

**KITEFLIERS  
OCCASIONAL  
NEWSLETTER**

**60<sub>p</sub>**

**ISSUE 10**



**JANUARY 1982**

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The front cover shows the Spectra Star Catamaran Kite, a replica of a twin hulled boat. It sails across the sky as effortlessly as it sails on water. This kite is fun on land, on water and in the air. Yes you can really fly it or sail it. 45" high, 34" wide and 41" long.

The kite is made of ripstop nylon, Mylar polyester film hardwood dowels and molded high impact plastic that snaps back into shape when bent.  
Available from the Kite Store soon.

Dear Readers,

A new year brings another K.O.N. and a new outlook. Careful consideration has meant that we have decided to increase our subscription fee from it's present £2.00 to £3.00. (It was going to be £3.50 but thanks to a very generous anonymous donation we have managed to keep the subscription down.) We feel sure that you will realise why the increase has come. If, included with this issue, you have a subscription form you are now due for resubscription and it would be appreciated if you return the form promptly. For those without forms subscription is not yet due and you will be notified when it becomes due.

With the increase comes a new deal for our subscribers. After heavy negotiation we have persuaded the Moguls at the Kite Store to give all K.O.N. subscribers a FIVE PERCENT DISCOUNT on all goods purchased. In return for this concession we have agreed to send out with K.O.N. advertising material from the Kite Store. WE WOULD LIKE TO EMPHASISE THAT WE ARE RECEIVING NO MONEY FOR THIS. IT IS PURELY FOR MUTUAL BENEFIT TO OUR SUBSCRIBERS AND THE KITE STORE. Your new membership card is all you need to show to obtain your discount. Subscribers with time to run will receive their cards soon.

To ease editorial difficulty (the fact that we do like to have a holiday during the year) the publication dates of K.O.N. will now be as follows: January, April, July and October. Copy dates are now two weeks before the end of the previous month. And perhaps we will have a little bit more enthusiasm than last time when our request for photographs resulted in one photograph being sent to us. Despite the fact that many people seem to think that K.O.N. just appears out of mid air, we do actually need some information to go into it. So how about it you budding journalists!

For those readers who have attempted to build the Thermalist we have been given a supply of transistor spacers for those who want them.

Please note that despite one mistake being copied by several other people we only own one house. This is

31 GRANGE ROAD,  
ILFORD,  
ESSEX  
IG1 1EU

(Fortunately the postman knows who we are due to the amount of post we have.)

DON'T FORGET FOLKS K.O.N. CAR STICKERS ARE AVAILABLE FROM THE EDITORIAL ADDRESS AT A REASONABLE PRICE OF 30 p EACH.

*Gordon* — *Gordon*

Enclosed with this newsletter is a form concerning insurance. In addition to the information given the following should be noted.

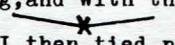
The policy includes: Flying Solo and at Festivals. Petes and giving demos with spectators under 1000. Test flying all kites including professional makers. Aerial photography by kite. Cover for both single and dual line kites. All eligible from the age of 12. Under 12 flying with parent is covered with the parents cover.

From John Spendlove:-

Announcing yet another light-wind masterpiece from Leonardo da Preston another Delta.Are you sitting comfortably? Then I'll begin rambling.

Once upon the day before yesterday,I was doing a bit of clearing up in my room.That's a bit like Sisyphus's job - unfinishable,the place is such a tip.Anyway I came across a packet of cigarette papers - must have been there 10 years,it's that long since I rolled my own.NOW, thought I,kite material maybe? Obviously.it's rather a long job sticking the bits together to form sheets of decent size,but it is light - and lighter yet is available,persumably,since the packet is labelled 'medium weight.'.Just how it compares with tissue I can't say I doubt whether anyone outside expensively equipped scientific labs has scales weighing in small fractions of a gramme.

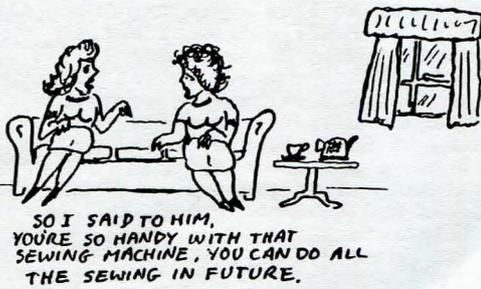
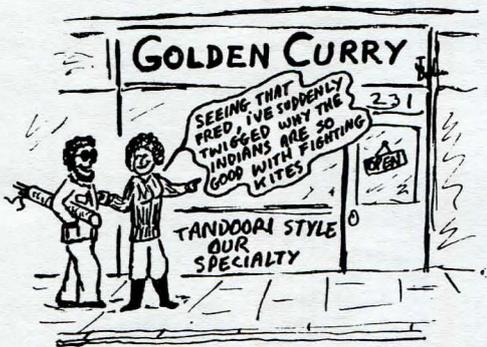
The kite is a high aspect ratio delta,but not a snubnose this time.The spars are finely split bamboo,and the kite weighs around 3g.Span is 600 mm,longeron 190mm.Leadng edges are 330mm,with the l/e spars 270mm. I set the spreader spar 130mm down the l/e,but this is too far forward, I guess the right position would need a bit of trial and error.Keel length is 60mm.Nose angle - when I can locate a protractor - is about 130 degrees.T/e is cusped.

I've already mentioned that I set the spreader bar too far forward - that's what comes of trying to apply the proportions of a 'standard' US delta to a high aspect version.Being unwilling to cut another longer spreader I instead heated the present one,which I'd deliberately made pretty long,and with the aid of a candle bent it,so that in plan it looks like  (mark you,in plan;no positive or negative dihedral).I then tied point X very loosely to the longeron so the spar couldn't swing and make the nose heaviness even worse.As an experiment I put spoilers on the leading edges between the nose and the inboard ends of the l/e spars,but I've really no idea if they help or not. They are simply pieces of cigarette paper gummed loosely over bits of plastic straw.Since the wind is very strong today,mid to upper fresh, it is hardly the weather to test such a kite.I did go out into the street with it however,since the wind wasn't blowing directly along it. The thing does fly but seems to need more wind than I hoped.I guess I cut away too much sail at the back leaving too small a lift area to make full use of the light materials.I'm not altogether happy about lateral stability,but that may be the result of flying it in turbulent ground winds,I'll have to wait for better weather for a proper test.

\*\*\*\*\*

From Peter Messenger:-

Has anybody tried flying from a house roof,my Delta did,but I wasn't there at the time.It happened like this;The GOKF were staging a show for the children of Cross Hall school St.Neots,Later on in the proceedings we had a very welcome visitor Mr.Sid Mills with his Flexifoils. Sid was giving us a really classic display with six kites when they clipped my Delta line.It just happened that the wind this particular Saturday was blowing level and smooth,so the kite flew peacefully away 50 metres up and dead straight.Myself and Dennis Hawkes just stared after it,as it flew across the local housing estate.At last it glided down between the roof tops.Making a mental note of the last seen position we made our way towards it.Hardly had we started on our way,when there it was ,50 ft up and holding steady.When we arrived at this particular house it seem to be securely anchored to the roof top.We knocked on the front door and tried to explain that their house was flying a delta and could we have it back please.Anyway it turned out we had to lasso my kite with Dennis's delta flying up alongside it ,crossing the lines then walking forward dragging my line down.One good tug and my little adventure was over.



I started flying kites as a boy with a Gibson Girl box from a surplus store, then took up kites again about four years ago with my son as my excuse. As a non-joiner of clubs K.O.N. is just what I have been looking for; the plans and tips are fascinating and I am learning things all the time.

Having been lucky enough to have had the last two summer holidays in the USA I thought you might be interested in some impressions of kites in California from the point of view of a kite enthusiast tourist who looked in the air, did some flying and shopping but didn't go to any festivals.

The most commonly flown kites seemed to be Deltas, Dragons (the latest craze?), Eddys plus some Powells and Flexifoils.

