

PINEY MOUNTAIN AIR FORCE

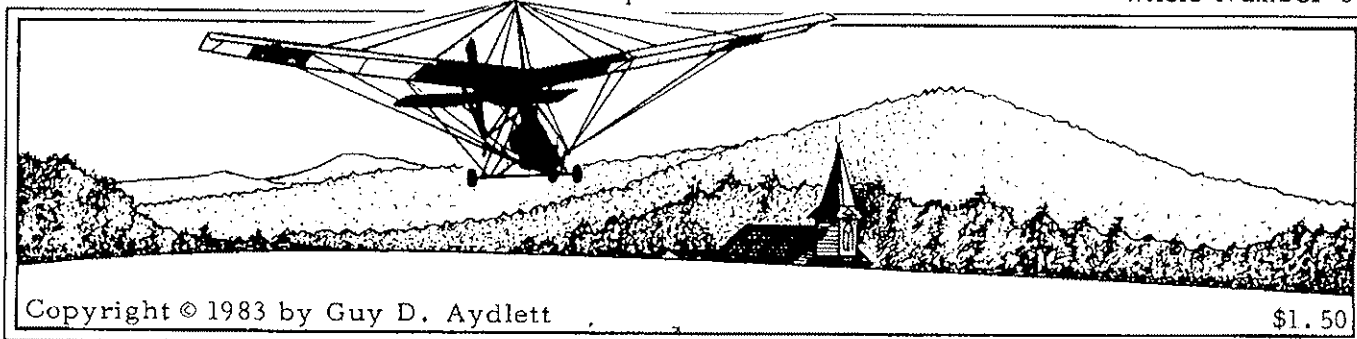
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DATA★LETTER

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LITHO IN U.S.A.

SEPTEMBER, The Ninth Month, formerly was the seventh month in the old Roman year; but a pair of fascist rascals, emperors Julius and Augustus, sneaked their names into the calendar 'twixt June—for Juno—and September and also messed up October—8, November—9, and December—10. In our era, presidents merely ensure that all holidays are movable feasts. Oldtimers: remember *Frank's-giving?*

Labor Day happens on the 5th; work hard.

Fly some Yom Kippur prayers on the 17th.

On the 19th, 200 years ago, 3 live animals bravely flew in a Montgolfier hot air balloon.

The Full Harvest Moon will grace the skies on the 22nd, because the Autumnal Equinox is on the 23rd. (In the Japanese Antique Clock Museum, Chet Howard will check his dials.)

*

PMAF TROLLS reserve special blessings for DL subscribers who include their identification code numbers with their re-subscription checks. Yes, you have your very own I.D. number: It is shown on your address label just under the month and year renewal date.

*

BILL ROBIE, articulate ultralight instructor and internationally known aviation antiquarian, has patiently transitioned PMAF's Oldest Troll from ordinary airplanes to ultralights.

On 13 August, the two instructors flew to Frederick, Maryland and successfully completed the AOPA Air Safety Foundation pilot certification examination. As ASF Registered Examiners, the two instructors are qualified to train ultralight pilots or instructors and to recommend the competent for ASF registration.

REDEYE WHEELER, who has been known to "see as far as a hundred eagles," exudes this warmth and comfort from his aerie in Southbury, Connecticut: ". . . I ain't seen no grammatical errors in DL forever and ever. I figure if the erudite non-ed says it the way he says it, or writes it the way he writes it, it's correct. And as for spelling, my early minister said if you look in enough dictionaries you will find it your way.

"I enclose a clip from today's NYT that tells of the hot-line, REWRITE, to which queries may be directed and I shall use this Area 212 one of these days to check on a few of my own. I don't have a grammar book these days, except one for Latin that comes in handy occasionally. I get to wondering about some of the forgotten rules. I see by the papers that Sir Earnest's second edition of Fowler is now on sale in paperback.

