

PINEY MOUNTAIN AIR FORCE

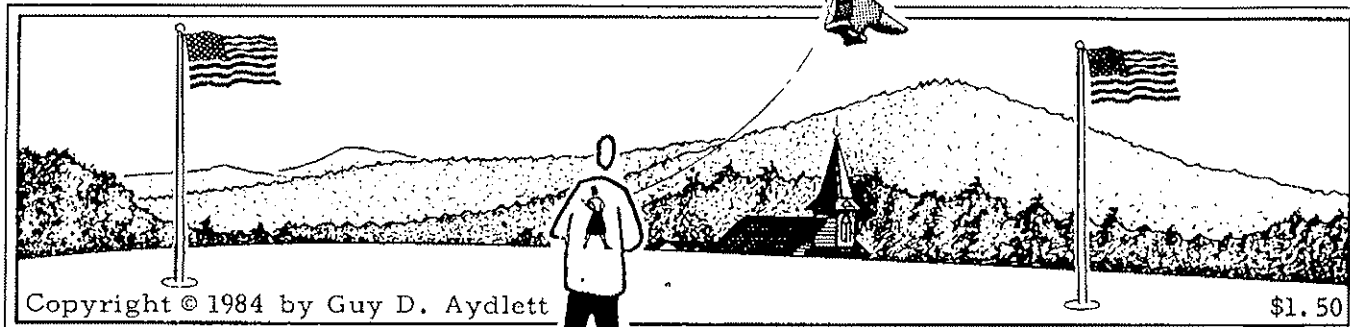
Box 7304 * Charlottesville * Virginia * 22906-7304

DATA★LETTER

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Whole Number 47



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\$1.50

LITHO IN U.S.A.

OCTOBER 1984

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Birthstones: Opal, Tourmaline...

- 4th — Birthday of St. Francis of Assisi
- 4th through 6th — AKA invades Music City
- 6th — Yom Kippur Day (Day of Atonement)
- 8th — Columbus Day
- 9th — Full Hunter's Moon: Plant your garlic
- 19th — Simchat Torah (Rejoicing of the Law)
- 21st — Bear Day (Bear with it)

*

DAVID TOWN, Sea Isle City, NJ, sends this: "Dear Old Troll; I hope the weather down in your neck of the woods has been more conducive to aerial endeavors than it's been up here.

"The humidity has been so high, the Coast Guard has recommended that anyone venturing outside should wear a life jacket. Everything that goes up, comes down wet. YUK.

"The August DL arrived ahead of schedule, as usual. Thanks for working my photos into page 3. They turned out pretty well, considering they're in B & W, don't you think?

"I especially liked what Bob Price is doing to index your DL and AKA NEWS. In fact, I liked it so much, I've decided to do the same to GDVKS TIGHT LINES. I have over 700 entries so far, and tomorrow [6 August] I start

putting them on the system [in the memory].

"[The big PMAF logo's] from a program I've put together for my employer. It takes any character string up to 40 characters, and formats them into big block letters (ain't computers won'erful?). . . . Best Winds, David."

*

BILL FLOHR of Waynesboro, PA writes this: "Dear Auld Troll: . . . Enclosed please find pictures of a ParaPlane. What a coincidence to find the 'flyer' about ParaPlanes in the latest PMAF DATA LETTER!

"The pictures were taken earlier this summer in the fields of my father-in-law's farm. We were dumping brush and saw a van out in the field. We wanted to check out what was going on, and to my surprise found what I thought to be a test of a large parafoil!

"I thought the men were using a large 'fan' to test the rigging on their 'foil.' What a surprise when the one guy jumped on and took off!

"Here I thought I'd send you some 'never-before-seen' photos, and you were already a jump ahead of me—never underestimate The Auld Troll. [See Q & A on page 4. —Nisse]

"I . . . send you these photos in return for the great Winged Victory photos you sent me.

