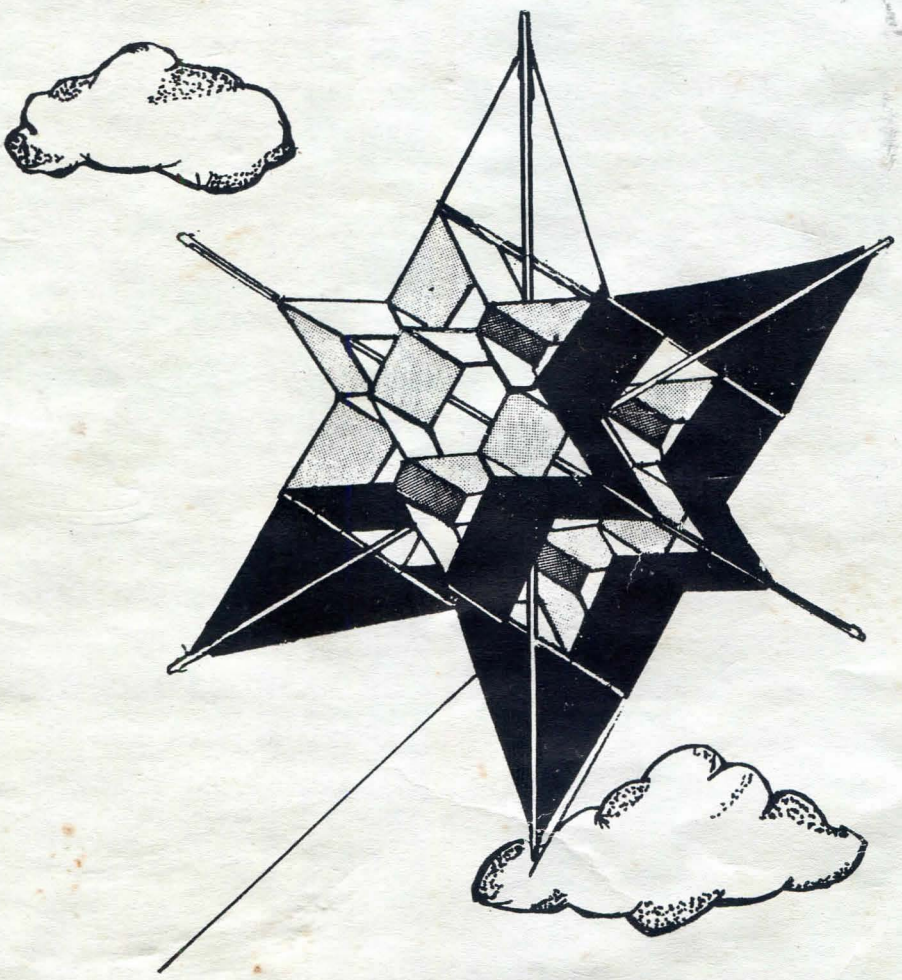
Our Copy Not For Sale

KITEFLIERS OCCASIONAL NEWSLETTER

60p



APRIL 1982 ISSUE 11

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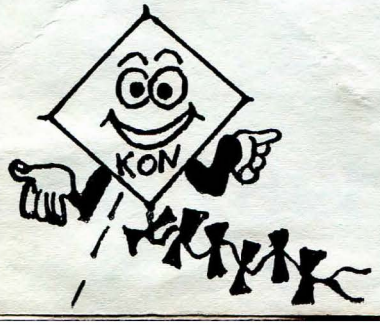
THE KITE SHOWN ON THE COVER IS A NEON STAR BY FABULON KITES.IT IS ONE OF THE NEW RANGE OF KITES BEING MARKETED BY THEM AND HAS 54 SEPARATE SURFACES FOR FLYING.IT MEASURES 60 cm by 100 cm. A REVIEW OF THIS KITE CAN BE FOUND ON PAGE 15. THERE IS ALSO A HOME CONSTRUCTION PLAN FOR THIS KITE ON PAGE 14.WE WOULD LIKE TO THANK FABULON KITES FOR THE PLANS.



