

# PINEY MOUNTAIN AIR FORCE

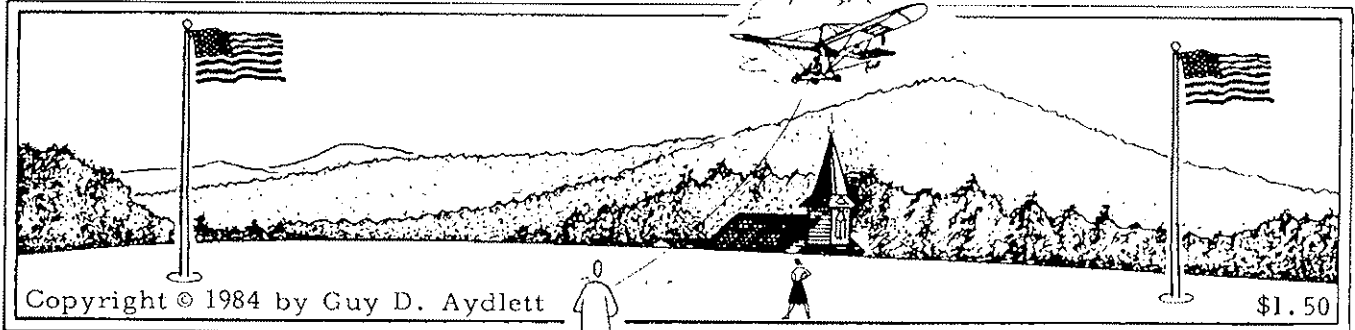
Box 7304 \* Charlottesville \* Virginia \* 22906-7304

## DATA ☆ LETTER

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Whole Number 44



LITHO IN U.S.A.

### JULY 1984

S	M	T	W	T	F	S
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				

#### Birthstone: Ruby

- 1st— Canada's Dominion Day
- 2nd— The Moon is at Perigee
- 3rd— Earth at Aphelion; Dog Days begin
- 4th— Independence Day for U.S.A.
- 7th— Dorothy Hornbeam's birthday
- 9th— Mistah Bluce's birthday
- 12th— Full Moon
- 13th— Women in Olympics, 1908
- 14th— Bastille Day
- 15th— St. Swithins's Day
- 17th— Fast of Tammuz
- 20th— Moon first littered by men, 1969

\*

AT ASH LAWN, 13 May: DERREY AIRRE, BEN D. BEEMS, RICK BEHR (The Boar's Head Inn Aeronaut), JON BURKHARDT (Jr. Troll and Windy Notice Editor), CLYDE CHIDDLETT, PROPANIE GON DOLA, LUCIE FERR, JOHN GAERTNER, LUCURGUS GROONE, DOROTHY HORNBEAM (with Auld Clootie), MAY JOURS, FLINE KERMUD-JINN, CAL Q. LAYTER, GARDE LOU, BRAIDY LYONS, DR. PHIL MODJESKI and OLGA, THE FLYING O'CONNELLS, G. OMPTEP, PERUNA PRATT, BOB and JEWELL PRICE (Archivists for AKA), LYON ROPER, BEAUFORCE STRINGFELLOW, HORNBEAM †

THATCH, D. WAITES, and J.R. WINGFIELD III. (DEASIL WIDDERSHINS was in jail, but we don't know where VERMON C. LEONARDO and J. WINGHEAD TRONE were sacked out.)

\*

ONE ZERO ALPHA MIKE KILO (10AMK) is the official AOPA registration number for PMAF's Quicksilver MX ultralight flying machine. It was removed from winter storage and assembled with the welcome assistance of Dorothy, the Ever-Helpful, on Thursday, the 24th of May. Friday was devoted to careful examination and tuning of critical airframe and engine parts. At dawn, Saturday, The Oldest Troll lifted 10AMK from the dewey sod of Hornbeam Hall and headed north for Bealeton, the home of the Flying Circus Aerodrome and the scene of its 2nd Annual Ultralight Festival. There, we met with about 25 other ultralight pilots.

