

PINEY MOUNTAIN AIR FORCE

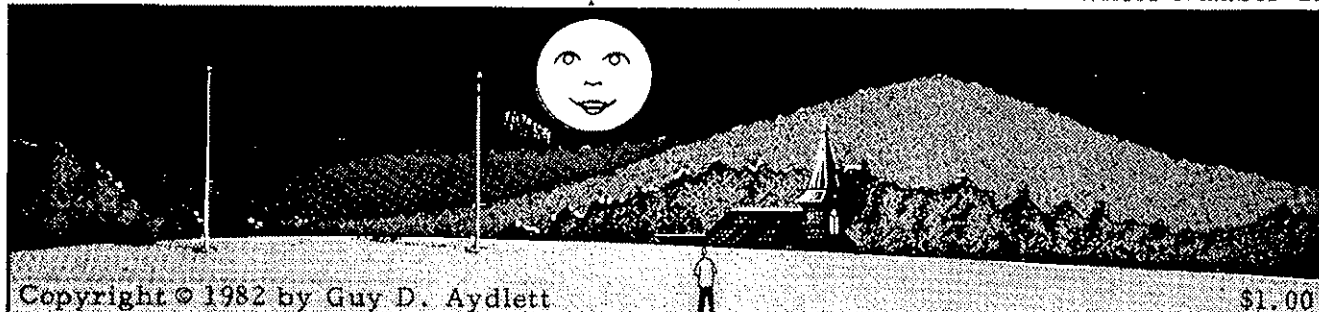
Box 7304, Charlottesville, Virginia 22906-7304

DATA - LETTER

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Full Moon on the 3rd; Equinox on the 23rd

LITHO IN U.S.A.

Dear Kiteflier:

FORPET and TRONE: Remember the mini-contest that was sneaked into four slender lines on page 1 in *DATA-LETTER* No. 17? The three best, printable--least offensive--sets of definitions, which arrived before the Bastille Day deadline, came from three of the smartest wordsmiths east of the Mississippi: REDEYE WHEELER of Southbury, CT; MARION the LIBRARIAN, Woodstown, NJ; and WINGHEAD TRONE of Nashville, the Music City.

Redeye easily clinched the catbird seat; he mailed unassailable documentation to us in the form of a rare copy of *Sweinto*, _____. *A Proposal for Uniformity of Weights and Measures in Scotland*. Second edition. Edinburgh: Peter Hill, MDCCLXXXIX (1789).

According to *Sweinto*, a *forpet* was--still may be--a dry measure of volume; and the *trone-weight* was a measure of mass. The *trone* (noun) ordinarily referred to a machine used for weighing heavy wares in the marketplaces of Scotland. It is likely that the *trone* machine may have been employed to gage the kinetic energy of the claymore at the sweetest part of its murderous arc; even that it might have verified the tension of a peaceful kiteline, d'ye ken?

General definitions of *forpets* and *trone-pounds* had good acceptance, but specific values for each varied from county to county in Scotland.

Marion, who sometimes impersonates Doris Fithian, sent this to Nisse The Troll:

"*Trone*: standard weight used at the Tron (varies according to location and purpose).

2. Weighing machine for which the Trone Church was named.

"*Forpit* or *forpet*: Scottish gesture of endearment (one quarter peck). . . ."

Winghead Trone (who *should* know) let us have this:

"*Trone*: 1) Royal asset. [Obsolete]. 2) The product of the unsanctified union of a troll and its genetic replica.

"*Forpet*: Trollish expletive, not used in polite company. . . ."

[Among other things, Marion and Redeye are each to receive a *trone-pound* of prime Piney Mountain flints (ordinarily, we bale them to sell to Yankee tourists); to Auld Winghead, we'll ship a *forpet* of Hornbeam Hall's sun-cured, vintage poison ivy. . . .

