX-5 to that Great Airport in the Sky.

"I got into kiteflying because the airport was next to the campus of Michigan Tech University. . .we had at the airport the kitefliers, model plane & boat radio control clubs, the Tech flying club, and just about everything that is part of every university. —Even beer parties if they cleaned up!

"Some members of the family away from here are still flying. . .my eldest son is a senior vice president of Airborne Airfreight —so life just goes on and on. . ."

*

RICHARD W. WOHLERT, Buffalo, New York:

"Keep the wonderful kite plans coming!

"So far, I have made three rotor kites.

". . .Made several Hornbeam Mark I Allisons; two sizes of Sanjo Rokkaku's.

". . .Quintessence and Hornbeam Astrobat were made within a week after receiving the DATA-LETTER.

". . .As to the cubit measuring 17" to 22", I imagine people in Biblical times were being ripped off just as they are in these days. The merchant would buy by the longer cubit and sell by the short cubit at a very handsome profit. . . ." [Of course, we all know that today's kite merchants are many cubits above such chicanery. —Non-ed.]

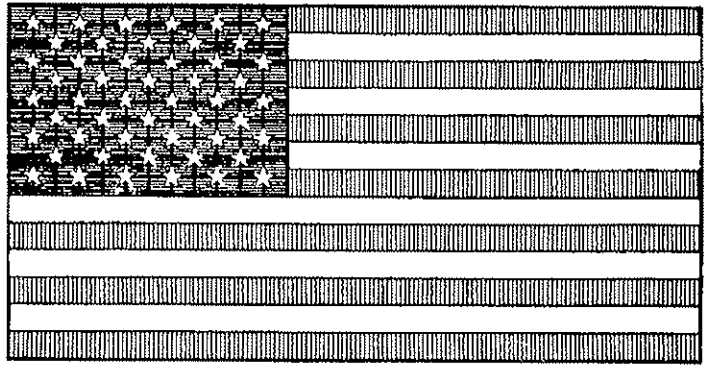
(more on p. 4)

A

THE OFFICIAL FLAG of THE UNITED STATES of AMERICA

INDEPENDENCE DAY, July 4th, occurs on a Monday this year. Many kitefliers will, as usual, celebrate the long weekend by flying kites painted like flags, bedecked with flags, or streaming flags from their lines.

Displaying our nation's colors is commendable, patriotic; but our country's strict flag code, too lengthy to catalog here, should be rigorously observed by all. Otherwise, the careless and the ignorant may invoke the disapproval, the condemnation of flag-chauvinist mavens.



Hoist:Fly = 1.0000:1.9000

THE FLAG CODE, in full, is available from many sources. PMAF's first advice is to go and court your librarian. If your congressman is not busily engaged in voting himself an increase in salary, pension, or tax exemptions, he might be willing to find a copy for you; also, military manuals are sources of information.

The main thing in observing flag codes of all nations is to avoid being disrespectful. Examples: Don't drag flags on the ground; don't fly one nation's flag above another's from a kiteline or a flagstaff halliard; never fly an obviously soiled, faded, or tattered flag. If you make a flag, employ the correct color standards and geometrical designs.

Following the admission of our 50th state, Hawaii, to the union, President Eisenhower issued Executive Order No. 10834 that defined the required 50-star flag design that became the official United States flag on the 4th of July 1960:

SECTION 1. The flag of the United States shall have thirteen horizontal stripes, alternate red and white, and a union [canton] consisting of white stars on a field of blue.

SECTION 2. The positions of the stars in the union of the flag shall be as indicated on the attachment to this order, which is hereby made a part of this order.

SECTION 3. The dimensions of the constituent parts of the flag shall conform to proportions set forth in the attachment referred to in Section 2 of this order.

THE "ATTACHMENT" is in two parts: The first part is a scale drawing of the flag;

the second part is a table of "proportions" (ratios), suitable for laying out a flag to any scale, that is based on the *hoist* (the height, or vertical dimension) of the flag arbitrarily being taken as equal to unity, or 1.0000.

THE STANDARDS:

Hoist (height)*	1.0000
Fly (length)*	1.9000
Hoist of canton	0.5385
Fly of canton	0.7600

Star Locations Grid in Canton:

Vertical spacing	0.0538
Horizontal spacing	0.0633

(Note: The heavily delineated layout grid shown on the canton in the sketch should not be visible in finished flag.)