Wind velocities and gusts kept many of us tied down for most of the day, but Count von Anger generously eased our concern for our lightweight birds by staking the heavy airplanes outside and sheltering the ultralights overnight in the largest hangar.

Sunday, the 27th, was calm and occasionally drizzled us with rain from a partly cloudy sky; but the competitions proceeded anyway—all accompanied by the hearty oom-pah *Lieder* of a real German band and the roars of Fleets, Stearmans, a Tiger Moth, and some Specials.

The O.T. won the Bomb Drop Contest and the Grand Champion awards. He flew back to Hornbeam Hall weighted by two fine plaques, a stinging rainshower, a damp parachute, wet feet; but buoyed up by a Cheshire Cat grin.

# THE CANADIAN MAPLE LEAF

by Lucie Ferr

CANADA'S DOMINION DAY, 1 July, made me wonder if our kiteflier friends in Canada had ever attempted to fly their distinctive national logotype as a red, leaf-form kite against a white cloud-field rather than contained in the white field of a rectangular flag.

Having no memory of seeing anything of the

kind at kite festivals—or in print—I decided to see how the stylized maple leaf planform might fly either as a tailless or a tailed kite.

I measured the leaf on a genuine Canadian-made, 4½' x 9' nylon flag. Figure 1 and the table show the locations of points in inches. My test kite was made to the same dimensions:

## TABLE OF POINTS AND THEIR LOCATIONS

A: 0.9 right; 0.0 up	Z: 0.9 left; 0.0 up
B: 0.6 right; 11.0 up	Y: 0.6 left; 11.0 up
C: 11.5 right; 9.1 up	X: 11.5 left; 9.1 up
D: 9.8 right; 13.3 up	W: 9.8 left; 13.3 up
E: 21.4 right; 21.8 up	V: 21.4 left; 21.8 up
F: 17.9 right; 23.4 up	U: 17.9 left; 23.4 up
G: 20.3 right; 30.7 up	T: 20.3 left; 30.7 up
H: 13.5 right; 29.2 up	S: 13.5 left; 29.2 up
J: 12.2 right; 32.9 up	R: 12.2 left; 32.9 up
K: 5.5 right; 25.3 up	Q: 5.5 left; 25.3 up
L: 8.4 right; 39.6 up	P: 8.4 left; 39.6 up
M: 4.2 right; 37.0 up	O: 4.2 left; 37.0 up
N: 0.0 (Centerline); 45.5 up	

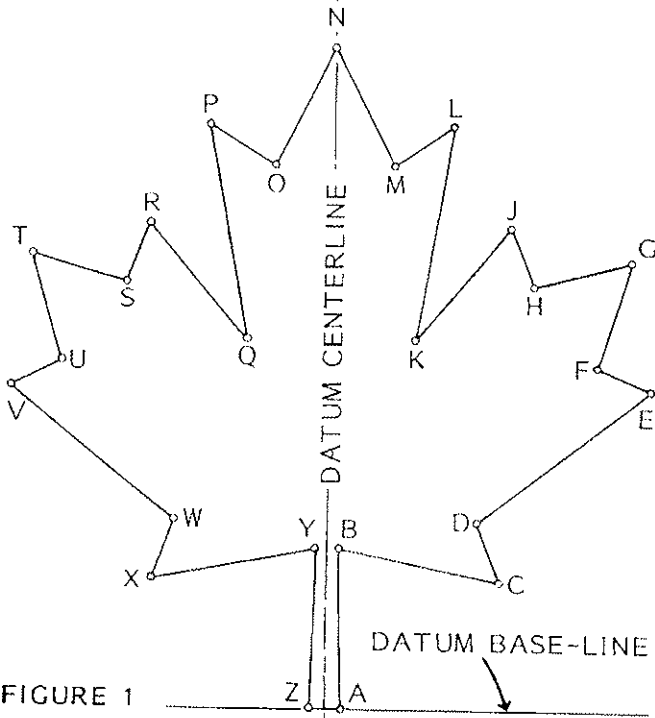


FIGURE 1

Make fillet radii: 0.3 at B & Y; 1.5 at D & W; 0.6 at F, H, S, & U; 0.7 at K & Q; and 0.8 at M & O. The radii are not shown in Fig. 1.

