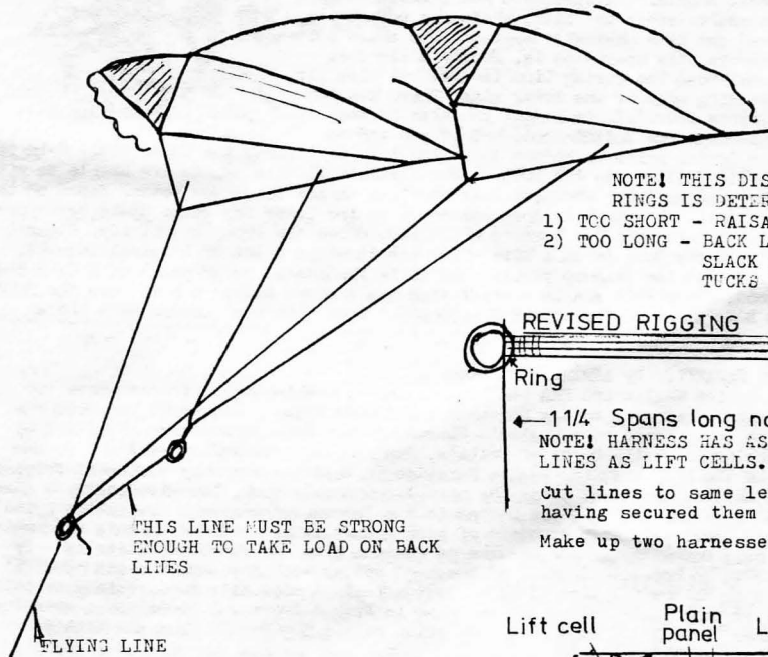


RAISA MK 2 by B. EDGLEY

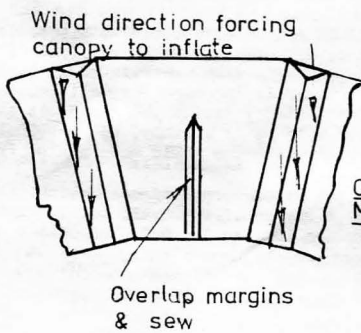
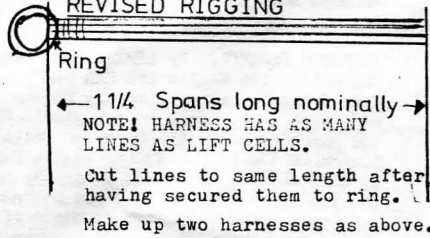
This RAISA, although similar in appearance to the mark 1, as described in a previous issue of K.O.N. incorporates a feature which dispenses with the drogue panels (STACKERS), simplifying the rigging and making the in flight trimming much easier. As mentioned in my previous write up, the reason for the STACKERS was not properly understood, over the Christmas I have twigged what purpose they serve, and it simply is to hold the trailing edge in by the billowing of the STACKERS enabling the leading edge to fan out. It is this ability that keeps the wing inflated. Since recognising the fundamental importance of this feature, I have built it into all my RAISAs' except one and discarded these STACKERS. The result of these alterations is marked improvement in performance, especially in catching the wind and inflating more easily. The following sketches will enable those who have plans and wish to update their RAISA to do so quite readily and easily.



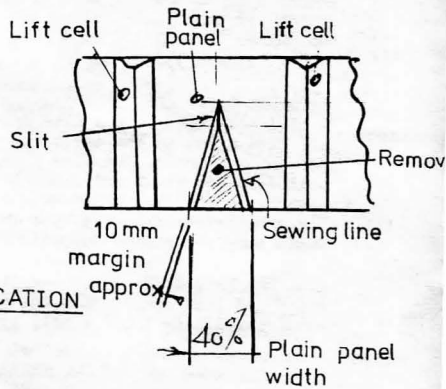
- NOTE! THIS DISTANCE BETWEEN RINGS IS DETERMINED AS FOLLOWS
- 1) TOO SHORT - RAISA WILL NOT LIFT.
 - 2) TOO LONG - BACK LINES REMAIN SLACK LEADING EDGE TUCKS UNDER

THIS LINE MUST BE STRONG ENOUGH TO TAKE LOAD ON BACK LINES

REVISED RIGGING



CANOPY MODIFICATION



The following review appeared in the Midland Kitefliers magazine, it would have been nice if the author had had the courtesy to send the review of the RAISA kite to the publication in which the original plans appeared.

