

PINEY MOUNTAIN AIR FORCE

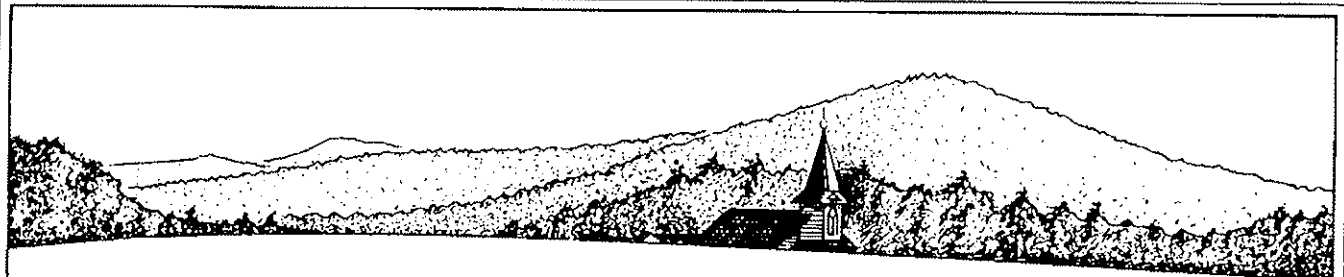
Box 7304 * Charlottesville * Virginia * 22906-7304

DATA ☆ LETTER

VOLUME III, No. 12

December 1984

Whole Number 49



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Index Issue: \$2.50

LITHO IN U.S.A.

DECEMBER 1984

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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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					

Birthstone: Lapis Lazuli or Turquoise

- 1st —Eligius
- 2nd —First Sunday in Advent
- 8th —Full Moon
- 19th —First Day of Chanukah
- 21st —Winter Solstice: 11:23 A.M. EST
- 25th —Christmas

*

MARTY SHIGEO SASAKI, K.O.N.E. *Flypaper* Editor, says: ". . .Received. . .*Data Letter* and it was nearly a week early. You really are giving the rest of us newsletter editors a bad name. I have a tough time getting *FLYPAPER* (ugh!) out within a month of the deadlines. Oh well.

"One small technical point: The zero degree point of water freezing is not the place that Celsius defines. [That] standard is actually based on the triple point: the point that water vapor, water, and ice exist in equilibrium which is, I think, 0.01 degrees Celsius [See also *Spendlove's letter (right)*]. —*Non-ed.*].

". . .Appreciate the photos of the Oldest Troll flying off into the sunset. It looks like a lot of fun. Someday I'll try it out. For now though, I'll continue to use kites as my per-

sonal flying experience; keeping my feet as firmly planted on the ground as possible.

". . .*PMAF Data Letter* is too good just to go away. . . . How about publishing every other month at the same price? This is still pretty good and more or less competitive.

". . .As far as the AKA knot article, I gave permission to use it. In the note asking for permission, the editor said that they already had your permission, so I didn't really think about it. No, I don't know this person.

". . .It is pretty clear the AKA meant no harm. It was, however, sloppy and careless to not get the permission. This is especially true since your stance on copyright is well known to anyone who reads *PMAF Data Letter*.

". . .Thanks for the plug for *FLYPAPER* (ugh!). The kind words are appreciated. . . . Gentle breezes, —Marty."

*

JOHN SPENDLOVE of Lancs, England says: ". . .On the subject of metrickery, I beg to draw your attention to the fact that 1 cc does not [exactly] equal 1 ml, as is implicit in your article [*DL #41*, p. 2]. 'Twas meant to be, certainly, but there's about 0.0028% difference, I'm told. Further, the original name for 1 m² [*sic*] was a *STÈRE*, tho' it's not often so called these days that I know of. . . .

". . .You refer to yourselves as 'the denizens of Hornbeam Hall.' I am mildly puzzled; I should have supposed you citizens. . . ." [*Hornbeam Hall's not our birthplace. --Nisse.*]

*

GEORGE BAWDEN, Ontario, a good friend of *PMAF*, has died. Our sympathies fly to Betty.