Dear Reader,

Since the last issue of K.O.N. in January, a lot of things have happened. Firstly, discount facilities have been extended making a K.O.N. membership card even more valuable. You can obtain your discount from the following places:

The Kite Store	The Kite and Balloon Co.	Malvern Kites
69 Neal Street	613 Garrett Lane	46 Ebrington Road
London	London	West Malvern
WC2H 9PJ	SW18 4SU	Worcestershire
		WR14 4NL

Five percent discount is available.

Please remember to show your membership card when obtaining your discount.

Discount is also available for K.O.N. readers from

Fabulon Kites, 3 Falconscroft, Covingham, Swindon, Wiltshire, SN3 5AF.

Twenty percent discount is available on both mail order and at the major festivals.

Secondly, as K.O.N. readers may have realised, the European Kitefliers Association has unfortunately ceased publication. Nick Laurie has kindly offered to hand over his entire stock of magazine material to us.

This was totally out of the blue. Nick Laurie wrote to us and asked if we would like the material. We accepted (as you might have guessed). In return we agreed to send out one issue of K.O.N. to his remaining subscribers for which he has paid the cost of printing and postage. This being the remaining funds of the E.K.A. It is a pity that Nick Laurie could no continue but he can no longer devote enough time to the E.K.A. and has lost almost the entire stock of back issues of the magazine in a fire.

We thought you might be interested in a breakdown of readers memberships of other groups. This only applies to resubscriptions since January 1982.

34.39% belong only to K.O.N. 31.25% belong to one other group. 28.12% belong to two other groups. 3.12% belong to three other groups and 3.12% belong to four other groups.

The breakdown of readers to groups (excluding K.O.N.) is B.K.F.A. 34.8%, E.K.G. 13.6%, M.K.F. 10.6%, N.K.G. 7.57%, C.K.F. 3.03%, B.K.A. 12.12%, C.K.G. 4.54%, Kitelines 4.54%, G.O.K.F. 1.5%, J.K.A. 1.5%, W.K.G. 3.03%, and A.K.A. 3.17%.

Regarding the Caen Festival mentioned in General Interest, if you cannot attend, they would welcome a kite or two representing contry, club or yourself to be sent to the festival. After the festivities they will pay return postage or send a French kite of similar value in exchange. Someone will be in charge of your kite and see that it is carefully handled. See address on General Interest. page.

Back issues are available from the editorial office as are car stickers. Please send your requests and any hints, tips, information and news to:

G R Bloom

K.O.N.
31 Grange Road
Ilford
Essex IG1 1EU

Jon Bloom

LETTERS

FROM BEAUFORT FARTHINGALE (PINEY MOUNTAIN AIR FORCE):

You are to be congratulated for creating a kiteletter that is so full of educational,entertaining material.We at Piney Mountain Air Force especially enjoy the spirited,breezy cartoons that are fomented by zany artist J.Barker.Cartoons? Why not? There is much that can be learned from them.For example,the airy virtues of curry as a pungent but effective no-wind-day kite booster were generally unknown among North American kite experts until we got wind of the furtive secret from the Barker cartoons.I hope Barker's revelation of that gusty, esoteric ingredient does not compromise British national defense and draft a cyclone of wrath from enforcers of the Official Secrets Act.....

Some of our novice fliers — those who presently don't have the wind up - are ready to brave the hazards of floating their kites on backing winds of the kind implied in crepitant K.O.N. cartoons;but our more conservative veterans sniff,smirk, and tend to agree that they are skeptical of the abilities of undisciplined dilettanti to maintain mature control,assure the safety of bystanders,and competently handle the timeless problem of balancing fragile puffery assets against tangible substance liabilities.

The detractors of your formula ask: Is the State-of-art close to achieving open-ended,bottomless security? Are dangers to the environment being gaged? Isn't real risk of acoustical pollution involved?. Won't competing virtuosi create dissonancies; generate conflicting cross-currents?