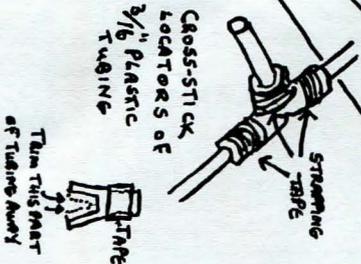
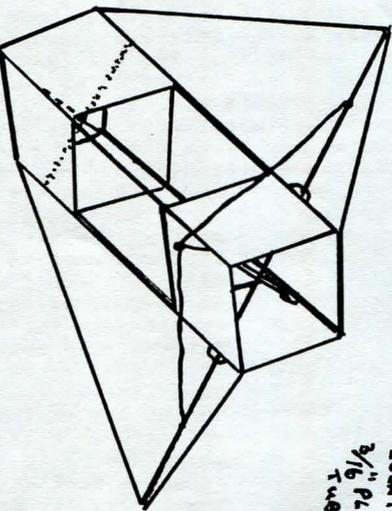
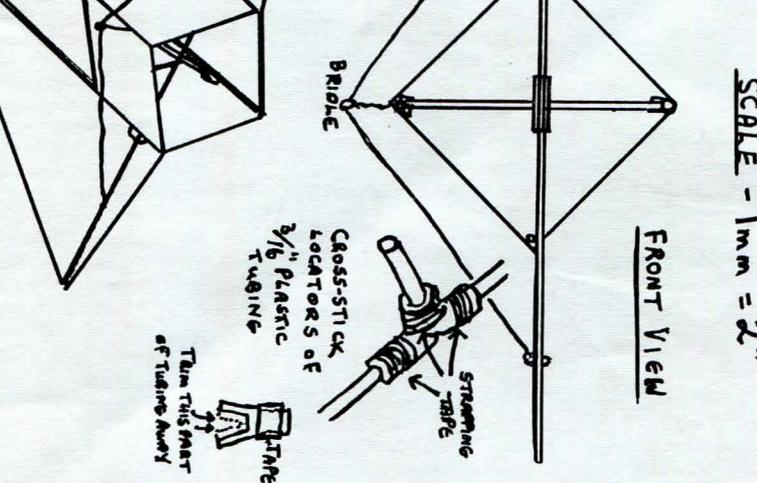
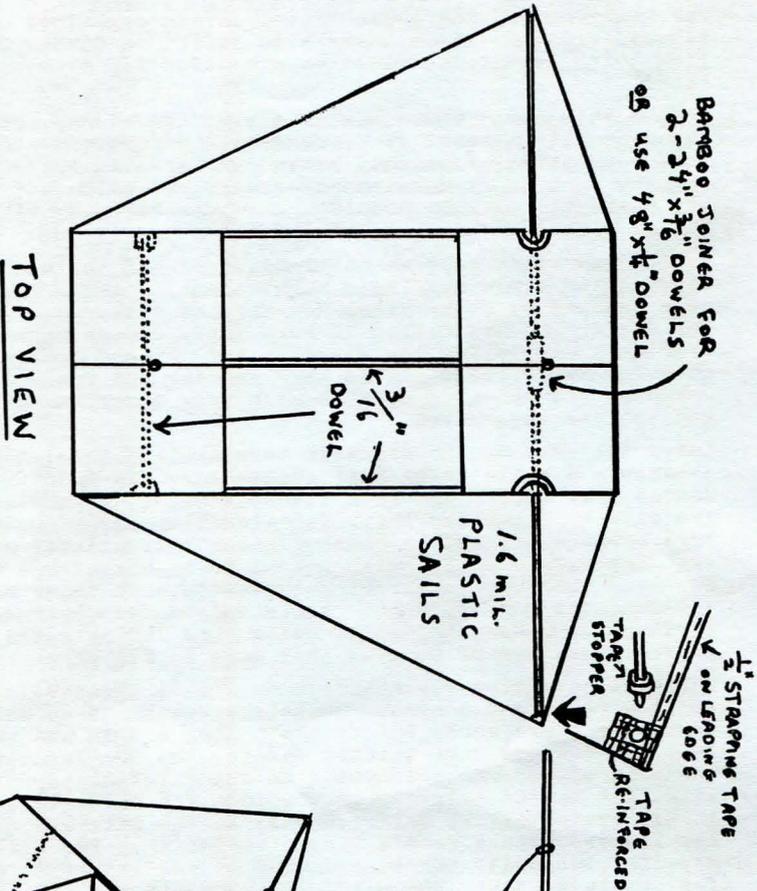
I have been to several shops selling kites including two branches of Go Fly A Kite. The range of kite types for sale is rather disappointing (certainly compared to types listed and advertised in Kitelines). The display is excellent and the prices for many kites rather high. What you are looking for is something different rather than a bargain - except perhaps for lines eg. 1000' of 100 lb line on a strong Indian spool for 10 Dollars. What you notice is that almost every kite on display is multi-coloured and highly decorated - multi-striped Deltas, Eddys with brilliant designs, highly coloured Conynes with big keels and stub wings as shown in Will Yolens book, a wide range of nylon dragons with highly patterned heads and rainbow tails, giant fringed 'fighters' (dancers) in nylon and fibreglass also mouth watering paper fighters.

I had looked forward to a visit to GFAK in San Francisco - but this turned out to be a disappointment. The layout and presentation is superb but the assistant wasn't very helpful and several things of interest were out of stock. If you want to buy kites in San Francisco I would suggest you look at the stalls selling cheap mylar Dragons on the street in front of GFAK (the salesmen fly them as an advert with the result that at closing time on a gusty day you can see traffic edging up to the lights with 30 feet of mylar wrapped around a couple of cars and the nearby trees suffering from indigestion) - also a gift shop which has quite a good range right on Fisherman's Wharf - but best of all the Chinese kite shop on Grant Avenue in Chinatown which has such goodies as a full range of Chinese silk kites.

There is quite a flourishing craft business selling Eddys with great pattern in all sorts of strange materials. Also toy shops sell Gayla and Hi-Flier ranges of plastic kites. I read in the latest Kitelines that Gayla claim to have invented the Delta and they are good kites to mess about with on the beach (and then bring home and fly).

The kite flying highlight was undoubtedly a flyer and his friends who operated on the beach of Carpenteria. We had gone there because the very helpful GFAK in Santa Barbara recommended it as a popular place to fly. Walking to the beach we saw in the clear blue sky: a 15' Conyne Delta with twin drogues, two big Deltas, a Snowflake, a Waldorf box, big Dancer, an 8 winged box, a train of 18 small plastic Diamonds and a curious black object. I guessed correctly that the black object might be a multi winged Marconi and got my credentials as knowing something about kites. This involved me in the afternoons operation which was for each flyer to get a kite in the air and run a Gunther Ferry up and down every few minutes which would release a parachute. Waiting in the dropping zone was a horde of local children collecting parachutes. Along the beach would be a dozen small kids who had been helped to launch a small diamond and then told it was theirs to keep. It was really a one man kite festival which seemed to go on most afternoons during his annual holiday.

by GEORGE WEBSTER



SCALE - 1mm = 2"

WEIGHT - 6 oz

WING AREA - 11 sq.ft.  
(INCLUDING ALL BOX SIDES)

WING LOADING =  $\frac{6}{11} = .55 \text{ oz/sq.ft.}$

WIND SPEED RANGE - 4 TO 30 m.p.h.

# WINGED BOX KITE

(WINNER OF THE AEROEFFICIENCY TROPHY AT THE TORONTO KITE CONTEST.)

GRAY WOODCOCK 1981

The Observer and The Japan Travel Bureau organised a cultural exchange between British and Japanese kite fliers on Sunday October 15th. The idea being that there would be a combination of new and traditional kites.

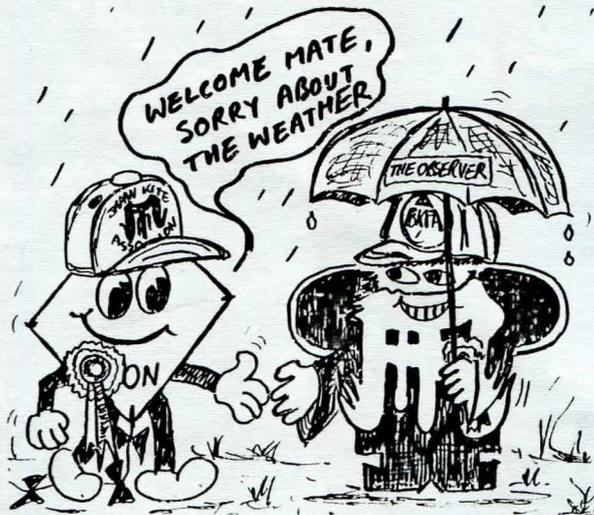
Before this event there was an exhibition of Japanese kites (from The Japanese Kite Museum) at Mitsukoshi, a department store in Regent Street. This consisted of seventy kites displayed in the shops foyer, an ideal display area as it consisted of mirrored walls and the kites were set off perfectly against them. The most eye catching kites were two large Sanjos placed either side of the inner doors.

Really the kites were so multi-coloured and varied that we felt many kites which would have been magnificent on their own on a flying site were swamped by other kites. However, the kites were not the only reason for seeing the exhibition. We were lucky enough to have two Japanese kite craftsmen displaying their skills. Marooka and Yoshida sat crossed legged at a low table. Their skills were amazing and reflected the traditional Japanese art managing to work with very sharp knives and very thin bamboo and not cut themselves.

Later the rest of the Japanese team arrived resplendent in red Happi jackets and white Hachi-Maki, and as they posed in front of the two large Sanjos they really did look like a team, not like British kite fliers who like to emphasize their individuality. Later most kitefliers present were given a DIY kite, a small fighter kite printed on what looked like thin paper, this paper later proved to be very tough indeed, also supplied was some beautiful thin bamboo, with these materials no wonder the Japanese make such good kites. Indeed Marooka, during the afternoon, constructed a Korean fighter using some 100 year old bamboo. This kite proved to be one of the few that were to fly on the following day.