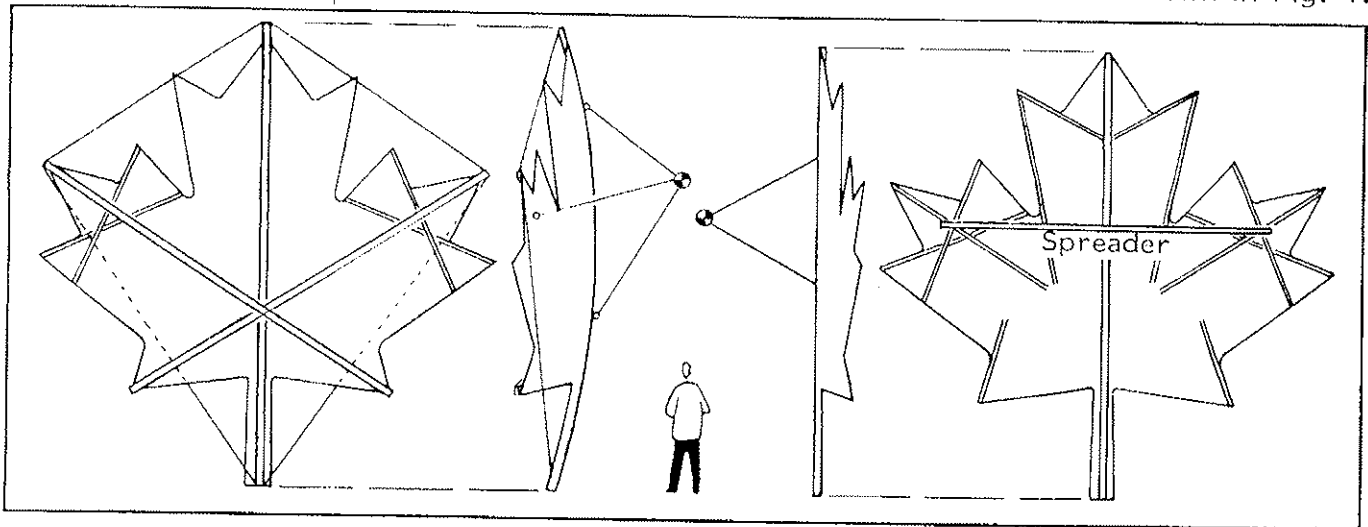


FIGURE 2: The left-hand view shows the leaf kite rigged with 3 sticks and 4 light battens to provide a bowkite of saucer-like convexity. The tensioned 4-side perimeter string effected the bowing. It was stable only in light air.

The right-hand view shows the kite rigged *à la delta*: flexibly articulated; includes a 12" x 12" x 12" keel. It was stable only in light air. Further experiment may produce a tailless kite of wide utility. Who'll make it first?

# AN EXPERIMENT SERIES WITH A FLEXIBLE V-KEEL

by Beauforce Stringfellow

THIS TEST VEHICLE began as a simple rectangle of 5-mil Tyvek® 14: 48" x 36½" after it was hemmed at the tips and sleeved for the spars and the front longeron. Three longerons and two spars are birch dowel, ¼" x 36". The two rear longerons are drilled at their ends to accept 1/8" dia. pieces of aluminum.