Star diameter**	0.0616
Stripe width	0.0769

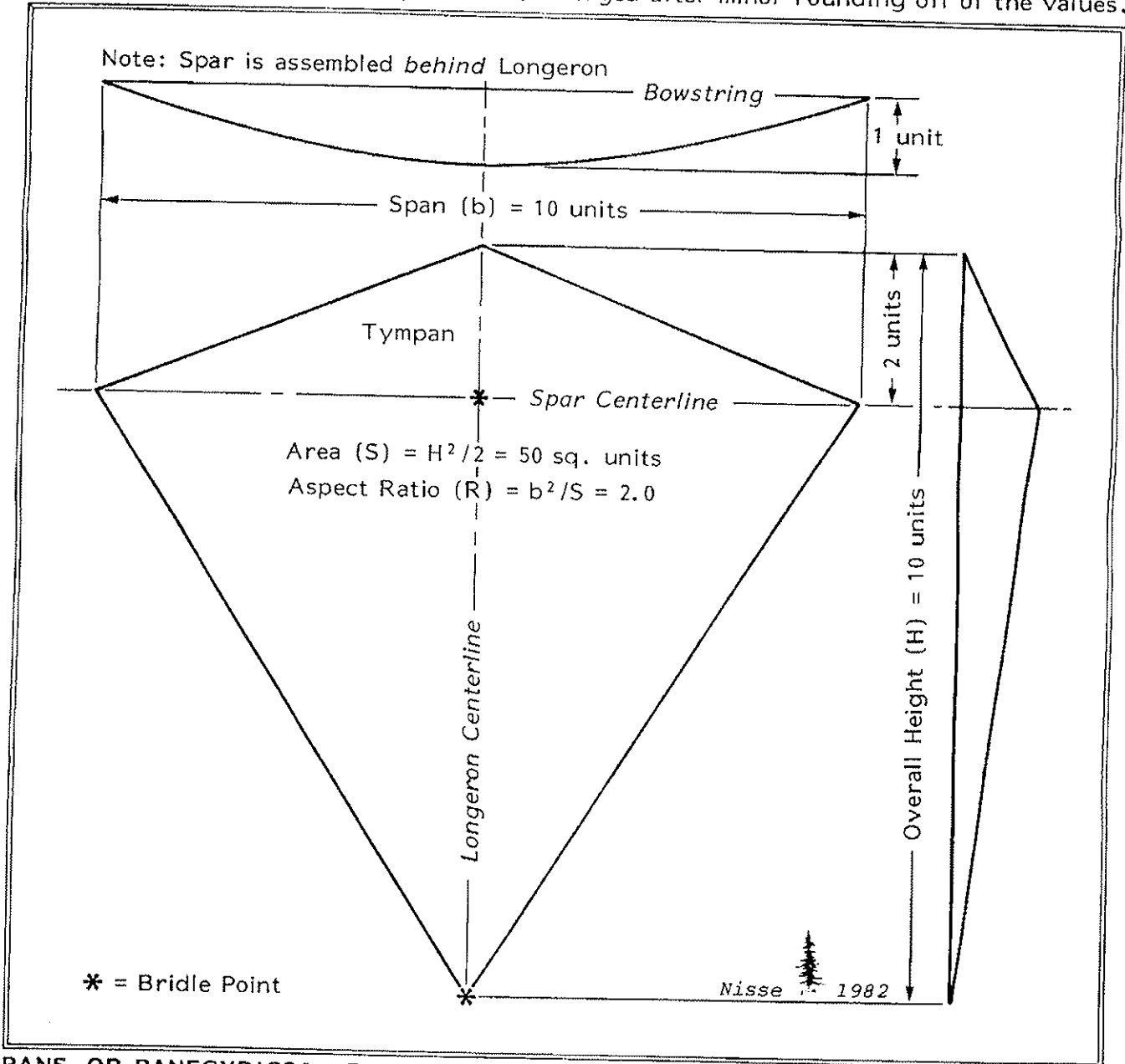
**These standards are seldom used by flag manufacturers. Sizes such as 3' x 5', or 1.0000:1.6667; 4' x 6', or 1.0000:1.5000; and 5' x 8', or 1.0000:1.6000 are commonly found in the marketplace; but 5' x 9 1/2' —the size that shrouds military caskets— exactly satisfies the official ratio of 1.0000 to 1.9000. The ratio of 5 to 8 most nearly matches 0.618..., the reciprocal of Phi (Φ = 1.618...). Both are components of the Divine Proportion; the Golden Section of antiquity.*

*** Diameter of a circle whose circumference passes through the five points of a star. (DATA-LETTER #6, pp. 3 and 4, contains comprehensive star layout data.)*

Piney Mountain Air Force urges all fliers to celebrate the 4th: FLY THOSE COLORS!

THE STATISTICAL OR "MEAN" EDDY
By BEAUFORCE STRINGFELLOW

WILLIAM A. EDDY, New Jersey journalist and photographer, patented his own version of the Javanese tailless kite in 1900 and started a tradition. His two-sticked, longitudinally asymmetric lozenge-shaped kite is so well known in the western world that "kite-shaped" is almost invariably understood as meaning the shape of the Eddy, or Malay kite. AKA's elegant logo, a good example of Eddy's "kite-shape," was scaled and included with other Eddy kite dimensions, descriptions, or plans from reliable sources. These data were averaged, and the 10-10-2-1 shape (below) emerged after minor rounding off of the values.