The next day, however, was not to be one of spectacular sights, unless rolling rain clouds across Hampstead Heath can be called such. The British team were there early but the rain soon set in and the few Japanese kites that had emerged were quickly covered, but the Japanese did manage, with the help of some 50 volunteers, to bring to the top of the hill the big kite- 42' by 38' weighing approx 1000 lbs and said to have cost £6000 to air freight over! Unfortunately as the kite was unwrapped and erected the heavens opened. We did manage to see that the kite was not as we had expected. Basically the kite seemed to consist of holes surrounded by a few sheets of paper, the paper being joined with thin strips of vinyl twisted together to form a network. Certainly even if it had not rained we would have needed a fair wind to fly it. As the kite gradually disintegrated in the wet the Japanese presented the kite to Dr. Barnardos

who then had the job of rolling it up. However, despite the weather the two groups of kites seemed to communicate with each other and there was a great deal of badge and hat swapping. At the end of the day wet and cold most people agreed that if only the weather had been fine we would have seen one of the most important and spectacular kiting events in this country. As it was the Japanese went away with the idea that it really does rain all the time in England. Perhaps one day we could return the compliment and take British kites to Japan.



We have recently received the following concerning kite flying in Japan.

'Kite flying is now generally considered a children's sport during the New Year season. Kites, classic playthings made of paper and bamboo, have always been put on sale at the first fair of the New Year which today is held in such contemporary locations as department stores. It is very difficult, however, to find open space for flying kites today.

The Japanese word for kite, "tako", is of relatively recent origin. Before Japanese used the word "tako" (which also means octopus), kites had been called "ika" (squid). In the past, kite flying was not only a children's sport. In fact, kites were originally used in religious events to predict the size of each year's harvest. Kites were introduced from China some time before the beginning of the Heian Period (794 - 1191). In "Wamyo-rui-jusho", a book written by Minamoto no Shitago in the Shohei Era (931 - 958), kites were referred to as "shiroshi" (old paper owls). "Shiroshi" were said to resemble a hawk made of paper, flying in the sky. An alternative name for "shiroshi" was "kamitobi" (paper hawk). These ancient Japanese kites probably resembled hawk kites which can still be seen in the skies of China today. During the Heian Period, kite flying was not an amusement but rather an art. As times passed, kite flying was transformed from a pastime of the aristocracy to one for the samurai. Only then did the common people partake in the pleasure of flying kites. During the Edo Period the popularity of kites reached its peak.

As the popularity of kites spread during the Edo Period each province produced its own distinctive type of kite. Even within a single district the name of a kite would differ from town to town. According to "Batsurai shoko", written in 1775 by Koshigaya Gozan, 'In Kinai (Osaka, Kyoto, Nara) kites were called "ika" (squid) in Kanto (Tokyo and its environs) "tako" (octopus); in Chugoku (Hiroshima, Okayama) "tateu" (dragon) or "furyu" (wind dragon); in Karatsu (Kyushu) tako; in Nagasaki "hata" (flag); in Kochi (Sikoku) "tako"....' The reason why kites are called "ika" or "tako" is because their streamers resemble the tentacles of squid and octopus.

"Ehon-Edo-Fuzoku-Opai", a book illustrating the customs of Edo at the end of the Edo Period (1603 - 1867) describes the kite shops of the time as follows; 'There are seven kite wholesalers in Edo. Of the seven, the one which sells the highest quality kites is Iseya Hanbe's in Kamiya-cho, Nishikubo. Children call the store "Tako-han" (tako meaning kite and "han" an abbreviation for Hanbe)... The kites which fly best are the Horiryu (Moat Dragon) and Fukinuki (Streamer) both of which are available at the Shitaya wholesaler and Shirauo (Whitefish) available at the Kyobashi wholesaler. Sons of feudal lords or "hatamoto" (direct retainers of the Shogun) have a room called "tako-beya (kite room) to store their kites. Therefore, very prosperous kite wholesalers are not at all unusual. Wherever you go, you can find an employee of a kite wholesaler on his way to retailers scattered everywhere in Edo. He carries big baskets of tanned paper (full of kites) on a pole'. These comments show us that there were many kite manufacturers and that all people of all classes, both children of samurai and those of merchants and townfolk, fanatically flew kites.

The popularity of kite flying, however, was inversely related to the advance of urbanization in Japan in the Meiji (1868 - 1912) and later periods. In 1874 when a telegraph office was built in Nihonbashi, Tokyo, a regulation prohibiting people from flying large kites was issued by the Tokyo Municipal Office in order to protect overhead telegraph wires. Furthermore regulations issued in 1877 stipulated that those who fly kites as large or larger than adults and therefore block traffic, will be punished. Because kites might interfere with telegraph wires or rickshaws and carriages, pressures against kite flying intensified in Tokyo. Since that time about one century has passed... And now, both "take" and "ika" have almost disappeared from the skies of Japanese urban centres.

'On January 10, a balmy day, the 'Fourth Kite Competition of Toride City' was held in the dry riverbed of the Tone River in Toride City, Ibaraki Prefecture. About six thousand people from as far away as Tokyo and Chiba Prefectures came to Toride on family outings to enjoy the spectacle of the flying kites. There were even kites dedicated to traffic safety with slogans such as 'passing and speeding are detrimental to life' written on them' ("Asahi", January 11, 1971).

Kites which had been prohibited because of traffic conditions are now launching a counter-attack by advertising appeals for traffic safety from the sky. This phenomenon certainly reflects how time can reverse itself.

Recently Japan has been hit by a kite revival which does not limit kites to just being playthings of children. Kites which are displayed in such places as the folk-art section of department stores are popular handmade crafts which remind us of the current slogan 'Discover Japan'. Nowadays using kites as interior decoration has become a fad - they are often featured in the 'decorating ideas section' of fashion and women's magazines. From flying in the sky, kites have been transformed into interior decorations, thus making their debut in an entirely new sphere. In the summer of 1971, a mini-kite which you can fly while you sleep was placed on sale. This kite was 8 cm (2.8") in length and 6 cm (2.4") in width. Both a spool and twine were included in the price.

During sweltering summer holidays it is a great pleasure for Japanese husbands to take a nap in front of an electric fan. This mini-kite was devised so that husbands could play in their sleep with this kite flying on the air currents generated by the fan. If you are co-ordinated, you can make the mini-kite fly as high as the ceiling. Kites originally flew on the cold winter winds but now they go hand in hand with electric fans in summer - an extraordinary change in the sense of seasons.

Even in the world of children, flying kites has managed to revive. People from urban districts are reportedly using kites in both traditional and revolutionary ways. In Tokyo where there is no open space, kites are flown from roofs of buildings.... A friendly kite flying contest was recently held from the roof of Nihonbashi Mitsukoshi Department Store... About thirty children participated but no matter how fast children ran the kites simply bounced after them, never going up into the air. Spectator mothers and competition assistants in their red blazers gave the children a hand and finally to the cheers of the crowd one or two kites were aloft. The children were totally absorbed in the kites despite their failure. All of the mothers said, 'It is so pathetic. Even if we buy a kite at a department store and take it home, it will only be a decoration. We need a wide place where you can fly kites freely...' ("Yomiuri, Dec. 27, 1971.)

On the same day there was an article in the "Asahi" newspaper which said "When looking at kites, parents become nostalgic and children all say 'Gee, Pop, did you really do this kind of thing over New Year when you were young?'"

Children do not only play with kites during exhibitions on the roof of department stores but also in the playgrounds of elementary schools in the country. "On the 17th, eighty fifth-graders of Hishi Elementary School in Nogata City, Fukuoka, flew kites in the school grounds. All of the kites they flew were Suruga kites which originated in Shizuoka Prefecture. About three weeks ago, all the fifth-graders started to make their own kites, saying "Instead of buying kites, let's try and make them!". During their art class and after school, they continued making their new kites. On the afternoon of the 17th, they finished. When Suruga kites fly, they roar in the wind because there is a special paper affixed to the back of the kite. The playground was full of kites of all colours. The children with their rosy cheeks ran around and around with their

kites'. ("Asahi, December 18, 1971).

Children fly kites innocently but others fly kites for various reasons. 'Seventy people from Kyote and Fukuoka who belong to the Peace in Vietnam Association held a kite flying contest on the 5th near a runway of the American Air Force base in Iwakuni, Yamaguchi Prefecture. Their slogan was "Let kites down phantoms!" Their hand-made kites which read "Get out of Vietnam now" and "Co-operate with U.S. soldiers against the war" flew 100 metres into the air... A leader of this protest group, Tsurumi Shunsuke said "We got this idea originally from a U.S. soldier on the base, since it's been successful we plan to continue it in the future." ("Asahi, May 6, 1971).