INDEX TO VOLUME IIII,

N = Whole Number of the Issue

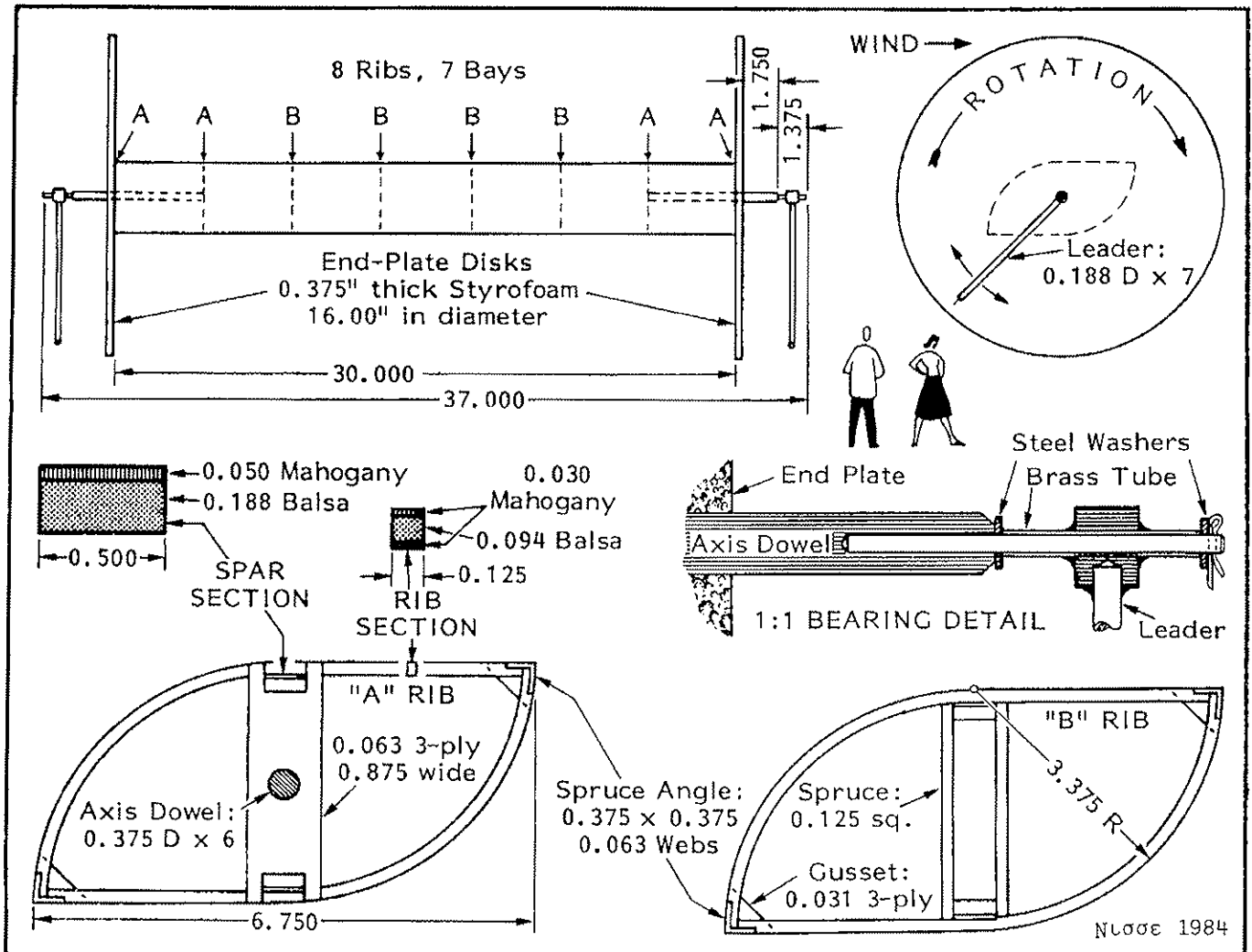
SUBJECT	N	P	SUBJECT	N	P	SUBJECT	N	P
AIRCRAFT			KITES (continued)			NAMES (continued)		
Balloon	38	1	Centipede	39	1	De Lou, Gar	44	1
	38	4	Cylinder	38	3		48	3
Cessna	39	4	Das Hochgeier	41	3	D'Nimm, Sue	46	3
Curtiss Robin	38	1	Eddy	39	3			
Eonon	39	1	Flexible V-Keel	44	3	Faulkner, Scott	38	4
	41	4;	Flexifoil	45	1	Ferr, Lucie	43	4
Fleet	44	1	Flying Wedge	46	3		44	1; 44
ParaPlane	47	1		47	3	Forbes, John D.	39	2
	47	4	HARK (Rotor Kite)	49	4		40	2; 45
Parascender	38	4	Hornbeam Mark I	41	1	Flohr, Bill	47	1
Piper	39	4	42 1; 42 4; 44 4;	45	4	Fuller, Buckminster	46	1
Quicksilver MX	40	1		48	1			
	42	1; 43	Hornbeam Monospar	41	4	Gaertner, John	44	1
Space Shuttle	48	4	Papagaio	41	1	Gon Dola, Propanie	44	1
Stearman	44	1	Parafoil	47	1	Groone, Lycurgus	44	1
Tiger Moth	44	1	Platonic Sweetheart	39	3		48	1
Ultralight	39	1	Rotor	45	1			
	39	4	Star Facet	43	2	Hargrave, Lawrence	45	4
				43	3	Hin, Fooock	40	2
			Tau	42	1	Hornbeam, Dorothy	44	1
			Thai Bird	40	2		45	3
				40	3	Howard, Chet	40	1
			Winged Victory	47	1			
ARTICLES			NAMES, PERSONALITIES					
Composted Mail	48	1	Airre, Derrey	44	1	Jeffries, John	38	1