"Data Letters for July and August present an excellent summary of bendy beams: the two pages #2 show no sign of the hours and hours of research and reflection that went into them. One clue to this effort, though, is apparent when I look at the headings of both pages—before the first was committed to Sam [*the lady who prints DL*], the second had been considered and titled. Good show.

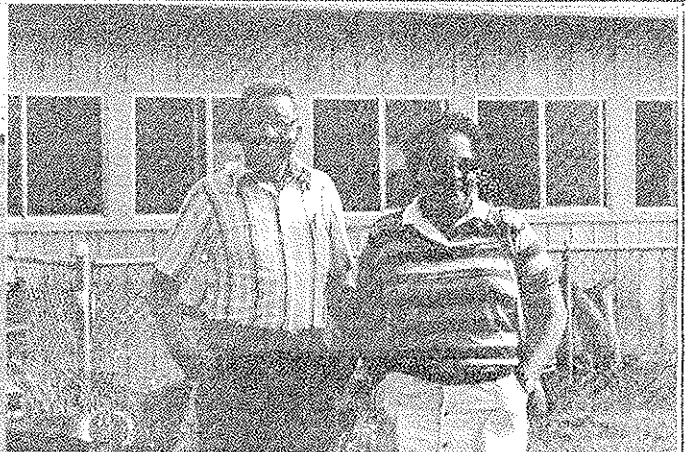
"Everybody missed the booboo re heraldic color portrayal except Nisse himself, I suspect. Gar de Lou (who must be prosperous, since he has both a pot and a window), alias Ol' Thatch, caught this one without help from Scrabble, VA I betcha. . . .

"P.S.: Don't forget to fly along th' groon."

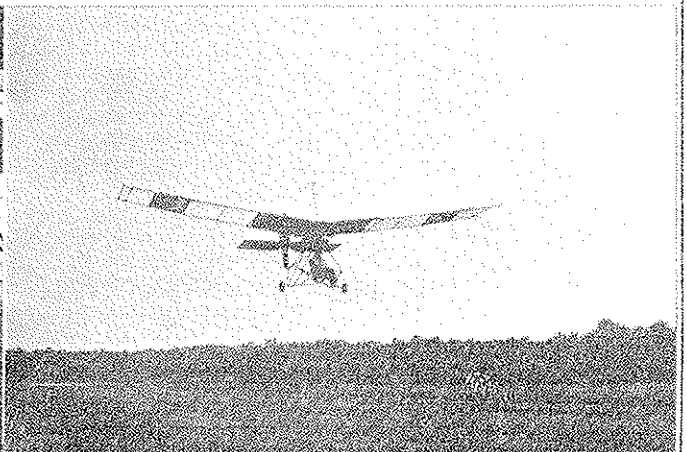
PINEY MOUNTAIN AIR FORCE KITEFLIERS AND AIR PILOTS CHECK OUT A 32-FOOT,

PINEY MOUNTAIN AIR FORCE FOLK were defined in *Data Letter No. 1*, December 1980, as: "folk who are pleased to fly super-light aircraft and kites in safe and enjoyable ways; responsible individuals whose primary goal is

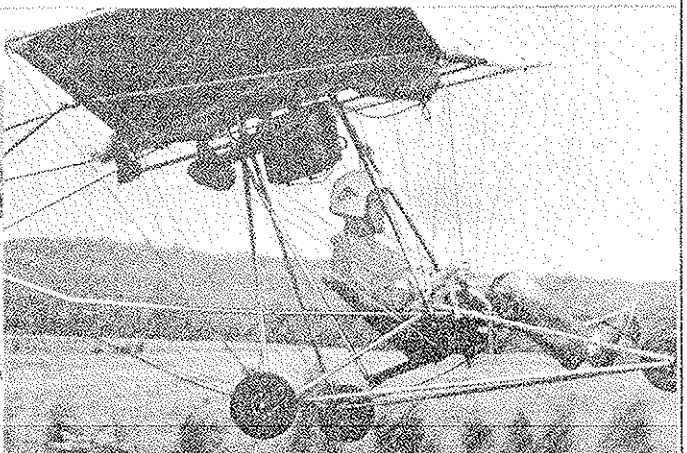
to seek and practice technical improvements in the state of light-flight art." Therefore, the focus of *Data Letter* content has not been limited only to tethered kites, because almost any kiteflier tends to become interested in all