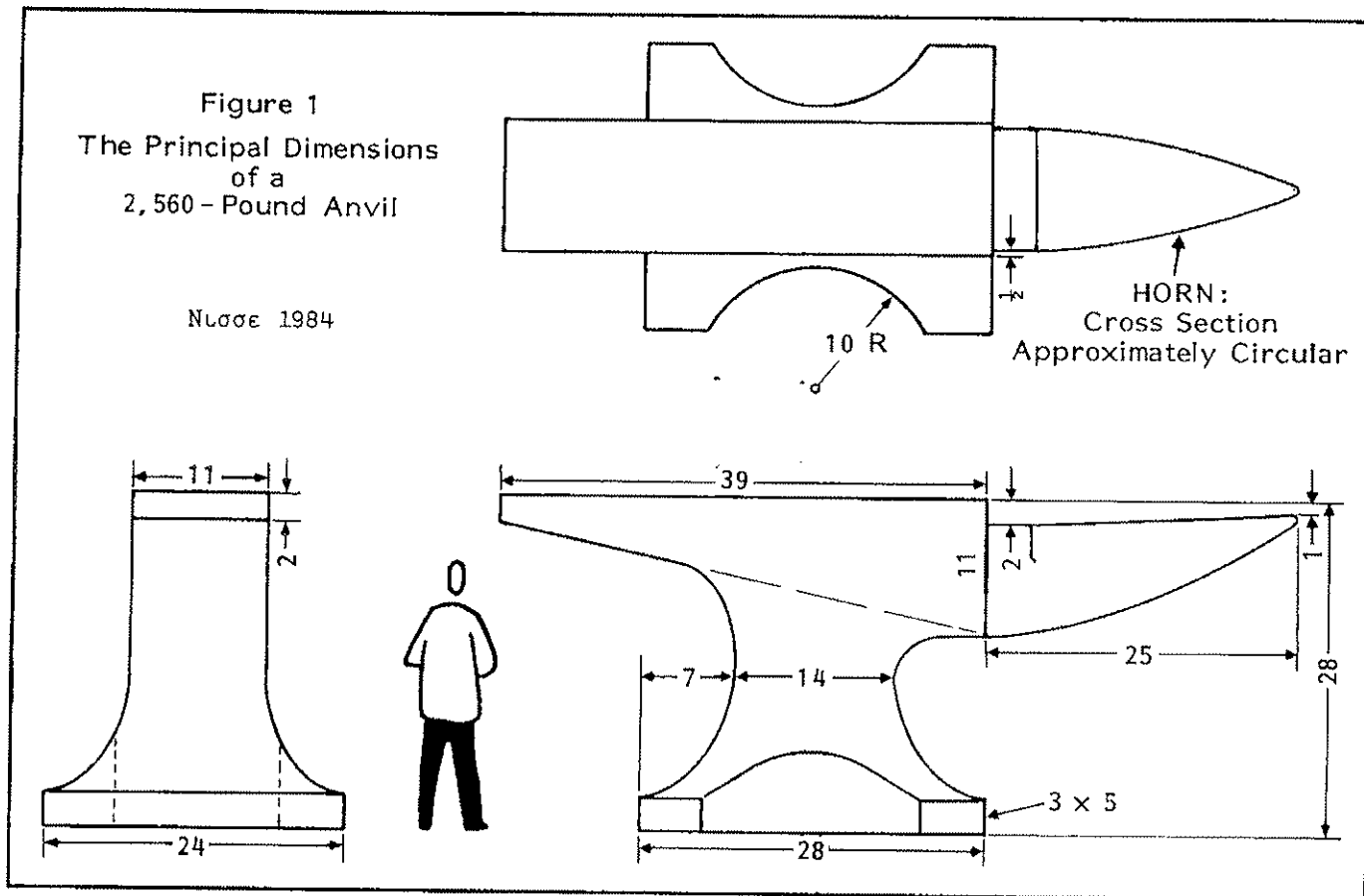
"By the way, I won first place with my garbage bag W.V. at the Maryland Kite Festival this year for Timed Altitude. It was a 'NO WIND' victory to boot. The wind was at 0 mph and we used high altitude launch; my W.V. was the only thing to stay up.

"I think the ParaPlane would be a great way to patrol an area for Rogue Trolls, don't you?"