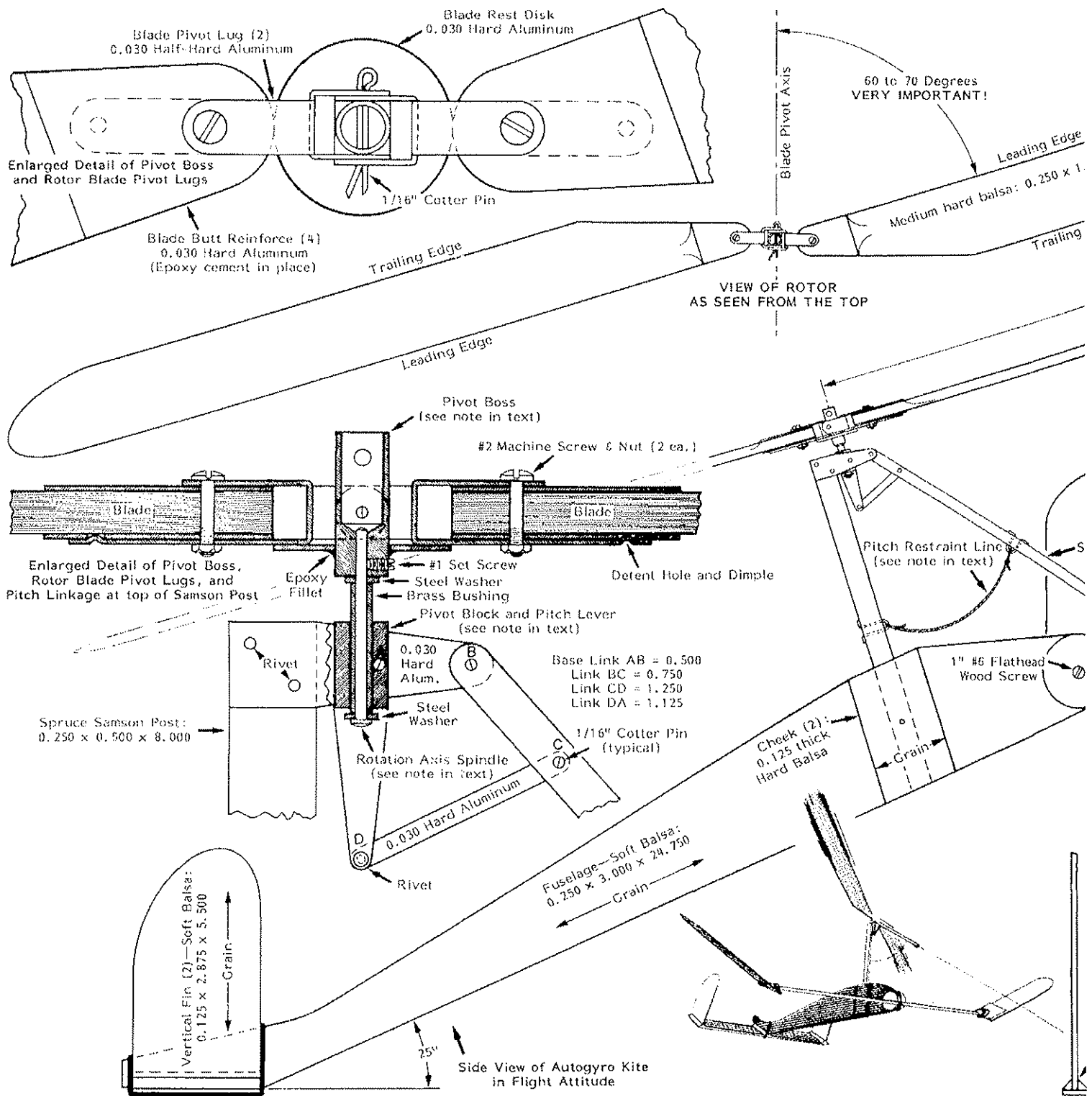
For kitefliers who insist on having gaggles of numbers with which to strain their bloated calculators, these samples from the districts of Kyle and Carrick are offered:

STUMPARDS or FORPETS

4	=	Peck
8	=	2 = Half Firlot
16	=	4 = 2 = Firlot (2457.6 in ³)
64	=	16 = 8 = 4 = Boll

And here is something for the ultralight aircraft fliers to gnash their teeth on: Did you know 741388.2336 *trone-pound furlongs per fortnight* equal one horsepower? --N.]

Any reader who is tempted to ask what the hell the stuff above has to do with kiteflying may cause another contest to start.



AUTOGYRO KITES are rare, but at least one was commercially available over forty years ago. Called "Captive Model Autogyro," the kite was manufactured by Captive Flight Devices of Abington, Pennsylvania, and retailed in hobby stores for \$1.95 in early 1940 (using the post-depression inflation factor of 1000%, today's price would be \$19.50, or still an excellent value for today's kiteflier).

According to Howard M. Fitch, author of "An Autogyro Kite Flies Again," *Kite Tales*, Vol. 6, No. 3, Spring 1972, pp. 6, 11, & 13, "An impressive feature of the kite is the list of fourteen United States Patents that appears on the fuselage. Dating in the 1930's, they are the basic patents on the full-scale Autogyro. . . . Inventors were Juan de la Cierva, Joseph S. Pecher, and Agnew E.