BILL ROBBIE (right), AOPA ASF Registered Examiner No. 2133, reassures two pilgrims while pilots AL and EILEEN HUBB relax.



JIM McCLURE, U.S. Air DC-9 Captain, puts on the MX and shows how smoothly a 30,000 hour veteran goes from heavy to light.



THE CAPTAIN (right) of Piney Mountain Air Force wedges his mass into the single-seater and proves that anybody can fly it.

PHOTO COURTESY OF PMAF

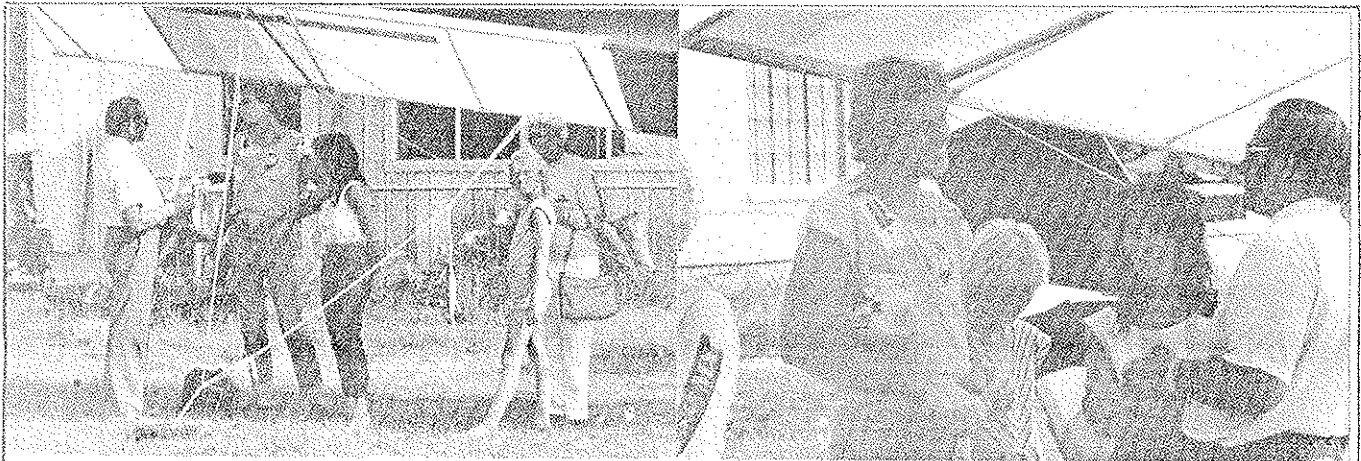
254 POUND KITE, THE EIPPER-FORMANCE QUICKSILVER MX ULTRALIGHT AIRCRAFT

forms of natural and artificial flight in and beyond the ambient atmosphere.

In keeping with our philosophy of diversification, we encourage kitefliers to explore the other facets of flying—especially when

the air becomes too static to hoist our string-kites into the welkin.