Other questions mostly from those who openly admire K.O.N.'s windy posture are: Is curry indeed the most efficacious booster? What happens if curry is mixed with garlic and legumes? Isn't it true that Paul Boomer,the great Australian Any-Winds champion, trained exclusively on Melbourne cabbage and yams? Have your readers in Toronto,Canada ever told you what happened to The Pride of Britain, Lord Windesmere of the controversial fringed zephyr window,who resoundingly blew away the aspirations of the French champion,M. Francois (Haricot) Foupe,in Paris?Despite whirlwinds of publicity, few international kitefliers are aware that Lord Windesmere miserably fluffed out during a blow-by-blow contest against Paul Boomer before a record crowd in the famous Toronto Maple Leaf Auditorium.(Alas! Fame is as fickle as a fragrant,vagrant breeze . . .)

* *

FROM JOHN SPENDLOVE:

.....One point you might squeeze in: Freezer bags seem good to make small sleds from 20 at 10 x 15" cost less than 1p each and you only need to cut off the closed off end and slice open the side.The plastic is lighter than 'general use' poly food bags and the type of pen I'm using now (Staedtler Lumocolor 313) seems to mark it permanently without smudging.....

* *

FROM LES NAVIER:

.....I should like to add a few comments about Fred Coles article. Yes,activity is dropping and has dropped - but kiting is not a craze like skateboards or the yo-yo or hula-hoop.It has the advantage of centuries of knowledge - it applies to all age groups,not just children. (Compare the oldtimers at Londons Round Pond). It is creative,more satisfying to the individual and comparatively cheap depending upon your skill.There is no doubt that as long as there is a wind around there willalways be some sort of kites around - human nature will not stop investigating the elements....


KATIE KITES, BUY ONE OR I'LL NUT YER
KITES KITES
EVEN THE TRADERS AT THESE KITE FESTS REFLECT THE GENTLE PASTIME OF KITES
J BARKER.


FROM WHAT YOU'VE TOLD ME MISS TIMMS YOUR PALIMONY CLAIM WOULD ONLY YIELD 10 YARDS OF UPROOFED RIPSTOP


ON THE BRIGHTER SIDE THOUGH LUV, YOU'RE PROBABLY THE ONLY KITER IN THE WORLD WHO KNOWS WHAT IT'S LIKE TO BE HIT BY AN OUT OF CONTROL 40 FOOT DELTA.
J. BARKER


WHADYA MEAN I NEVER TAKE YOU OUT. YOU'VE BEEN TO 27 KITE FESTIVALS THIS YEAR ALREADY WHAT MORE DO YOU WANT
J BARKER


TALK ABOUT HOW THE OTHER HALF LIVE
IS THAT HIGH ENOUGH M'LUD
J BARKER

MARSHALL DELTA-CONYNE

REPRODUCED FROM AKA NEWS.

Silas J. Conyne's diamond box design has been used,abused,misspelled, stretched,compressed,added to,subtracted from,multiplied and divided in the years since he stumbled across it at the turn of the century.In almost all forms,the kite is a steady,stable flyer - a very satisfactory kite.

The marriage of Conyne's 3 sided box with the broad wings of the delta, according to Mel and Valerie Govigs scholarly article in Kitelines, dates back a bit more than a decade.Early experimenters included Frank Scott,Harold Wechsler and Hod Taylor.Others have dabbled since.But it is in the monster kites of Baltimore electroencephalographer Curtis Marshall that the marriage of high tech and high art is consummated - the ultimate delta-Conyne.

Curt and his son Gray made quite a splash two or three years ago with what they call the 'm-9' and the 'm-12',the numbers designating chord length in feet.Top awards were earned at the Smithsonian,Toronto and other festivals.Nowadays,at any kite get together in the Mid-Atlantic region,anybody's delta-Conyne is usually referred to as a 'Marshall'. Curtis,like Xerox,is quick to point out that it isn't a Marshall unless it's a Marshall.