Larsen. . . Autogyro Company of America in Philadelphia. . . . It seems likely that with the company's blessings, one or more employees set up Captive Flight Devices to make and market the kites in their spare time. . . ."

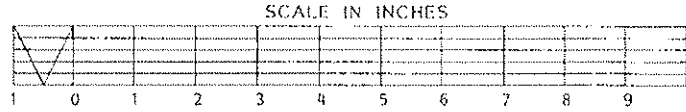
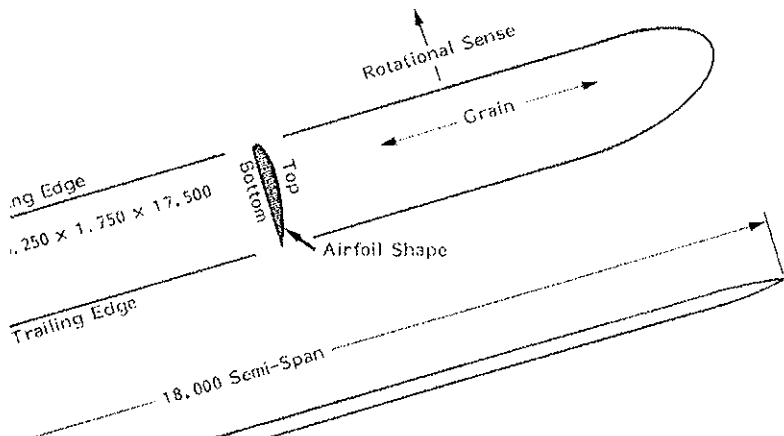
PMAF's rotor kite designer cooked up the plan shown above by scaling photo illustrations of the Captive Model Autogyro, laying