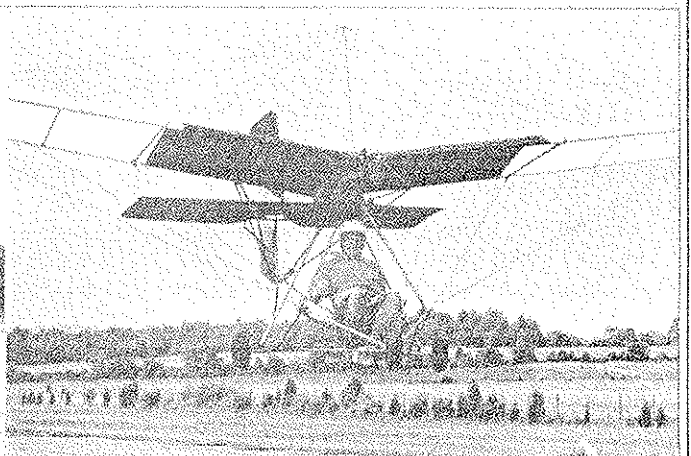
The *Quicksilver MX* ultralight, purchased by PMAF, will be flown from county airfields in Albemarle, Greene, Orange, and Madison.



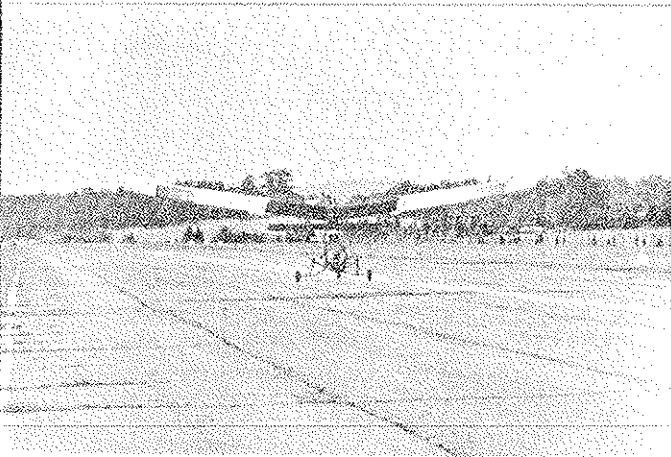
MISTAH BLUCE, La Petite MARIE VAYR, CAROLINA, and DOROTHY HORNBEAM discuss ultralights with THE OLD ASIA HAND



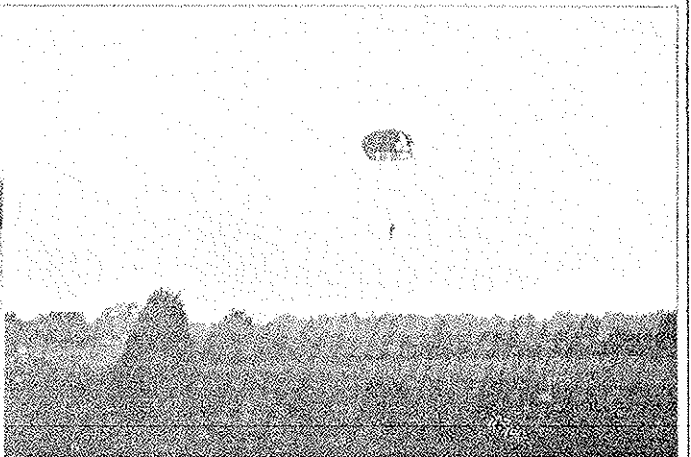
Approach carefully. . .



. . . And don't wave your feet!



Flare out gracefully. . .



. . . Avoid emergency landings

PHOTOGRAPHY BY TANGIE GRAY LAMAR, PMAF

DAVID P. TOWN of Sea Isle City, NJ is now a full-fledged Piney Mountain Air Force Troll because he exceeds our criterion for Master of Aerial Photography. His samples prove it.

From two of Dave's letters, we quote these: ". . .I, David Town, being of (somewhat) sound mind and (reasonably) sound body, do respectfully submit this second installment [of aerial photos] towards my trollship. Please accept it in the spirit in which it was intended.

"The July DL was great! I especially liked the photo on page 4. Keep up the good work.

"At this time I'm planning on going to radio controlled photography and have visions of grandure. I'll keep you posted."