PANS, OR PANEGYRICS? —Performance characteristics of the Eddy kite, as discussed in print, run the gamut from dismal to delightful. Undoubtedly the quality of the workmanship that went into fabrication, the choice of materials, the weather conditions, the skill of the fliers, and the objectivity of the reporters all influenced the always varied, many times fuzzy, opinions that clutter the archives. Piney Mountain Air Force intends to whet its objectivity; run some fuzz-cutting tests. Want to tell us your experiences with Eddys?

MORE FROM READERS:

GEORGE F. BAWDEN of Ontario, Canada:

"Received issues 14 through 18 inclusive of DATA-LETTER and appreciated your expeditious service.

"DL provided evening of laughter, interesting kite gossip, and welcome plans.

". . . Please find enclosed. . . payment for issues #1-13 inclusive. I would really enjoy a complete file of the DL and would hope that it tends to get fatter and fatter—(Hope I don't grow [fatter] with it)."

[Editorial Note: George now has his complete file of DATA-LETTER. We hope the DL diet, an occasional laugh, and kiteflying exercise are keeping him in sylphlike flying integrity. Subscribers should note that all back copies of DL are still available; copies in short supply are being reserved for subscribers only.]

CATHERINE S. PUNCH, Coordinator of Special Events, Ash Lawn Home of James Monroe: ". . . Thank you very much for your help in publicizing Kite Day; we are grateful to have you as a friend and supporter. . . ." *[Despite fickle winds in the early part of May 2, Ash Lawn's Kite Day drew a large, cheerful group of fliers that included several AKA notables. Rotor kites, deltas, Alliflexes, and a stunting Hornbeam Astrobat all helped to make a colorful day.]*

GERRY A. BOATE, Seattle, Washington:

". . . Built a 2-meter tyvek hornybeamus markus uno [*Hornbeam Mark I*] from yer plans while the neighbor kids built tinsel tassels for ends of longhorns.

"Looks real cute when the sun's shining. Wow. I sure figured 54# line would be plenty strong enough. . . ."

". . . I hope you & yours are well. . . . & may yer moccasins make happy tracks. . . ."

HOD TAYLOR, Austin, MN: "I was taking some Tyvek® off of a roll for Len Conover to use in his workshops when I got the idea that you fellows at Piney Mountain might be able to use some in your kite experimental and development effort. . . . Am sending some. . . ."

"It is material off of a roll that Walter Scott had at the time of his death, eleven years ago.

"A few of us have been using the Tyvek® during the last ten years, thanks to the generosity of Mrs. Jane Scott.

"Last fall, Jane gave me the remainder of the roll and I, in turn, have been giving the Tyvek® to folks making their own kites, kite workshops, or wherever it would help kiting. . . . as I know Scotty would have wanted, and to carry out the practice of Jane, a wonderful lady. . . . a good friend to all kitefliers.

"Scotty was a great help in getting me started with kites. . . . will always be at the top of my list of kitefliers.

"The wrapping on this Tyvek® is the material used by Scotty and Ben Blein for the kites used in their many attempts and one success of flying a kite across the Atlantic Ocean. . . ." *[The Type 14 material, 44" wide, already has been employed in experimental kites that fly in Virginian airspace in honor of Walter Scott, Jane Scott, and Hod Taylor. A generous portion still remains for gifts to visiting experimentalists who come to The Mountain —Non-ed.]*

LYCURGUS GROONE, Dromedary Remount Station, Bumpass, VA: ". . . Flew that big Astrobat over the corral this morning and a whole farkle of one-humpers lept over the fence, glode across the joe-pye weed, and hid in a hornbeam thicket. Do you have a plan for a kite that will toll them back? The Major is a mite teed-off; sez I'm the feller who has to ketch the nasty critters. . . ."

IRKS OR TIRKS?

THE ROTOR KITE SEPT of the kiteflying clan needs worldwide organization. Unlike fliers of more conventional kinds of kites, rotor aficionados signally lack the backlog of aeons of experience and the availability of glutted archives to aid their researches.

IRKS—Are we ready for International Rotor Kite Society? Or TIRKS? The International Rotor Kite Society?

It is clearly evident to PMAF and its correspondents that an international clearing house of rotor kite lore is needed to help keep experimenters informed and in touch with one-another. Novices in particular require steering away from popular fallacies that provoke disappointments.

Want to be a co-founder or charter member of IRKS or TIRKS? Write to PMAF and spell out your Heart's Desire. Also, don't forget that all subscribers who give permission to include their names will be given a list of others who want to exchange ideas.