Two main features of the design set the Marshall apart: the trailing edges of the wings are swept forward about one sixth of the chord length, and the cells are cut away a similar amount top and bottom.

Close inspection of a Marshall creation yields two other distinguishing characteristics: top quality materials, and a very high level of craftmanship.The 'm-12' is made of 1.5 oz ripstop and several thicknesses of aluminium tubing,but best of all,machined aluminium connectors and nylon endplugs and ball joints.The decorative piecing of a Marshall sail is seldom simple to execute,but superbly cut and sewn.No expense is spared: first cabin all the way.It is,of course,easier when you have three sewing machines and a complete machine shop in the basement.

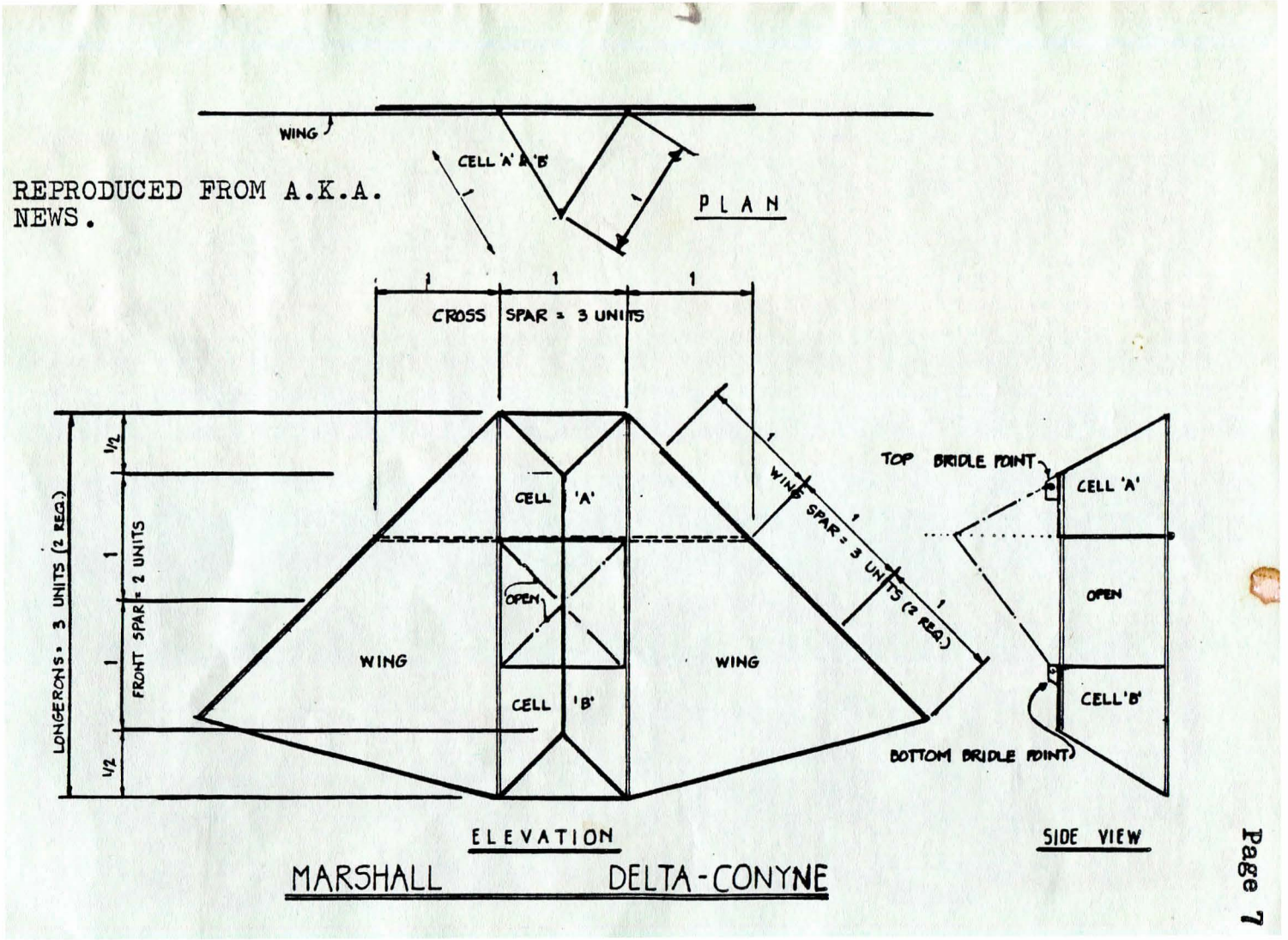
But the basic premises are in reach of everyone.For starters,try the design in Tyvek with a $\frac{1}{4}$"x 4 ft dowell,with a $\frac{3}{8}$"spreader.Soon you will want to improvise,with hardware store aluminium and scrounged fabric, one thats really big.