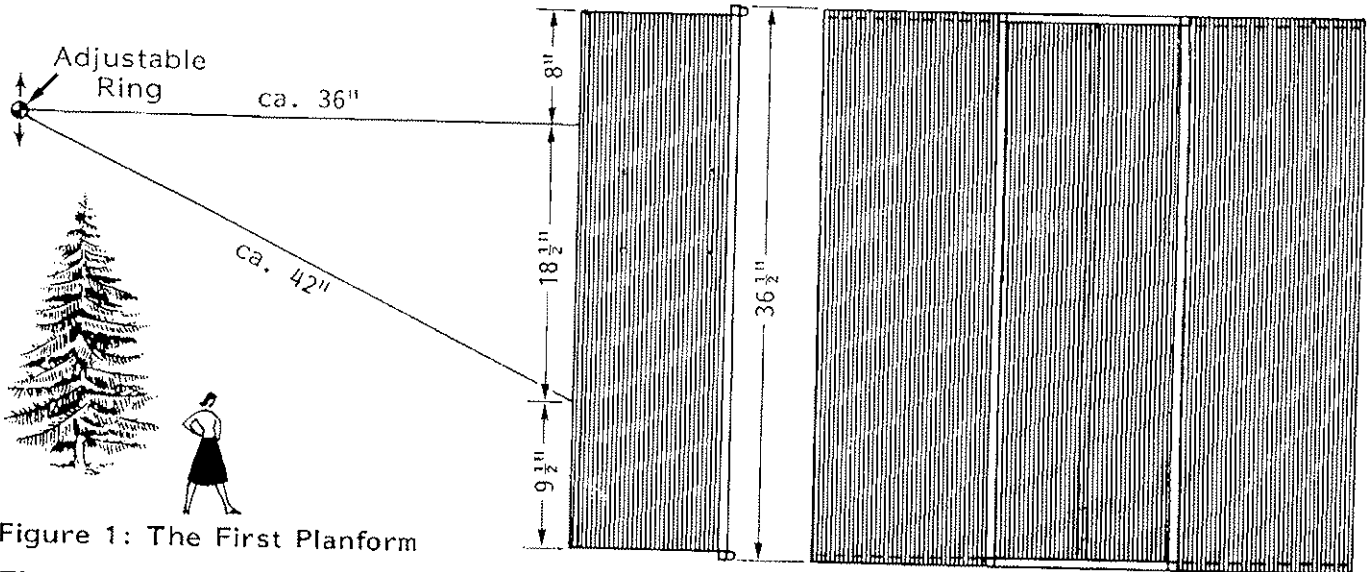
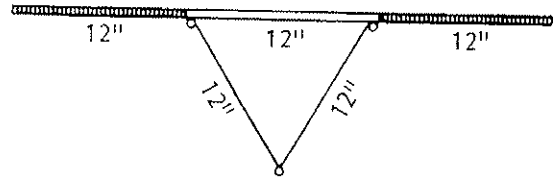


Figure 1: The First Planform

These are inserted into pieces of polyethylene or vinyl tubing lashed and cemented to the upper and lower spars. The rear longerons are not directly attached to the covering.

The first flight of the Figure 1 Planform on a light variable breeze—common to Hornbeam Hall—gave exhilarating success: the kite was stable and buoyant; but a brisk, wayward bit of wind caused the kite to go straight overhead, overfly, tuck under, invert, and dive onto the flinty sod.

Figure 2 shows how the rear spar was cut to provide articulated drag, and the expedient worked fine. The weighted, flapping outboard ends provided needed drag and a great amount of cacophonous flutter noises.

Figure 3 shows how the outboard spar ends

were discarded, and the covering at the tips was shaped to quarter-circles. In this planform, the kite flew well until slack-lined; it inverted and pranged onto the ground.

Figure 4 shows more material removed from the rear corners of the wings: an improvement on Figure 3 planform, because the center of pressure was moved; but slack-lining caused the leading edges of the V-keel to collapse and bring about tuck-unders and dives.

Figure 5 shows the kite with the front spar shortened and the leading edges of the keel cut in a "Hornbeam Arc." The kite flew marginally better; enough to permit shaking it back into decorum when it misbehaved. It is likely that a V-cut leading edge would have diverted the airflow as well. Who will try it?