THE PINEY MOUNTAIN ANVIL KITE

A Heavy, Heavy Trompe L'oeil

By BEAUFORCE STRINGFELLOW



AN ANVIL WILL FLY, even in the light and variable winds of Piney Mountain environs, if the fabricator refrains from making it of solid steel. Despite some of the undoubtedly true tales that many kitefliers send to PMAF concerning their adventures with high winds, I am not at all confident that our Brobdingnagian anvil, in solid steel, would fly anywhere except, maybe, in a Texas blue norther. (I'm told that a Texan or an Aussie will regularly use a logging chain for a windsock: as long as the wind streams the chain in a horizontal mode without popping away some of the end links, either of these intrepid persons will fly kites and ultralights without hesitation.)

Regarding Figure 1, PMAF didn't import a Texas anvil in order to determine its dimensions. We took the cop-out course, measured our 40-pound shop anvil, and multiplied all of the figures by four. The calculation gave us an anvil 64" long and 28" high—one easy to notice if it hovered 500' over a greenhouse stuffed with Napoleon brandy and dynamite.

Page 2, PMAF DATA LETTER—October 1984

However carefully a kiteflier goes about the business of flying an anvil, he must tailor his kite to available wind velocities. Our initial *Piney Mountain Anvil* was fabricated as a box kite made of glued-up, 7/16" styrofoam sheet.

Figure 2, drawn in partly sectioned views, shows how the solid anvil is gutted and made like a hollow box. The rounded horn is converted into a cruciform cross-section to act as a mini-rudder and negatively angled stabilizer (we fly it with the horn pointed to the rear, and down). The curves shown in the figure drawings are not critical—either for a well-flying kite or an actual, functional anvil (usually the base was a rough-forged billet of wrought iron fused to a carbon steel table, or hammering surface—no two anvils ever look exactly alike).

The posterior view of our anvil replica isn't very prepossessing, and neither is that aspect of a real anvil—or of a horse; but our creation looks amazingly real from most viewpoints when it is flown at modest altitudes.

Figure 2
 Replica of the Anvil:
 A One-Pound Styrofoam Kite

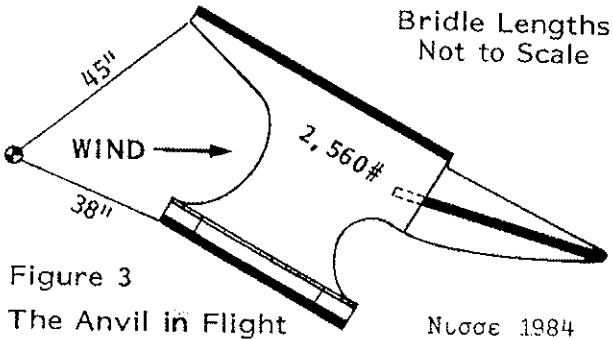
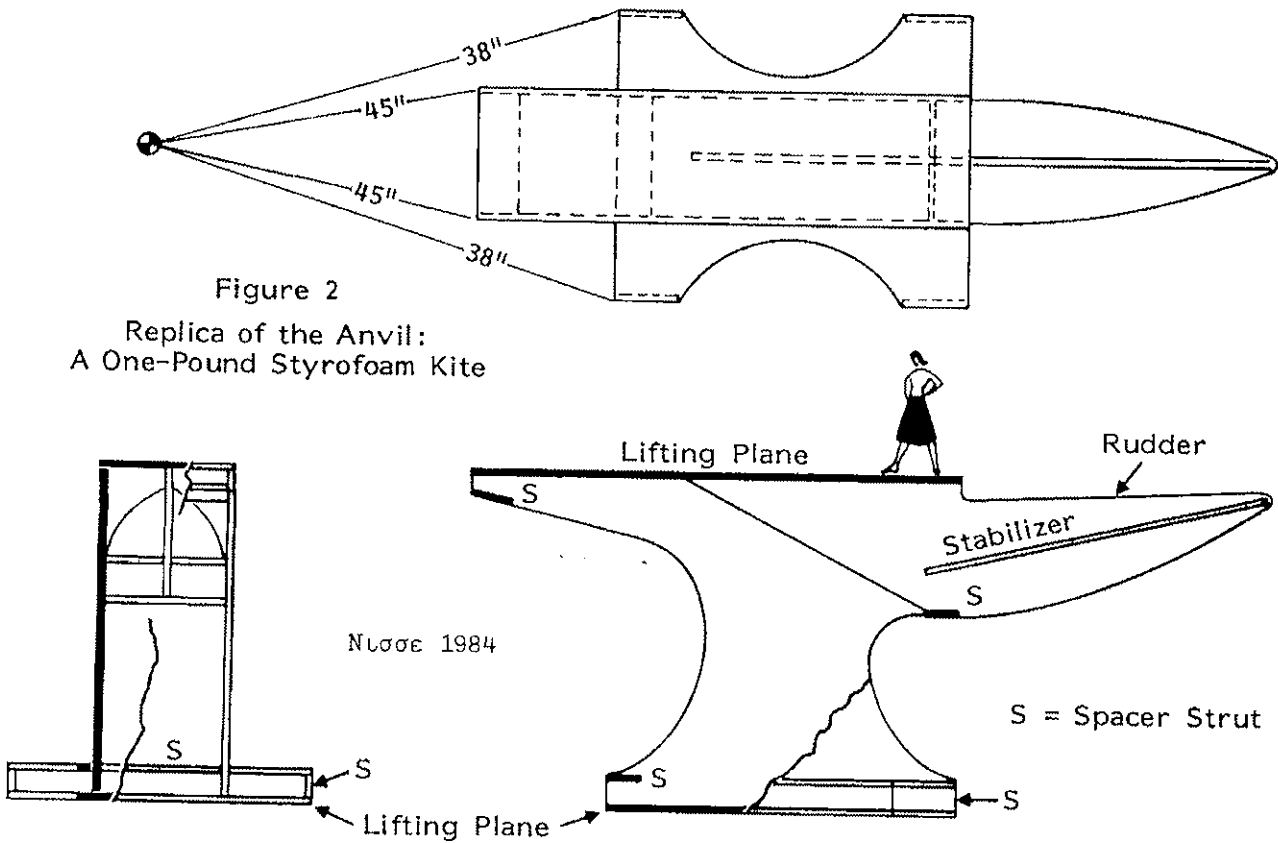