"THE RAISA KITE - A REVIEW

It is difficult to review a kite without building and flying it, but in the case of the RAISA (featured in the recent edition of KON) the design did not inspire me sufficiently to put scissors to ripstop. It would appear that the designer does not have a very accurate understanding of the mechanism of lift production by an airfoil. The lift cell is most unlikely to produce much if any lift, the lift is more likely to be produced by the plain panel. The triangular pocket will tend to form a curved top surface which will shape the plain panel into an airfoil. However the final shape of the plain panel will be distorted by the lack of cross-wise bracing and the effect of the drogues.

The drogue panel will do little to the flying of the kite being an excellent drag generator. It does however overcome the problem I experienced with soft sleds - the tendency to fly more like a ball of ripstop at a negative flying angle.

The drawing of the bridling is nothing short of amazing as it implies the airfoils fly at zero angle of attack. The bridling appears very complex and could I am sure be reduced to one shroud line per ventral.

I can remember seeing one of these kites at Old Warden flying at a rather low angle and pumping like a pair of organ bellows.

Over all then - not very impressed. However I gather that already certain members have built and flown this kite as they tried to persuade me to build one.

Peter Seddon"

In reply:-

I understand from Brian Edgley that details of the 'RAISA - MK 2' are to appear in the next issue of KON, and I would like you if you would to append this letter to his article as an endorsement of the merits of the design, just in anyone may have been put off by the review of the original design which appeared in the January issue of the Midland Kite Fliers newsletter. I do not intend to get involved in any arguments as to the justifiability or otherwise of the said review, as I do not sufficient about what preceded it. I simply wish to set down my own findings concerning the modified version.

I have just completed two kites to the plans supplied by Brian, one being a five cell with an area of 33.33 sq.ft. and the other a three cell with an area of 18.67 sq.ft. (I only intended to build one but in trying to forecast material requirements before receiving the plans, I over ordered and ended up with two!) The kite is very simple to make and to bridle, and although my only test flight so far was carried out in diabolical weather and wind conditions (squally with the wind fluctuating wildly in speed and blowing every which way but one). The stability and general ease of handling left little to be desired and that was without any trimming, which has yet to be done, when time and weather are more sympathetic. Efficiency wise, the flight angle is determinable by bridle adjustment to a large degree, and the lift with the larger of my two can only be described as terrifying in the conditions prevailing during this first flight.

Norman Bragger a Midland Kite Flier.

Running through my mind whilst reading Mr. Seddon's review on Brian Edgley's RAISA kite was a wartime experience in which I was lectured by a knowledgeable Royal Artillery man at length, as to why it was impossible for England to be reached from the European mainland by rocket. Blackboard and chalk, trajectories, fuel weight ratios, entry angles etc. made proof positive. Three weeks later London received it's first V2's, and I had learned a lesson in life. The Artillery man had lectured the wrong side. I have made and successfully flown a RAISA kite with a six foot span. It is a bit of a sod to get off the ground, and the bridling requires you to have a degree in stringology. As nobody has told the kite that it's lift cells have a poor lift production mechanism and all that it threatens to pull your arm out in a six knot breeze at 300 ft. It flies well and has a high optimum angle, but needs a reasonable breeze as does a parafoil.

Len Patten

Plans for the RAISA are still available from Brian Edgley, Treadwheel, Sturicks Lane, Great Bentley, Cochester, Essex. A small charge for post etc. will be made.