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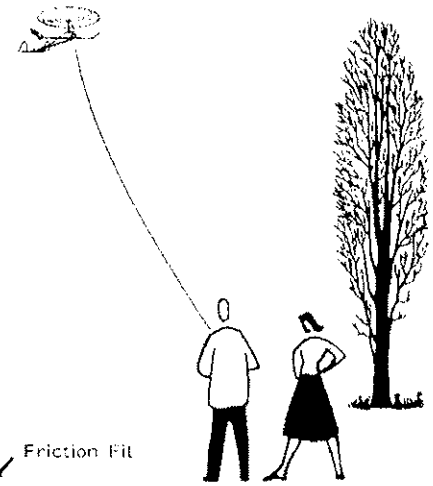
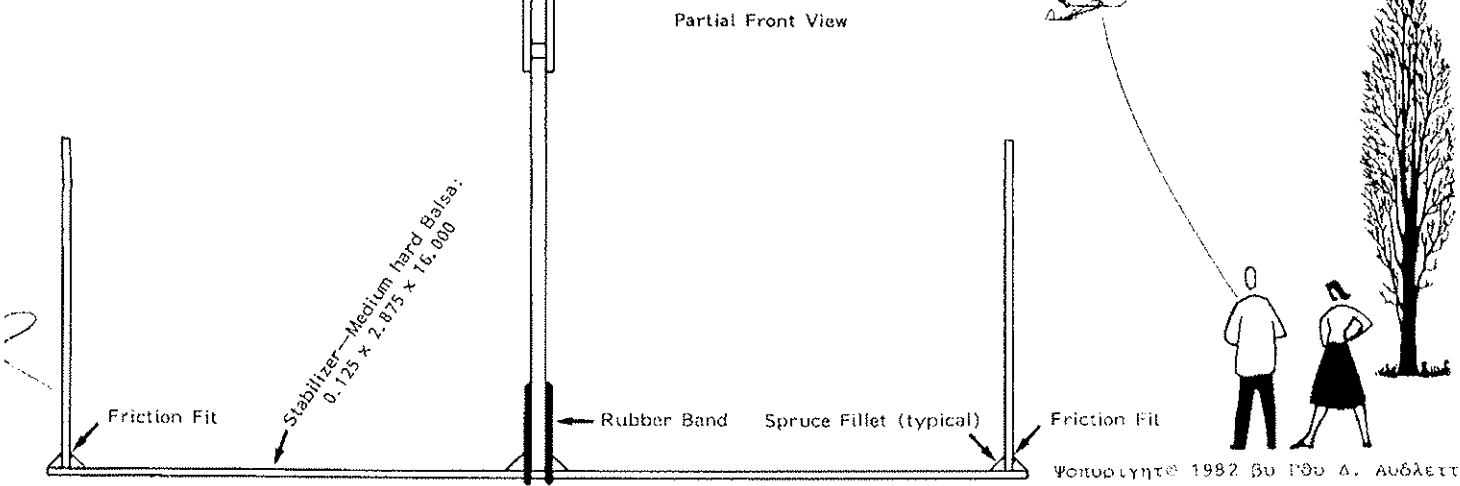
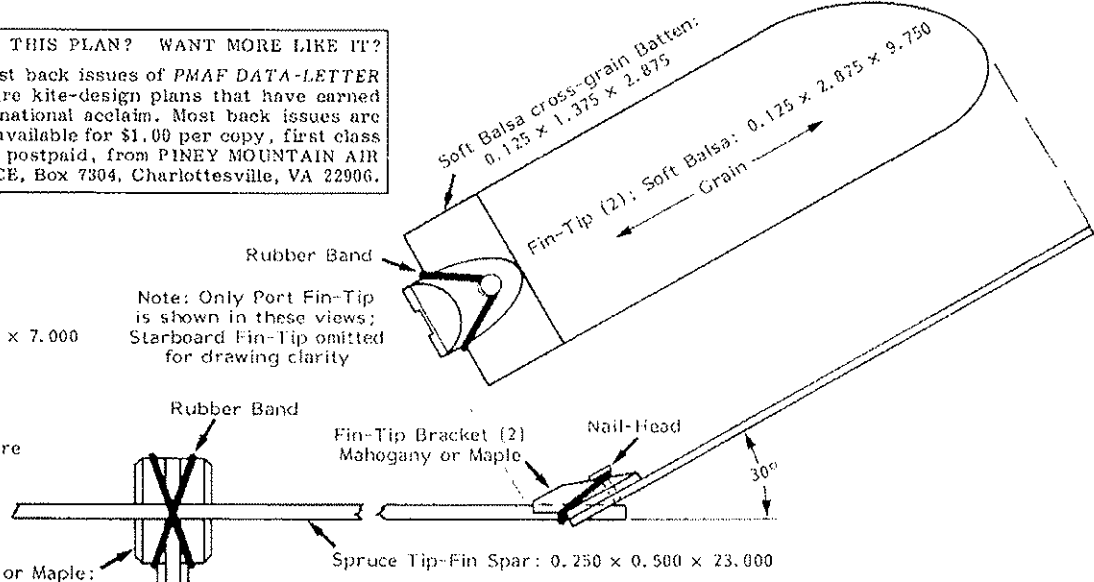
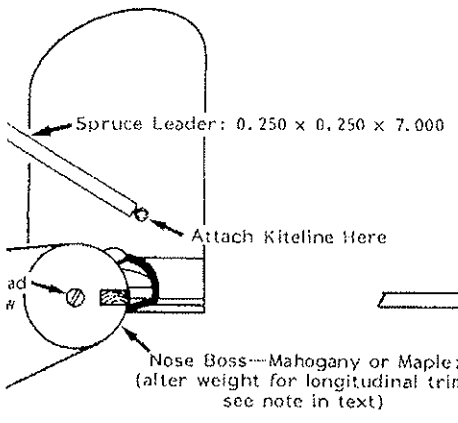
AN AUTOGYRO KITE by Gar De Lou

DIMENSIONS ARE IN INCHES

(Items shown in this drawing are approximately one-third and four-thirds full size.)



LIKE THIS PLAN? WANT MORE LIKE IT?
Most back issues of PMAF DATA-LETTER feature kite-design plans that have earned international acclaim. Most back issues are still available for \$1.00 per copy, first class mail, postpaid, from PINEY MOUNTAIN AIR FORCE, Box 7304, Charlottesville, VA 22906.



out the scaled data very carefully, and re-designing some parts for greater simplicity of manufacture in the home workshop. For example, the prototype contained several parts that were blanked and formed in the punch press; a machine tool seldom seen in the domain of the cellar scientist. As it is, a builder will need access to a lathe for the Rotor Pivot Boss and, possibly, for the Piv-

ot Block and Pitch Lever piece; but all the other parts should tractably shape up with the aid of a drill press, files, and the other manvelins that lurk in the kitemaker's lair. PIVOT BOSS—5/16" sq. hard aluminum; turn both ends to 0.3125 diameter; force-fit and epoxy the Blade Rest Disk to the underside. PIVOT BLOCK and PITCH LEVER (link DA) —Make from a single piece of 1/4" x 5/16"

hard aluminum. Press in the Brass Bushing. ROTATION AXIS SPINDLE—5/64" carbon steel drill rod; silver solder a brass washer on the lower end, or turn from solid stock. PITCH RESTRAINT LINE—Adjust its length to keep rotor from striking tail components. NOSE BOSS—Add or subtract weight to balance the kite in a flight attitude when it is suspended by the hole at top of Pivot Boss.