A photograph of a kite with "GRUDGE" written on it appeared with the article. This flying grudge kite was a demonstration against army planes taking off from Japanese soil. These kites are completely different from those depicted on colourful wood block prints of the Edo Period when kites were decorated with colourful pictures or congratulatory New Year symbols such as happiness, dragon, glory.

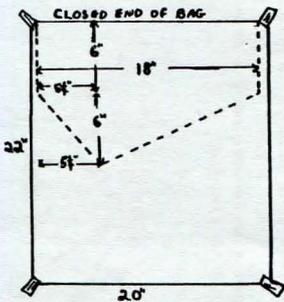
Elsewhere we found the following article; "The Fuji, a Japanese vessel observing Antarctica, was stuck in a sea of ice floes, 320 km northeast of the Japanese research station on Antarctica. The Fuji crew members flew kites to pray for favourable winds." ("Asahi", Jan 28, 1971). According to this paper, the point where the Fuji was stuck was a place where the ice rarely melts because it is in the shadow of a huge iceberg. In a photo one sailor was holding a spool of twine and another a kite with the characters "southern winds". The characters had been written by the crew to pray for escape. From this we can see that the traditional concept of flying kites to pray for luck and auspicious omens has not been abandoned even in this age of science and technology.

GARBAGE KITES

By GARRY M. WOODCOCK

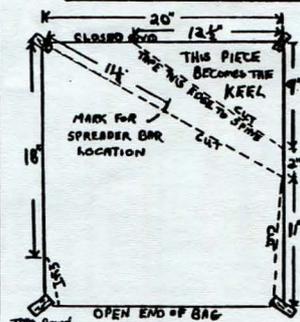
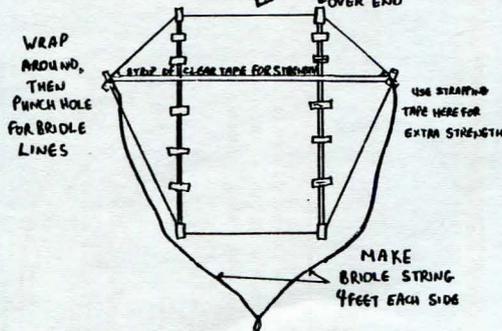
SUPER SLED

SOARING DELTA

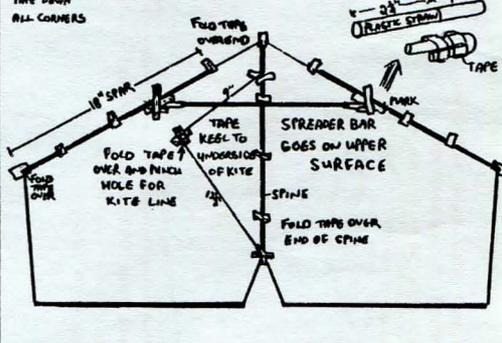


- STUFF YOU NEED**
- A KITCHEN CATCHER GARBAGE BAG - 20" x 22"
  - ONE 3/16" x 1/4" DOWEL
  - TAPE, KNIFE, SCISSORS
  - STRAPPING TAPE

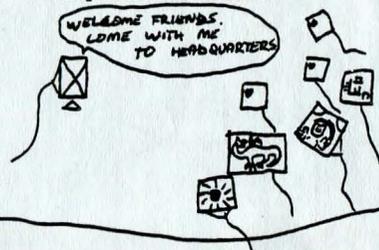
UNFOLD TO THIS



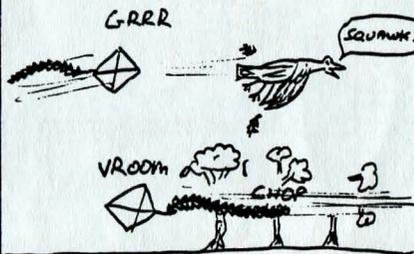
- STUFF YOU NEED**
- A KITCHEN CATCHER GARBAGE BAG - 20" x 22"
  - TWO 3/16" x 1/4" DOWELS
  - A PLASTIC DRINKING STRAW
  - TAPE, KNIFE, SCISSORS



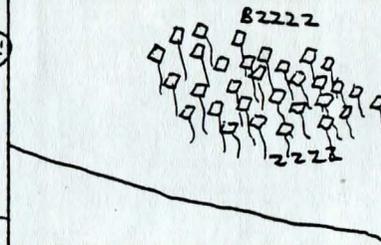
12. And now they have aid from abroad, thousands of Japanese silk kites -



13. Indian fighters -

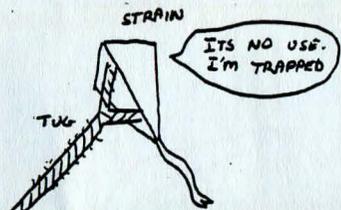


14. and swarms of Kiskidees.



15. Is there anything that can be done to stop these viscious creatures? Can their march against humanity be stopped? Well.... there are a few simple precautions.....

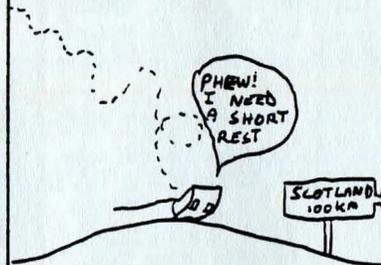
One- Keep your kites on a strong lead - don't give them a chance to escape.



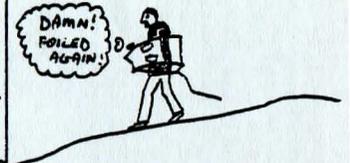
17. Two - don't let kites get too close to one another - keep them isolated.



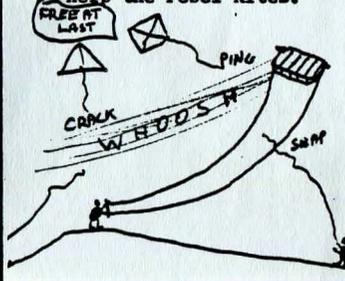
18. Three - if you see a loose kite resting in a field -



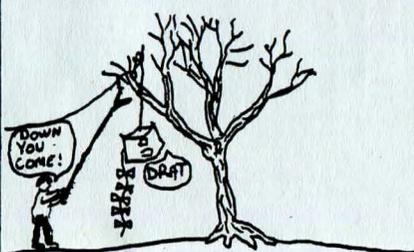
19. don't wait - jump on it quick and chain it up.



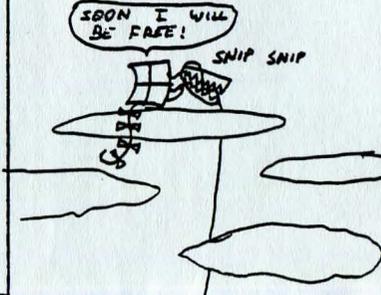
20. Four - Don't liberate other people's kites - they merely help the rebel kites.



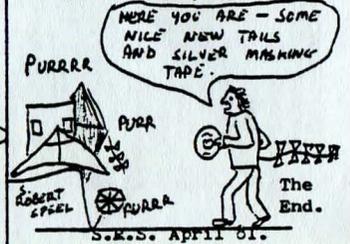
21. Five - if a kite is caught by a tree - get it down. It may be just wounded and escape from the tree to freedom.



22. Six - Don't let them stray too far out of sight....



23. Finally - treat your kites well and they will be faithful to you.



S.K.S. April 61.

I was thinking the other day about the different trends we see in the outlook of kitefliers from time to time. Incidentally there is a feeling amongst members that a lot of people are dropping out of activity at present, and the poor attendances at some of the recent meetings would seem to substantiate this. It would be a pity if this was so, and the sport fell apart like the recent skateboard craze, but being an optimist I do feel that the hard core of dedicated kite makers and fliers will still be in operation.

To get back to my subject however, we have recently been occupied with soft kites (parafoils, sleds, flexifoils etc) but I notice now a renewed interest in box kites of various kinds, with Codys being especially prominent. The latest thing though is a renewed interest in high flying (whether legal or not).

Like any specialist activity this needs a good deal of thought to be carried out successfully. The first consideration would seem to be the question of size. Large kites with the corresponding large equipment seem to be out of the question for most people owing to cost transport and associated problems.

To go to the other extreme kites have been flown to great heights using small kites and very light line (like button thread). Perhaps I had better make it clear that I am writing about flying single kites only - kite trains being the same problems as large kites, regarding ease of operation and cost.

However, having decided on the size you intend to use, there comes the real important question of the type of kite to be used, and the type of reel needed to carry the necessary rewind, bearing in mind the fact that wind speeds vary very much at different altitudes. Box kites are inherently stable flyers, Eddy Bows flown with a small drogue or pony tail are fairly reliable, and Conynes single double and triple are also good.

Taking Box kites first, the main drawback is that they are heavy, owing to the amount of wood in their frames, they therefore do not fly at as high an angle as some other types, and they tend to drop quite rapidly if the wind dies down.

