

# DELTA WORKSHOP (cont)

**ADDING PAYLOADS TO DELTAS** Don't be tempted to attach payloads to the keel towing ring on a delta or you may find you have a glider and plenty of slack line around your neck. Lights, payloads etc, may be attached more towards the rear of the kite and an effective load is a rolled up length of plastic streamer released by a burning bit of model aircraft burning de-thermaliser fuse tucked in a small rubber band around the roll. Banners can be attached at least 50 ft down the line and thereafter cause no trouble. Rule of thumb for windsocks on delta lines is that they should be no greater in diameter than one eighth of the wing span and no longer than twice the wingspan if performance is to remain virtually unimpaired.

\*\*\*\*\*

## VENTED TUNNEL KEEL

Here is an interesting Delta derivative that invites still further experimentation. The tunnel idea, originally thought up by Martin Powell, allows for fine tuning the kite for prevailing wind conditions by using a bridle. By venting this tunnel configuration I found a substantial gain in the kite's overall flight characteristics. First, the vent provides for an increase in stability as the air flow is directed past through the V keel. Secondly, by cutting the vent across the stress line of the cross spar, I found that the wing fabric will camber slightly. This shallow air foil further enhances the total performance of the kite. I have built several scaled down versions in plastic and all fly beautifully.

The construction is straight forward. Begin with the fabric folded in half. After cutting, hem trailing edge, then sew in wing spar and keel sleeves. Next sew in trapezoid panel between wings on line marked. Last cut out vents with a soldering iron so all edges are heat sealed.

DESIGNED BY HANK SZERLAG OF THE 5/20 KITE GROUP. REPRODUCED FROM THEIR MAGAZINE.