Figure 3
 The Anvil in Flight

WANT A SMALLER ANVIL KITE? READ ON:

If you use 0.5714 as a multiplier and apply it to the dimensions shown in Figure 1, you'll end up with a set of dimensions for an anvil 16" high and about 36½" long. An anvil made to these new dimensions may be more to your taste if you lack hangar space at home, or if you don't have a van for hauling a behemoth.

We made one of Tyvek® 10, spruce, and a few lengths of 1/8" rattan reed for the parts of the panels that were curved. In essence, we used the same technique that we described for making the *Piney Mountain Flying Wedge* in *DL #46*. We glued ours together, but any dedicated portability freak can store all of the panels flat in a portfolio. For flying, ingeniously use Velcro® or string to tie the anvil panels together in airworthy alignment.

Here is a recap of the building technique: stretch the covering material on a flat surface and directly draw on it two side panels (a right and a left), a top plane, a stabilizer plane, upper and lower rudder planes, and a single-surfaced base plane (it looks fine in flight). Glue the wooden parts to the drawings, trim when dry, assemble, and fly—fly!

Figure 2 is a schematic side view of our anvil in flight; the principal surfaces that contribute to lift and longitudinal stability are shown as bold, black lines. Winds of at least 10 to 12 mph are needed for lift-off.

I used a four-leg bridle with the dimensions shown; varied them to effect final tuning.

Short lengths of birch dowel glued to inside corners make good hard points for bridle ties.

NOTE—Mars Black artists acrylic paint: thinned with water until our anvil, when dry, acquired a pearl-like, steel gray (thinning the paint saved weight: Mars Black is heavy iron oxide, and other blacks may be lighter).

Q & A DEPARTMENT

Q: Is your postcard, the one titled "NISSE, The Graphic Arts Troll of Piney Mountain," a reproduction of a woodcut or an engraving? What does "14/40," near the signature, mean?

A: Yes. The original was a two-color woodcut printed on a Washington Hoe hand-press in April, 1951. The 14/40 means it was number 14 of a limited edition of 40. It's size is 4.38" by 5.88"; and matted for framing, it sold for \$50.00. One or two still may be lurking in the PMAF archival compost. Maybe we'd sell one.