NEW JERSEY TROLL SCORES

HIGHEST IN PMAF LOGOTYPE CONTEST

LEONARD CONOVER, self-styled "The Best Looking [only] Troll in New Jersey," correctly identified 21 of the 29 chopmarks, logotypes, and doodles that were displayed on pp. 2 & 3 in DATA-LETTER No. 18, May 1982.

JACK VAN GILDER, Seattle, LELAND TOY of San Francisco, CHARLIE SOTICH of Chicago, and JON BURKHARDT of Bethesda, Maryland also submitted excellent entries.

We regret to report that other eager correspondents failed to participate; each had neglected to get a round tuit before the 1 August deadline.

The correct identities were:

1 P	11 L	21 H
2 H	12 K	22 G
3 B	13 M	23 N
4 Q	14 H	24 C
5 V	15 F	25 T
6 R	16 J	26 D
7 S	17 H	27 P
8 I	18 E	28 H
9 A	19 O	29 U
10 H	20 P	

Logo No. 1, upper left corner, page 2, was devoid of a numeral to test readers' powers of deduction; listed items W, X, Y, and Z were red herrings—sleepers—intended to warp the unwary or gull the gullible.

Number 1, a popular attention grabber, came from PHYLIS MORRISON, 50% of the P² Morrison Pair of Cambridge, Massachusetts. The original graphic was a Chinese paper cut-out, which depicts four legendary characters from a series of folk tales. Street corner story tellers and writers have enriched the lives of generations of Chinese children and grownups with accounts of the adventures of Monkey, the hero, and his companions: Piggy, Sandy, and the monk, Tripitika. More data concerning these folk may be found in the book reviews in the Scientific American magazine for June 1981.

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TAKE NOTICE: If you are presently reading a bootleg copy of DATA-LETTER—and like it—why not subscribe? It's easy; send your check to Piney Mountain Air Force, Box 7304, Charlottesville, Virginia 22906. 12 issues by first class mail in North America: \$8.50; back issues, \$1.00 each, net. Overseas subscriptions (airmail) are \$12.50; back issues, \$1.50 each, net. ALL DRAFTS MUST BE IN UNITED STATES DOLLARS.

JOHN SPENDLOVE, International Secretary of Northern Kite Group, England, sent us this: "I. . .came across your Hornbeam Sled article in which you suggested that folk reckoning they had any better design send an example for comparative testing.

"Well, I don't have, but it occurs to me that you may have overlooked a possibility, and a fairly obvious one at that: a double or multiple Hornbeam. I just made a 4 foot high double this afternoon [24 July] (rip-stop, 6 mm dowel spars), and tho' it's not very well made, it seems OK—so my guess is that a WELL made double could well equal or better the standard Hornbeam Mark I.

"For the record, the obvious technical fault with my ham-fisted version is 'soggy' keel leading edges. With the 2 outboard keels, I doubt this matters too much, as they tend to get blown outwards. But the central one's a different matter: according as the loose l/e gets blown from one side to the other, so may the kite tend to fly in that direction.

"So what I have done is to unpick the l/e of the central keel again and scallop the edge like the face edges of a properly made Cody War Kite. I hope to see whether this makes any difference to the kite tomorrow.

"Sunday, 25th: Another fine day—the past week, we've actually had some real summer weather for once—and so I sallied forth to the park with the double Hornbeam and a few other kites. The wind wasn't ideal, being gusty and erratic; but I have the impression that stability has been improved by the slight modification. Nevertheless, my version seems to be for strictly light winds: it'd need a tail in moderate windspeeds. . . ."

[Editorial Note: Among others, Alex Dunton of Richmond, Virginia and Richard O'Connell, Fredericksburg, have made triple—or greater multiple—Hornbeams with outstanding success; tailless, and in a large wind range (see Alex's sketch on pp. 2 & 3 in the logo contest group in DL No. 18).]

*
ERRATUM: Bella, of Piney Mountain Rescue Mission, says: "Derma Fundagraph, a twin, is the real, famous tattooed belly dancer."

*
WINDANCE SOCIETY kite music addendum: ". . .Edit the [kite sounds] tape severely for the most melodic passages (however, we. . . [used] unedited versions to rid large warehouses of rats, pigeons, and trones). [No good for exterminating forpets?—Non-ed.]