Eddy types flown with tails are a bit risky as the amount of drag needs to be varied to suit different wind speeds and this cannot be done after the kite has been launched and is a good way up. They fly at a good angle and the pull on the line is adequate to keep sagging within reasonable bounds.

Conynes are fairly good in coping with variations in wind speeds, and properly made fly at a good angle, with adequate pull on the line. I would suggest though that a single Conyne would be safer with a small drogue.

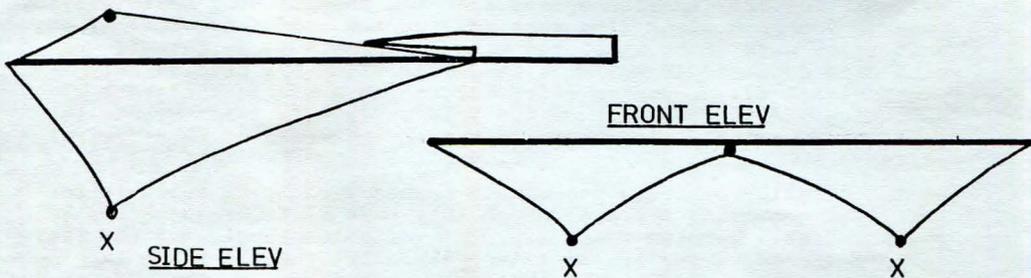
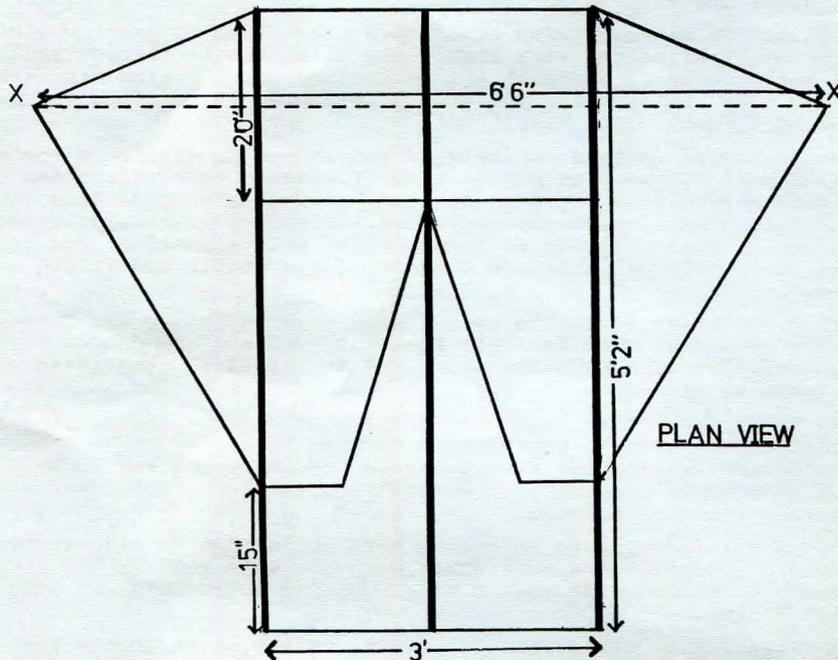
The kites I have not specified include Deltas, which unless tailed are unpredictable and if tailed there is the question of having a tail suitable for varying wind speeds. Also the thought of a Delta gliding towards you on a slack line does not inspire confidence. Most of the soft kites seem to be afflicted with a tendency to deflate if the wind dies down and it would be better, if Sleds are used, to defy protocol and fit a spacing stick across the mouth to counteract deflation, and the tendency of the bridle lines to twist up, due to inefficient swivels (Incidentally has anyone heard of an efficient swivel?).

On the question of reels the single handed variety is suitable for the lighter pulling types, although they have their drawbacks, in long rewinds. Double handled reels are better for long hauls, but the flat variety can be tiring if the kite pulls a lot, and the round ones have everything to commend them except transportability.

A design I can recommend is my TWIN KEEL PRECISION (2KP for short) which is very similar to W.O.'Stormy' Weathers Winged Victory design in general concept but differs in several important particulars.

The 2KP is a light weather flier to compete with standard lightly constructed Deltas, but offers considerably more pull and lift, together with a very high flight angle. The name PRECISION comes from it's impeccable ground proximity manners and ability to hang just a bridle length out in a stable manner; low ground effect passes and zooming climbing ability are also outstanding.

Basically it is a Grauel vented sled with very deep keels set just 1/6th of the length back from the nose and chopped off short of the back edge of the kite. Stubby wings carry the tips of a spreader bar and a loop of cord in the middle of the kite restrains and at the same time resists too much bowing of the spreader bar. Material is lightweight ripstop with 1/4" longerons and 3/8" spreader bar approx. 2 m long.



HOBBY CRAFT - KITES by DIDIER CARPENTIER and JOEL BACHELET.

This new book, translated from the French, costing £1.95, like many other kite books on the market follows the same formula of having a basic introduction, brief history of kites, basic kite materials, a description of wind conditions etc.etc.etc. Unfortunately, unlike some books which are original, most of the first half of this book seems to have been copied from various other sources.

One comment that must be made is that for a beginner in the field of kite making the book's description of kite designs would, I feel, in some cases result in a few mishaps and disappointment. For example the Parafoil design given has only one scale drawing and no instructions at all on the construction and bridling methods which are certainly needed, but for more advanced kite makers it does contain some new designs. The triple Conyne Kite (French style with loose flaps). The Plano which is a flexible cellular kite. The Star (the magnificent kite by Andre Cassagnes which many people saw at Dieppe last year). The Pomoserf, a Hargrave type box kite. There is also a short section of kites made from polystyrene including the famous Flying Iron. The book also includes a small section on Diamond kites with various attachments being mainly windmills.

However, despite all the drawbacks this book has, to my mind, it is worth £1.95 for the lovely coloured photos that it contains.

So if you are one of those kite fliers who like to have all the new kite books this is for you. If, however, you are looking for a good kite design book look elsewhere.

(Available at the Kite Store early in the New Year.) G.B.

!!

KITE TRAINS MAKING by EIJI OHASHI.

Eiji Ohashi has just published a new book with the English subtitle "Kite Trains Making" with complete instructions for making 25 kinds of trains, including several types of centipedes and a collapsible box kite. At Mt. Fuji Asagiri he had a train of vegetables, nine varieties from pumpkin to radish and a train of quintuplets. The book has 56 pages, 8 in colour, 8 1/4" x 11" paperback, very well illustrated with Japanese text and metric dimensions so it's easy to follow. Ohashi's book is a must for any train enthusiast.

As Ohashi's book is not yet being imported the best way to get one is to write directly to the author, Eiji Ohashi, 1-8-1 Nakamura-Kita, Nerima-ku, Tokyo 176, Japan. The book costs 1200 Yen and airmail postage is about the same so enclose 2500 Yen. (You can probably get currency from your local bank) or 11 Dollars in U.S. currency as personal cheques are hard to cash in Japan.

Washington Kitefliers Association.

!!

KITES IN THE SKY by JOHN GAPP.

Not a new book but one that we have just acquired. Kites in the sky costs £1.50.

Yet another simple kite book aimed at the total beginner. It contains the usual sections on kite history, materials, wind conditions etc.etc. Although we were personally put off when the introduction describes the kite as a method for adults to relive childhood. It seems that we spend 90% of our time trying to dispel this myth.

The book contains instructions for four basic kites and these are described fairly well but we feel a reader would soon progress to more advance things. Certainly this book seems aimed at the younger kiteflyer and has little to offer except to complete a collection.

In the case of the Kite v. the police helicopter, the precourt motion was upward yesterday as more than a hundred kite fliers joined near Fort Hamilton in Brooklyn to send an airborne protest to city authorities.

From a grassy stretch along the Belt Parkway - the spot where a police helicopter pilot issued a summons to Larry Cuttitta on July 26 for "flying a kite at 1000 feet" - sprouted dozens of brightly coloured diamonds, boxes, rollers, sleds and parafoils; deltas with nine foot spans and one only inches wide; French military kites and Chinese dragon kites and a single "Summer Snowflake".

Mr. Cuttitta will appear this morning in Brooklyn Criminal Court and is expected to plead not guilty. Police Officer Charles Cosenza, who issued the summons after he landed his helicopter on the field, charged that a kite flown at that altitude was hazardous to air navigation. The kite flier faces a fine for violating the city's administrative code which empowers officers to enforce Federal air safety regulations.

But Michael L. Santangelo Mr. Cuttitta's lawyer, said in a statement; "Federal regulations do not prohibit kite flying at any altitude or in any area if the kite is under the weight of five pounds.

"It's very comforting to find others with the same interest and concern". Mr. Cuttitta said yesterday as he surveyed a sky filled with kites, some as high as 800 feet, and framed by the towers of the nearby Verrazano-Narrows Bridge. He noted that among the supportive crowd were not only his neighbors from the Dyker Heights section of Brooklyn but also kite enthusiasts from as far away as Manhattan.