HADRAS	48	2	Aydlett, Guy D.	39	2	Jours, May	44	1
Hot Potatoes	46	4		40	2		47	4
Man-Lifter, 30'	38	4	Bawden, Betty	49	1	Kermud-Jinn, Fline	44	1
Mark I Dimensions	42	4	Bawden, George	49	1	Layter, Cal Q.	44	1
Metric System	41	2	Beem, Orren	40	4	Leonardo, Vermon C.	44	1
Photographic Mélange	45	3	Beems, Ben D.	44	1	Le Pouffe, Gaston	40	4
	45	3	Behr, Rick	38	4	Lewis, Betty	46	1
Piney Mt. Pilaff	40	4		44	1	Larson, Ralph E.	38	1
Right Triangle, The	38	2	Behr, Vicki	38	4	Lincoln, Abraham	39	1
Solar Wind,			Beistander, A.	45	3	Lyons, Braidy	44	1
Kiteflying On	48	4	Berra, Yogi	41	4	Marconi, Guglielmo	48	3
Trigonometry	46	2	Blanchard, J. Pierre	38	1	Marshall, Curtis	42	1
			Bluce, Mistah	41	1	Metzger, Evelyn	43	1
				42	1	Metzger, John	43	1
			42 4; 43 1; 44 1;	44	4	Miller, Ali Fujino	40	1
			Burkhardt, Jon	39	1		44	4
				44	1; 44	Modjeski, Olga	44	1
				44	4	Modjeski, Philip	44	1
			Calvert, Bob	42	1	Nickerson, Archer	39	1
			Chiddlett, Clyde	44	1	Nisse	47	4
						O'Connells, Flying	44	1
ERRATUM								
Platonic Sweetheart	41	4						
KITES, GENERAL								
Anvil	47	2						
	47	3						
Autogiro	48	2						
Blue Bird	45	2						
Canadian Maple Leaf	44	2						
Canard Marconi	48	3						