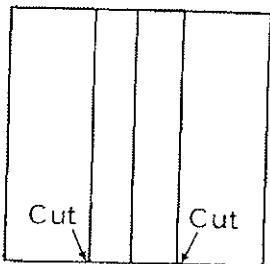


Fig. 2: Cut Spar

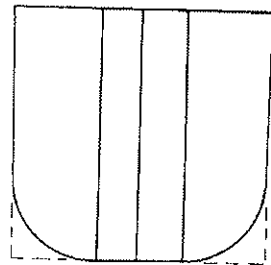


Fig. 3: Trim Spandrels

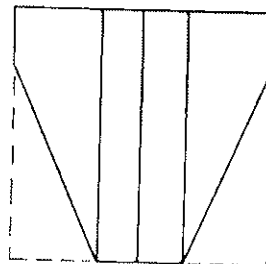


Fig. 4: Trim More

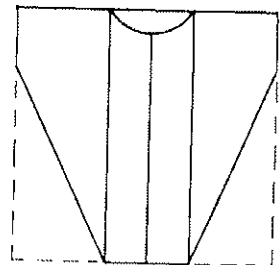


Fig. 5: Hornbeamed

POTPOURRI, POTEEN, PANACHE, AND PASTICHE

JON BURKHARDT, according to his May/June issue of the Maryland Kite Society's WINDY NOTICE, acquired tenacious, thixotropic, and fragrant patinae from the pastoral footpaths at Ash Lawn on Kite Day, May 13th.

Nary a "bovine friend" was in sight, but some carefree kine evidently "had recently passed." Jon mercifully refrained from afflicting his flier friends and hosts with a popular cliché: "WHERE'S THE BEEF?"

Jon does NOT wear open-toed shoes. . . .

MISTAH BLUCE writes from Bali: "May 30—Just arrived. . . found a Great house by the sea. . . Flying the Big Kite like mad (aluminum sticks). The Balinese love it—many offers to buy it! [The "Big Kite" is a Hornbeam Mark I—2 metres high—especially fabricated for the Bali trip by the Hornbeam Hall denizens: sewn red ripstop with yellow trim.]

"Flying here is less hazardous than at Ash Lawn. All flying is over dried rice paddies—nothing falls from the skies. . . ."

SCOTT SPENCER has changed his address. If you are in a hurry to learn more about his excellent facet kites (DL #43), the address is: 10C Sunflower Rd., Maple Shade, NJ 08052.

DR. BOB VENABLE and LA PETITE SANDY honored us with an overnight visit on 1 June. They were on a pilgrimage from Washington, NC to Washington, DC to attend the first test of the 3-part boomerang competition between the Aussies and our American defenders who looted the laurels from the Australians in '81.

According to Bob and Ali Fujino Miller, the

Seattle president of U.S. Boomerang Association, the USBA Boomerang Challenge Fund was oversubscribed, thanks to donations from 'rangers and some generous DL subscribers.

Q & A DEPARTMENT

Q: How many hornbeam trees can you find on the Piney Mountain Air Force property?

A: One.

Q: Are there any illegal moonshine stills in Albemarle County? Near Hornbeam Hall?

A: Yes, but are there any legal ones? If so, some of us would like to examine one.

On calm days, an effluvium of ionized corn and barley constantly hovers above a hollow near Buck Mountain, a conical peak not far west of Piney Mountain. We don't like to fly too close to that mushroom cloud, though: a stray carbon spark from the Rotax exhaust might touch off an all-time Brobdingnagian sized holocaust.

Q: Are you willing to believe that management firms can serve hobby societies efficiently?

A: Yes

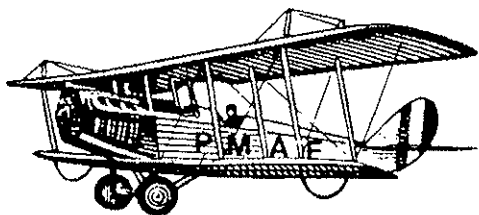
Q: Are you willing to believe that management firms can serve hobby societies inefficiently?

A: Yes.

Q: Are you fomenting any more special food recipes for windlorn kitefliers?

A: Yes, but we urgently need consultation with Maryland Kite Society's Windy Notice Escoffier (don't call him "The Hun in the Sun").

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



DATA LETTER is a monthly publication that originates at Hornbeam Hall, the harbor of a congeries of trolls who fly, and fly, and fly in and through The Fickle Winds of Albemarle.



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