Beyond demonstrating its support for Mr. Cuttitta, the newly formed Brooklyn Kite Club (paid membership; \$1) sought to prove the need for a designated kite flying area along the narrow strip on Gravesend Bay between Bay Eighth Street and Fort Hamilton.

City Councilman Thomas J. Cuite of Brooklyn, the majority leader, stopped by to express his endorsement of the general idea and to take a few pointers in kite flying from Mr. Cuttitta. Of the summons, Arthur Dileva president of the two week old club said "This came out of the blue - literally. I've been flying here personally for 20 years. This was unheard of. We're just like squatters here. Now we are trying to formalize it."

THE VERDICT. Saying that the case was "for the birds" a Criminal Court judge in Brooklyn yesterday threw out a summons that police had given a Bay Ridge man for flying a kite in what they said was an illegal and hazardous manner. The police said the kite had been at 1000 feet.

The judge Jerome M. Becker ruled that "kite flying is legal in New York City at any height providing the kite weighs less than five pounds." The kite in the case weighed only 13 ounces so the summons was unwarranted based on Federal air safety regulations the judge said.

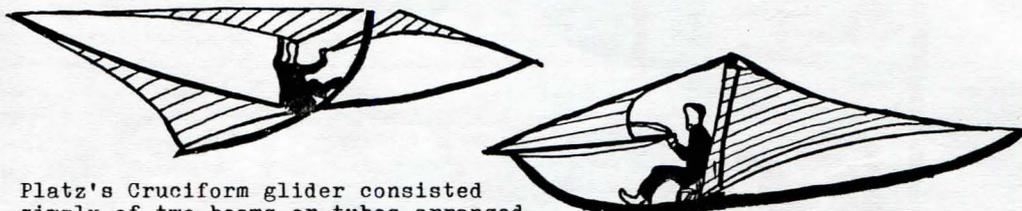
Judge Becker called the kite flying pursuits of the defendant Larry Cuttitta, an "activity by a different type of air controller" that is "one of the few permissible and legal means of getting high in New York City without breaking the law".

Mr. Cuttitta said after the ruling "I'm absolutely as high as a kite." The defendant's 9' x 5' kite, red white and blue nylon on a wooden frame was folded at his side as he stood before the judge and applause broke out when the ruling was announced. The police department are studying the ruling before deciding to appeal. Mr. Cuttitta could have faced a 1000 dollar fine if found guilty.

(THE ABOVE ARTICLE WAS SENT TO US VIA COLIN RENWICK OF THE KITE AND BALLOON COMPANY WHO RECEIVED IT FROM ONE OF HIS AMERICAN CUSTOMERS.)

Before we wrap up Marconi and Dick Faulkner's claim that my photo is a fraud, I would like to offer some evidence to predate Angas and his Marconi rigged yacht.

Several years ago I was going through some old FLIGHT magazines of the 1920's when I came across reference to a novel hang glider designed by Reinhold Platz, himself designer in the Fokker empire during and after World War I. Ron Moulton's book refers to the Platz rig on pp 37 and I am enclosing a copy from the relevant page from Weyl's book 'Fokker, the creative years'. I think that this evidence is enough for those Marconi fliers to rename their devices 'Platz Wings'. Since Platz was around during the very early part of the century he may well have come across kiting (he was a welder by training) as there is plenty of evidence of the role played by kites in the development of the aeroplane in the years 1890 - 1903. What I would love to do is find the relationship between the odd multi-winged device and Platz. I have recently discovered that Fokkers have made kites, for military purposes. I shall follow up the lead and see if it comes to a useful conclusion.



Platz's Cruciform glider consisted simply of two beams or tubes arranged crosswise with sail cloth stretched between them: in effect it was the fore-sail and main-sail of a yacht used for gliding.

B.U.M.

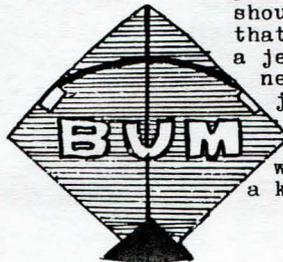
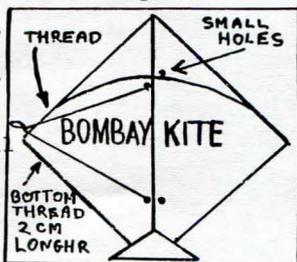
THE FOLLOWING IS AN AUTHENTIC INSTRUCTION SHEET GIVEN WITH A KITE.

The History of kite goes back to the time of Pharaoh, the ruler and fictitious God of Egypt, who first flew the Kite in the sky to show his might and superiority to God ignorant people. Later on it travelled to India, the Indians who were most fanatic by nature adopted flying kite as their hobby. Flying kite is also significant from the hygienic points of view, as it improves the eye sight and general exercise of arms and the rest body.

Description. 1. A kite is made of paper of different colours or of one colour. 2. The paper is supported by two thin sticks one is a bow shape which goes horizontally and the other is straight vertically.

Instructions to fly kite. 1. On the upper side of kite make two holes each side where the two sticks unite. 2. On the lower make two holes on both sides next to vertical stick and keep distance of five inches from the tail. 3. One end of thread should be tied in the upper two holes so that horizontal and vertical sticks should be untied while the other end should be tied with the lower holes. 4. After it is tied give a knot to the thread while knotting keep distance of two fingers on the top and zero at the lower side. 5. After that the kite should be tied with other thread as required. 6. Before flying it ask one person to take the kite to a long distance and leave it in the person who flying

the kite thread. After should give and simulta- Thread. Do of thread The kite will sky and one flying of



should pull the that the person a jerk to his hand neously loosen the jerking and loosen continuously. go high in the will enjoy the a kite.

FAMILY  
NEW  
TO  
KITES  
N8 OK!

GREAT  
THATS AGREED THEN,  
SPAIN FOR OUR  
HOLS  
YEAH,  
WE CAN  
TAKE  
SOME  
KITES

SOON  
AT LUTON AIRPORT

STUKA  
AIRWAYS'S  
CHECKIN  
YOUR TICKETS  
STUKA  
HOLIDAYS  
ERE DAD, THATS  
A FUNNY LOOKIN'  
TRIDENT

GLITTERY  
SCARF  
CHECKIN

NOW I KNOW WHY  
THIS HOLIDAY WAS  
SO CHEAP  
SHUT UP AND KEEP  
PEDALLING  
(INFLIGHT MOVIE?)

FIVE OF US  
JAMMED IN  
A TWO SEATER  
DAD WHY'S  
THE PILOT KEEP  
SHOUTING ACHTUNG  
SPITFEUR

SPAIN LOOKS  
FAMILIAR  
EXCEPT  
FOR THIS

THE HOTELS  
ONLY HALF  
BUILT

REAL  
ALE  
NEWCASTLE BROWN  
JELLIED  
EELS  
BILDM  
BOTTLE  
SHOP  
NAT  
WEST  
BANK  
FISH  
AND  
CHIPS  
BEING ABROAD IS  
SO STRANGE  
BACON  
SARNIES  
EGG'S  
CHIPS  
HMM

LA E R  
OLE'

IM GONNA FLY  
THE STUNTERS  
YOU TAKE THE  
KIDS TO THE  
BULLFIGHT

OF COURSE DAD HAS  
TO FLY EM NEAR  
THE STOCKYARD

GORDON BENNETT  
LVE GOT AN  
'ANDFUL'ERE

PIP IS ARM ORE  
(LAD)

WHASA DIS?  
I NO LIKE

LETSA  
WENT  
MUCHACHA

UNO  
MOMENTO  
LATER  
SPANISH  
SPEAKING  
READERS  
INSERT  
CORRECT  
WORD HERE

STAMPEDE  
OF  
EQUIMENT

BRINGA  
ONA DA  
NEXT  
BULL  
WE  
AINTA  
GOT NONE  
SENOR

THATA CRAZY  
INGLEEZI TWIT  
ANDA HISA KITES  
STAMPEDA THEM

WE HERE DRAW A VEIL  
ACROSS THE DISTRESSING SCENES,  
WHERE A BULLFIGHT CROWD  
SMASHES UP THE STADIUM, A  
HERD OF RAGING BULLS WRECKS  
MADRID AND A LONE BRITISH KITE  
LOONIE IS NEARLY LYNCHED FOR  
ENGAGING IN HIS HARMLESS HOBBY  
SUFFICE IT TO SAY THAT AT THE  
TRIAL THE JUDGEMENT WAS

SENOR BULKE, I  
BELIEVE YOU HAVE  
A SAYING BACK HOME  
ON YER BIKE AND  
TAKE YER  
KITES WITH  
SHAME

THAT MUST BE A RECORD  
ONE DAY IN SPAIN AND  
WE'RE DEPORTED, MY MOTHER  
WARNED ME ABOUT YOU

AH SHADDUP  
SNIFF

I CAN JUST SEE  
THE PAPERS  
BACK HOME

HELLD NORRIS  
THIS MUST  
BE AN  
ENTRY  
FOR THE  
G.B.R

DAILY GETSWORSE  
BRITISH KITE HOOLIGANS  
IN SPANISH RIOT  
HISTORIAN AFTER THIS DISGRACEFUL  
INCIDENT THE SPANISH  
HOME SECRETARY SAID  
WE'D RATHER HAVE  
YOUR SOCCER FANS  
READ ABOUT  
IT

J. BARKER

WASHINGTON KITEFLIERS ASSOCIATION.