PMAF DATA LETTER

P = Page Number of the Issue

SUBJECT	N	P	SUBJECT	N	P	SUBJECT	N	P
NAMES (continued)			NAMES (continued)			PLANS (continued)		
Ompter, G.	44	1	Wilford, John Noble	48	4	Cylinder Kite	38	3
	46	2	Wingfield, J.R. IIII	44	1	Das Hochgeier (High Vulture Kite)	41	3
Osborne, L.W.	39	1	Yeoman, Harry A.J.	48	1	Flexible V-Keel Kite	44	3
Pibroch, Huffie	40	4	ORGANIZATIONS			Flying Wedge Kite	46	3
Pratt, Peruna	44	1	AKA	45	4	HARK (A Rotor Kite)	49	4
Preston, Timothy	38	1	46 1; 46 4; 49 1			Papagaio Kite	39	2
Price, Jewell	44	1	Ash Lawn	44	1	Platonic Sweetheart (Cardiod Kite)	39	3
Price, Robert S.	44	1	Boomerang Assoc. of Australia, The	45	1	Star Facet Kite	43	2
45 3; 45 4; 47 1			British Columbia Kitefliers Assoc.	41	1	Thai Bird Kite	40	2
Robinson, Stephen	43	2	Central Ohio Kitefliers Assoc.	40	1	40 3		
Roper, Lyon	44	1	Flying Circus Aerodrome	44	1	PUBLICATIONS		
Ruhe, Ben	45	1	GDVKS	38	1	AKA News	45	4
Sasaki, Marty S.	45	4	Kites Over New England (K.O.N.E)	46	1	46 4; 47 1		
46 1; 49 1			Maryland Kite Soc.	44	4	Flight Patterns	43	1
Snouffer, Chet	40	1	United States Boomerang Assoc.	40	1	Flypaper	46	1
Snyder, Steve	43	1	44 4			49 1		
Spencer, Scott E.	43	2	PLANS			The New York Times	48	4
43 3; 44 4			Anvil Kite	47	2	Tight Lines	47	1
Spendlove, John	42	1	Boomerang!	42	2	Windy Notice	44	4
49 1			42 3			INDEX SHEETS AVAILABLE		
Staehle, Robert L.	48	4	Blue Bird Kite	45	2	Two-page index sheets for		
Stringfellow, B.	38	1	Canadian Maple Leaf Kite	44	2	PMAF Data Letter Volumes		
42 4; 44 1			Canard Marconi Kite	48	3	I, II, and III are available		
44 3; 45 2; 47 2; 48 2			PLANS			for \$1.00 each, or all three		
Thatch, Hornbeam	39	3	Anvil Kite	47	2	for \$2.50. With your order,		
44 1; 49 4			Boomerang!	42	2	include a stamped and self-		
Town, David P.	45	1	42 3			addressed, business-size		
45 3; 47 1			Blue Bird Kite	45	2	envelope (#10) for prompt		
Toy, Leland	43	1	Canadian Maple Leaf Kite	44	2	delivery. The indexes are		
Trone, J. Winghead	44	1	Canard Marconi Kite	48	3	useful for ordering wanted		
Urner, Samuel M.	38	1	PLANS			back copies of Data Letter.		
Venable, Robert L.	40	1	Anvil Kite	47	2			
42 2; 42 3; 44 4; 45 1			Boomerang!	42	2			
Venable, Sandy	44	4	42 3					
Voltaire	41	4	Blue Bird Kite	45	2			
Waites, D.	44	1	Canadian Maple Leaf Kite	44	2			
47 4			Canard Marconi Kite	48	3			
Washington, George	38	1	PLANS					
39 1			Anvil Kite	47	2			
Wheeler, Redeye	39	1	Boomerang!	42	2			
41 4; 42 1			42 3					
Widdershins, Deasil	44	1	Blue Bird Kite	45	2			

HARK
(Horizontal Axis Rotor Kite)
 by HORNBEAM THATCH



CONSTRUCTION HINTS: Use aero modeling techniques to make a jig for forming the composite, curved rib members. The usual trick is to use a waxed hardwood form to which the sandwich of veneer, balsa, and moist glue is clamped until the glue cures or dries. Make the ribs individually, or glue up a wide shape and slice the ribs apart with a slitting saw.

Use 0.030" to 0.050" thick spruce or mahogany for the load-bearing skins.

The corner angles, also made of mahogany or spruce, may be sawed out as a one-piece section or made up of 0.063" stock—2 pieces for each angle.

Fasten all major structural pieces together with epoxy cement. During the assembly of the framing, verify the alignment of the parts before the epoxy sets up.

Cover the airfoil body with Monokote® or an equivalent material (nearly all of the material needed to construct this kite may be found in most aero model supply shops).

The bearing assembly, shown as a full-size detail above, consists of a 0.125" D x 2.250" steel journal epoxied in the end of each axis dowel. Each bridle leader bearing is a piece of brass tubing that freely fits its journal. The upper end of each bridle leader is epoxied in a blind hole in a piece of 1/4" dowel that is bored and epoxied to the brass tubing. The lower ends of the leaders are fitted with wire or string loops for attaching the ends of the dual flying lines (for stunting) or of a long V-bridle for single-line flying.

Keep the weight of the entire kite less than 8 oz; it'll be a spectacular flier in 10 mph air.