Q: What the hell is a septagenarian [DL #46]?
A: It is a person who is a few weeks shy of being a septuagenarian.

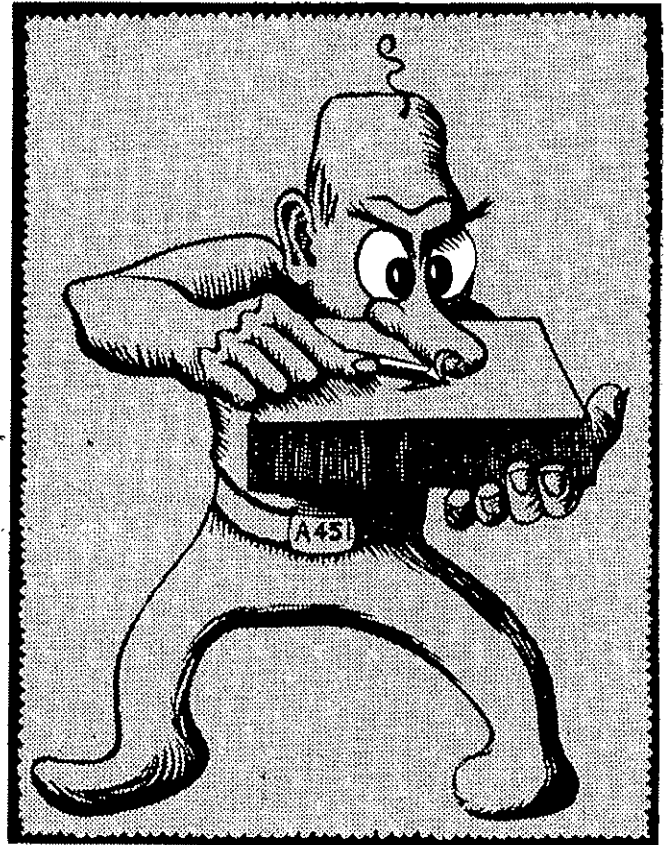
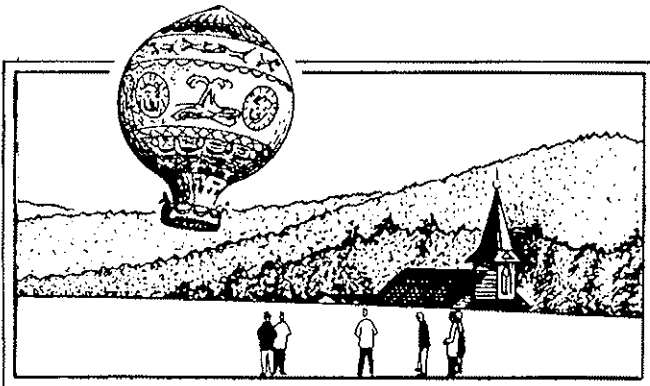
Q: Have you ever sued copyright infringers? If so, what happened to them?
A: Yes. The infringers settled out of court.

Q: If The Friendly Copying Machine is used by my club to circulate DATA LETTER among our members, are we copyright infringers?
A: Identify your club and we'll let you know.

Q: A question for D. Waites and May Jours: How much dirt is in a hole 1,935 metres wide, 23.11 cubits long, and 4 ft, 6.35" deep?
A: None. —D. Waites and May Jours

Q: Re DL #37: Did yer Auld Pilot Fule ever realize his ambition to fly the ParaPlane?
A: The Auld Divil flew the craft at Dahlgren on Friday The Thirteenth (July 1984). Nobody got killed, no hardware was bent, and there is no question about how easy it is to fly after only a few minutes of instruction and demonstration. Once the daring airman is in flight, he can set the throttle; it'll fly itself.

PINEY MOUNTAIN AIR FORCE DATA LETTER
P.O. Box 7304, Charlottesville, Virginia 22906



The Wood Engraver

14/40 Guy Aydlett

NISSE
The Graphic Arts Troll of Piney Mountain

Q: A famous American kiteflier [not a subscriber to DL] tells me you are an excellent source for technical information. Is it safe to use a kite with wire line to hoist my antenna?
A: Nix, ne, nyet, nein, non, nay, όχι, NO!



Feb 1985
(S332)

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