Their current editor Jack van Gilder has been elected unanimously as President of the American Kitefliers Association. So the W.K.A. newsletter has new editors and a new look. The newsletter contains the usual local group happenings but perhaps the most useful and interesting item as the article about the A.K.A. convention at Houston. (Our latest A.K.A. newsletter is still lost in the post.) So this is the first news that we have had. It appears that relations between A.K.A. and KITELINES have improved. Kitelines has agreed to run adverts for A.K.A. and there is hope that if Kitelines can establish a regular schedule of publication it will become the official organ of the A.K.A. replacing the present A.K.A. newsletter. Apparently the big job for the next year is to increase membership above the current level of 850. As for all groups and newsletters they are short of money.

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AUSTRALIAN KITE ASSOCIATION.

In the A.K.A. recent news sheets there were a couple of interesting comments made. 'Warning to line winders. Rubik Cubes can give cramps in the arms and prevent kite flying. This new hazard must not be allowed to intrude upon our own artistic obsession, fascinating and absorbing though it is. Sometimes I think of Professor Rubik and the way he must laugh in bed to think of the millions of sillies at any one moment of time all over the world twiddling his cube.' Another thing of note 'The Law Department has new fines for overflown kites. They are quite steep so keep down to the 300' that is our legal limit.

\*\*\*\*\*

GREAT OUSE KITE FLIERS.

It is good to see a new kite group producing a newsletter and obviously the group is very affluent with a bank balance well over a three figure number (if only we could say the same). The money has obviously, however, come from their own efforts. They run stalls selling kites at their events and run a raffle. All useful to increase funds. The G.O.K.F. even have something which to our knowledge is rare in this country, they have a club stock of ripstop and other kite related paraphenalia. It is so nice to see a group on the up.

Colin Jackson related to us an amazing letter from Val Govig of Kitelines. Apparently she was very interested in how the group got its name. Great Ouse Kite Fliers. Was it because they always flew at Great Houses!!!!

\*\*\*\*\*

NORTHERN KITE GROUP.

Ian Walton wrote to us about the N.K.G.

'The Northern Kite Group celebrated it's third birthday on November 5th and a recent upsurge of new members and late renewals has increased our membership to a very healthy level. Our annual festival in September was well supported with lots of new kites seen, and one of the latest trends seems to be decorative wind socks. Our newsletter 'Kite' continues to appear at quarterly intervals, and the latest issue will contain the usual wide variety of material. We've held a couple of meetings in the bitter cold, but a surprising number of people turned up. The last one was enlivened by the efforts of Paul Chapman and myself to construct an on-the-spot Edo from garden canes and plastic sheet. It started off quite large, but after various crashes and 'Modifications' had so little sail area left it could barely lift its own weight in a thirty mile a hour wind. Best flight about 15 secs.

WESSEX KITE GROUP

Patrick O'Driscoll has written to us about the Wessex Kite Group Festival on the weekend of 14/15 August. The event will take place at The Royal Victoria Country park, Netley, near Southampton. The Victoria Country park borders Southampton Water and covers several hundred acres. The facilities include restaurant, toilets etc. By special arrangement they are, for the weekend only, preparing a camping site for us. (Early arrivals from Friday evening 5'o'clock.) There is a river side walk with sunbathing, swimming or fishing. Shops a few hundred yards outside entrance plus fish and chip shop. You pass a good pub to get in the gates. Saturday evening if wanted we will have a barbecue.

With the facilities and help the park rangers are giving us we hope large numbers of you will take advantage on the long weekend and come south. Please if you are coming send S.A.E. and state tent, caravan or caravanette. We can then book you a space and a small charge for the site will be made. Will you please come and have a really first rate weekend and show Hampshire for the first time what kiting really is. If you can only make one day we hope you will turn up.

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BRIGHTON KITEFLYERS

In their recent magazine it is stated that super low membership fees are to be maintained for at least two years. To do this membership will be renewable on one date. This will be January 1st, Membership fee will remain at £1.50p.

There is mention of a new record attempt which goes under the name of BRISEATOW. There were no further details concerning this but Greg Locke has been having Trails with a Stratoscoop 3 (stunting it).

\*\*\*\*\*

MIDLAND KITE FLIERS

Their latest newsletter combined issues 11 and 12. This was due to the fact that as their financial resources are very tight they decided to save on postage and printing. The third Annual Kite and Boomerang Festival will be held at Weston Park, Shropshire. It will include a kite flyers barbecue on Saturday night.

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ESSEX KITE GROUP

The Essex Kite Group Newsletter now sports hand painted colour pictures, Roger Pike certainly seems to be doing a good job. The Newsletters contain mostly information about group flyins and displays. Members of the E.K.G. have again won several awards for kite flying at the Epping Forest Sports Council annual awards.

\*\*\*\*\*

**Grimbledon Down**

reproduced with kind permission of *Bill Tidy*



The Kite Store recently sent us the following claim saying that it is somewhat larger than the Dutch Parafoil and only takes six people to fly it.

THE KITE STORE / SPECTRA STAR SUPER DRAGON: 1. Head Size; Width 11 feet Height 11 1/2 feet Area 120 sq.feet. 2. The Tail; Total Length 1271 feet Width (at top) 8 feet Area 6083 sq.feet. Please Note: The tail was not of the straight taper variety. There were large parallel sided sections in it, hence the large area in the tail.

Total Area: 6203 square feet. Flight: At Scheveningen Beach on Sunday 21st June 1981 at 3.00 pm for a duration of approximately 40 minutes. (Tide was turning so that the flight had to be terminated.)

WE CLAIM The record for the Worlds Longest Kite at 1282 feet. The record for the Worlds Largest Kite at 6203 sq.feet (578 m<sup>2</sup>).

\*\*\*\*\*

We received news of a Speed Week that was held in Portland Harbour. The fastest speed of the week was by a standard surfboard with a rig planted near it's bow. The third fastest craft was 'Jacob's Ladder', Ian Day's kite powered Tornado which achieved a speed of 23.71 knots. This was achieved in a wind of 15 - 18 knots. The craft consisted of Tornado hulls with a stack of 15 rectangular kites each measuring 6 ft by 2 ft (The kites appear to be flexifoils.) The kites are deliberately swayed to and fro by winding control winches. On the seventh day the wind was gusting to 50 knots with a steady 30 - 35 knots all day. The spectacle of the day was provided by 'Jacob's Ladder' which took briskly to the air by being bowstrung between her high flown kites and a secure line led ashore. The resultant force flicked her into the air, and she landed upside down some 50 metres to leeward.

\*\*\*\*\*

New at the Kite Store Rainbow Stunt Kites of California. They are available in single, three and six pack tubes and are ready to fly. The kites are constructed of top quality ripstop nylon, the frame is made of aircraft grade anodized aluminium and the flying line is dacron. The kites feature a spring steel nose piece, a rather clever connecting system (for when you want to add more kites) and ripstop tails. They are quite expensive as the kites are only about two foot square. The kites are in six different colours and cost £14.95 for a single, £40.00 for a triple and £65.00 for a sixer.

\*\*\*\*\*

How the mighty have fallen Charles and Di souvenir Zippy Dancing Kites to clear at the Kite and Balloon. These kites were about £2.50. A big boxful to clear at 50p each.

\*\*\*\*\*

The Kite Store and the Kite and Balloon now stock a Super range of button badges by kilters for kilters.

\*\*\*\*\*

Kites on the rates. Four 'kite workshops' are to be organised by a Labour controlled county council at a cost of £350 on the rates. But when the scheme was approved by South Yorkshire yesterday, Tory councillor Danny George said: 'It is another pie-in-the-sky idea from the council that has become a laughing stock for counting lamp posts.'

\*\*\*\*\*

Malvern Kites is a new kite wholesalers and retailers who has recently been seen at most of the larger festivals. Based around a workshop come showroom at St. Ann's Well situated high on the ancient Malvern Hills it is a short walk from the centre of Malvern. The showroom will be open from March 1982, 10 a.m. to 5 p.m. Thursday to Sunday and Bank Holidays (except Christmas and New Year.) Until the showroom is open Peter Walter has produced an excellent mail order catalogue. He carries most of the usual kite makers and some of the unusual ones as well. Included in the catalogue is the whole range of Brookkites. There is also an exclusive new kite maker to Malvern called J.K. Kites. J.K. seem to specialise in Conyne box types as well as doing a new kite to the market which is a Starbird kite (as in Ron Moultons Book). Malvern is also an agent for Colt Balloons who make hot air balloons. If you are interested in further details write to Malvern Kites, 46 Ebrington Road, West Malvern, Worcestershire WR14 4NL.