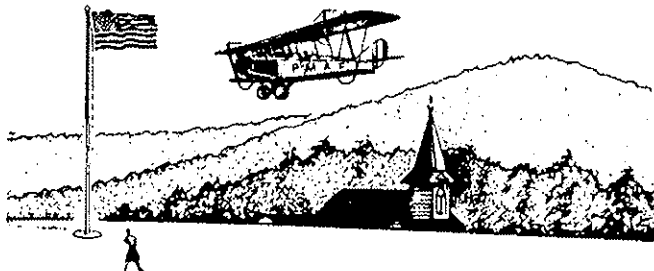
Read on; Dave's vision was pre-vision:

". . .The August DL arrived on 30 July. As I've always been geometrically inclined, I especially enjoyed the last two DL's (happy, happy).

". . .To update you on my aerial antics, I have completed my radio control picture taking contraption. . . Everything worked to perfection until I let my sister (Joan-ie—You've probably seen her name mentioned in *Tight Lines*) give it a try. Even with her help I managed to take 38 pictures. If I hadn't had to take the camera down to change film, I could have taken those shots in about a minute-and-a-half! . . . Sometimes I'm so clever I scare myself. As the radio control unit is now, I can fire the shutter and aim the camera in the azimuthal plane up to 45° in either direction from any chosen datum angle—from up to a mile-and-a-half away. . . The farthest I've tried it has been about 1,000 yards through houses and other assorted [radiation] clutter.

". . .So that's what's up in Sea Isle City. Looking forward to the next DL. . . First week of Trolldom and loving it! —Dave Town."

PINEY MOUNTAIN AIR FORCE DATA LETTER
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NORTH AMERICAN READERS, please notice: Commencing on 1 January 1984, the annual subscription price for PMAF DATA LETTER will increase to \$10.00 per year of 12 issues.

Until 31 December 1983, advance renewals will be accepted at the old price of \$8.50, but renewals beyond December 1985 are invalid.

FRANK L. LIESE of Lakehurst, NJ says this: "Data Letter of September 1982 [#22] was very helpful in revealing to me the maker (Captive Flight Devices of Abington, Pennsylvania) of the Captive Model Autogyro.

"I believe I have one of the original autogyro kites, which I purchased about 1935.

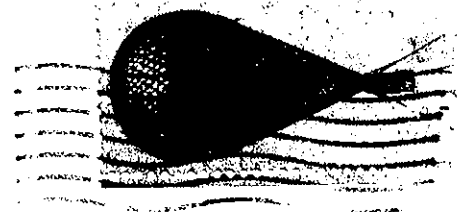
"Your rotor kite designer did an excellent job by scaling photo illustrations of the Captive Model Autogyro [*Kite Tales*, Spring '72]. However, the one I have has a 0.380" wide spruce leading edge, with balsa trailing edge attached. Also, it has no spruce spar or balsa fin tips at the front of the fuselage.

"Presently, my gyro kite is on display at the Port of History Museum at Penn's Landing, Philadelphia, June 17th through September 15th, for observation by other kite flyers.

"You may recall I donated an antique autogyro kite to the Smithsonian Institution (as was mentioned in the April 1982 *Data Letter*). It had three blades on the rotor. I am somewhat disappointed that they have not displayed it for the benefit of other kiteflyers."

ANTIQUE AEROPLANE buffs, now hear this: BILL ROBIE has in his possession a few rare reprint copies of this treasure: *The Curtiss Standard JN4-B Military Tractor Hand Book*. The JN4-B preceded the JN4-D2 "Jenny," the famous WW I pilot trainer. While they last, the 32-page books are available at \$5.50 each, postpaid, from: Bill Robie, SR 5, Box 364 D, Madison, Virginia 22727.

PMAF THANKS ARCHER M. NICKERSON JR. for an original Dave Graue Alley Oop cartoon showing Alley flying on a barn door kite, and ANNICA MORITZ for Stockholm kitefly photos.



Feb 1985
(S 332)

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FIRST CLASS MAIL