\*\*\*\*\*

For those Flexifoil fans amongstst us there has been seen cheap ones for sale in Kent. The address is Avicraft, 15 Chatterton Road, Bromley, Kent. The price is £23.50 phone to make sure he still has some 01-850 0818.

\*\*\*\*\*

A new Wycombe Kite is soon to be on the market. It is The Wycombe Widespan Delta. A giant 8 ft (244 cm approx) span scalloped wing Delta with 6.3 mm hollow fibreglass wing spars and dowel spine and spreader. Suitable for adults and teenagers this kite can exert a substantial pull.

\*\*\*\*\*

Global are again organising a trip to the International Kite Festival at Scheveningen. The trip leaves Friday 11 June in the late afternoon for an overnight trip to Holland. The second and third days are spent at the festival and the fourth day is the return trip. Cost is £65 including Dutch breakfast. Single supplement is £6. Book at your local travel agent quoting Global Overland tour OV 4351 or contact Global at Glen House, 200 Tottenham Court Road, London W1P 0JP. Incidentally the price includes a return rail ticket from your home town to London.

\*\*\*\*\*

New from Spectra Star. Trains of their Dragon kites, also Slinky mini dragon train. Six kites in a ready to fly trains. Also 3 forty five foot dragons in a train. They also do some very nice Satin jackets with either the Spectra Star logo or with your own name and design.

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If you are ever in the Covent Garden area in London you should keep your eyes open for sweatshirts with an airspray kite design on them and also very unusual kite pictures made out of scrap aluminium drink cans.

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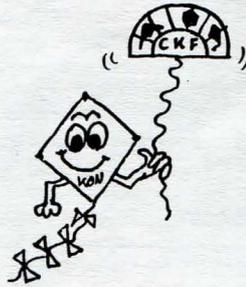
Nick Morse is bringing out some more kites for sale. We will give you more news as it arrives.

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BE THE ULTIMATE PSEUD. HAVE YOUR VERY OWN K.O.N. CAR STICKER. THESE VERY STRIKING BLACK ON WHITE FOUR INCH DIAMETER STICKERS CAN BE YOURS FOR 30 PENCE EACH. AVAILABLE FROM THE K.O.N. EDITORIAL OFFICE, 31 GRANGE ROAD, ILFORD, ESSEX IG1 1EU.

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17th January	Telescombe Tye, Brighton, Sussex. Fly-in. (B.K.F)
18th January	Ernulf School, St. Neots, Cambridgeshire. Work Shop. (G.O.K.F)
24th January	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
24th January	Annual General Meeting, Holyhead School. (M.K.F)
31st January	Hylands Park, Chelmsford, Essex. Fly-in. (E.K.G)
31st January	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
7th February	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
7th February	Walsall Arboretum, Near Birmingham. Fly-in. (M.K.F)
14th February	Chapel Common, Rake, Sussex. Fly-in. (B.K.F)
21st February	Upminster Common, Essex. Fly-in. (E.K.G)
21st February	Beachy Head, Sussex. Fly-in. (B.K.F)
28th February	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
7th March	Elvaston Castle, Derby. Fly-in. (M.K.F)
14th March	South Weald, Essex. Fly-in. (E.K.G)
14th March	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
21st March	Mill Hill, Brighton, Sussex. Fly-in. (B.K.F)
28th March	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
4th April	Ernulf School, St. Neots, Cambs. Fly-in. (G.O.K.F)
4th April	Thorndon Park, Essex. Fly-in. (E.K.G)
4th April	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
4th April	Fly-in to be arranged. (M.K.F)
11th April	Day one European Kite Extravaganza. Blackheath, London. (B.K.A)
12th April	Day two European Kite Extravaganza, Blackheath, London. (B.K.A)
18th April	Grafham Water, North Side, Cambs. Fly-in. (G.O.K.F)
18th April	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
25th April	Caen Festival Starts.
25th April	Great Bentley, Colchester, Essex. Fly-in. (E.K.G)
1st May	Caen Flying Festival. Day one.
2nd May	Caen Flying Festival. Day two.
2nd May	Old Warden Aerodrome, Bedfordshire. Festival. (B.K.F.A)
3rd May	Ernulf School, St. Neots, Cambs. Festival. (G.O.K.F)
9th May	Sheepcote Valley, Brighton, Sussex. Festival. (B.K.F)
15th May	Caen Festival ends.
15th May	Houghton Street Fair, Cambs. Demo. (G.O.K.F)
16th May	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
30th May	Woburn Abbey, Bedfordshire. Festival. (E.K.G/B.K.F.A)
31st May	Mullion Kite Festival, Cornwall. (C.K.F)
6th June	Weston Park, Shropshire. Festival. (M.K.F/B.K.F.A)
6th June	Lilford Park, Near Oundle, Cambs. Fly-in. (G.O.K.F)
12th June	Scheveningen International Festival, Holland. Day one.
13th June	Scheveningen International Festival, Holland. Day two.
19th June	Gt. Barford School Fete, Cambs. Demo. (G.O.K.F)
20th June	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
20th June	Brampton Steam Rally. Demo. (G.O.K.F)
20th June	Croydon Kite Festival, Croydon, Surrey. (C.K.G)
27th June	Blackheath Festival, Blackheath, London. (B.K.A)
4th July	Walsall Arboretum, near Birmingham. Fly-in. (M.K.F)
11th July	Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)
16th July	Project BRISEATOW. (B.K.F)
17th July	Project BRISEATOW. (B.K.F)
18th July	Sheepcote Valley, Brighton, Sussex. Festival. (B.K.F)



EVENTS LIST (Cont'd)

25th July Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)  
 25th July Ferry Meadows, Peterborough. Demo. (G.O.K.F)  
 1st August Fly-in to be arranged. (M.K.F)  
 1st August Chapel Common, Rake, Sussex. Fly-in. (B.K.F)  
 8th August Beachy Head, Sussex. Fly-in. (B.K.F)  
 14th August Wessex Kite Festival, Royal Victoria Country Park,  
 Netley, Southampton. Day one. (W.K.G)  
 15th August Wessex Kite Festival, Royal Victoria Country Park,  
 Netley, Southampton. Day two. (W.K.G)  
 15th August Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)  
 22nd August Grafham Water, South Side, Cambs. Fly-in. (G.O.K.F)  
 22nd August Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)  
 29th August Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)  
 5th September Sussex Festival to be arranged. (B.K.F)  
 5th September Walsall Arboretum, near Birmingham. Fly-in. (M.K.F)  
 12th September Annual Festival, Ernulf School, St. Neots, Cambs. (G.O.K.F)  
 18th September Dieppe International Kite Festival, France. Day one.  
 19th September Dieppe International Kite Festival, France. Day two.  
 19th September Roxton Steam Rally. Demo. (G.O.K.F)  
 26th September Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)  
 3rd October Old Warden, Bedfordshire. Festival. (B.K.F.A)  
 10th October Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)  
 17th October Ernulf School, St. Neots, Cambs. Fly-in. (G.O.K.F)  
 31st October Devils Dyke, Brighton, Sussex. Fly-in. (B.K.F)  
 7th November Chasewater Fly-in. (M.K.F)  
 5th December Walsall Arboretum, near Birmingham. Fly-in. (M.K.F)

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 For further information concerning the meetings contact the group  
 organising.

B.K.F. Brighton Kite Fliers, Greg Locke, Flat 1, Norfolk Terrace,  
 Brighton BN1 3AD.  
 G.O.K.F. Great Ouse Kite Fliers, Pete Messenger, 12 Clover Road,  
 Eaton Socon, St. Neots, Cambridgeshire.  
 M.K.F. Midland Kite Fliers, Bill Souton, 76 Oxhill Road, Handsworth,  
 Birmingham B21 9RH  
 E.K.G. Essex Kite Group, Clive Rawlinson, The Croft, Howe Street,  
 Great Waltham, Chelmsford, Essex.  
 B.K.A. Blackheath Kite Association, David White, 29 Wellington Street,  
 London SE18 6PW.  
 B.K.F.A. British Kite Fliers Association, Ron Moulton, P.O. Box 35  
 Bridge Street, Hemel Hempstead, Hertfordshire HP1 1EE  
 C.K.F. Cornwall Kite Fliers, Tessa Bell, 78 Pendarves Road,  
 Falmouth, Cornwall.  
 C.K.G. Croydon Kite Group, Mike Fay, 74 Ringwood Avenue, Croydon, Surrey.  
 W.K.G. Wessex Kite Group, E.H. Ladd, 51 Alexandra Road, Shirley,  
 Southampton, Hampshire.

If you have other events or wish to know more contact K.O.N. at  
 31 Grange Road  
 Ilford  
 Essex  
 IG1 1EU

Don't forget for this year's Dieppe we are organising a trip.  
 See the enclosed sheet for details.