"In 1972,when my son Gray and I decided to build a winged box kite,we started by setting up a few criteria: stable performance,a high angle of flight,easy breakdown for transport and storage,the sail would be of ripstop nylon with sleeves to contain the frame members,the frame segments had to be held together by wind pressure,not by any rigid construction,as much interchangability to be used in the frame parts.

To achieve the high angle of flight,we decided upon delta type wings designed to optimise the area to weight ratio;this was approximated by a 45 degree wing tip angle.Then the trailing edge of each wing was swept forward,first to approximate the 'cambered trailing edge' found to stabalise Rogallos hang gliders,and,second,to be compatible with the use of 'repeating' dimensions.A square was decided upon for the rear panel of each box,as well as for the central space,purely for dimensional simplicity.

Hardware problems then devolved into two items: the end plug to retain the longerons and the assembly which joined the spreader bar to the leading edge strut.The snap in spreader bar was held in by wind tension which tended to pull the leading edge spars towards the midline while the leading edge spars,in turn,forced outward and rearward toward the wing tips.Trim could then be achieved by adjusting the cord which held retaining plugs at the wing tips.The socket for the spreader bar tips had to be permanately made as part of the front one third of the leading edge strut.The most often injured point of the sail was where the front tip of the wing joined the edge of the triangular box kite.Heavy reinforcement at this point was found to be highly desirable."

REPRODUCED FROM A.K.A. NEWS.



MARSHALL DELTA-CONYNE

LOOKING BACK

I suppose in someways I was born lucky as far as kite making and flying are concerned,because I was fortunate enough to live quite near to an accomplished kite maker and also my mother was a dress designer and maker,and had a workshop employing up to 20 girls,who also,were pleased to make toy kites for me.

The kite maker was a postman,whose hobby was kites,which he made in a large number of shapes employing nothing more than newspaper,flour paste,string and kite sticks obtained from the local reed works as breakages.He had endless patience and produced kites which flew beautifully being well balanced and light.Despite his ability to produce many designs,the one he liked flying best was a plain hexagon with a tail made up of paper bows - newspaper of course.None of his kites were particularly large,the limiting factors being the length of sticks he could obtain,and of course the size of newspaper sheets, and also none were decorated in any way.Their beauty was in their performance,high flight angle,and stability.The kite sticks obtained from the reed works were a shallow half rounded section perhaps ¼" wide by about 3/16" thick,quite light,and rather flexible.For the non-technical reader reeds are used in cloth making in the cotton mills and form part of the loom,and have no similarity with reeds found on river banks,and used in thatching etc.

I suppose I would have been about 12 years old at this period,and it was a few years later that I used to persuade my mother to make kites for me to my own designs.This she did,and made them properly too,all seams double hemmed etc.The fabric used was cotton (cambric?).I wanted silk but this was ruled out on the grounds of cost.Most of the material came from offcuts from the workroom of course,so patterns and colours were a matter of chance.

In those days the aeroplane was a great source of interest and it was at that time little more than a box kite with an engine.So I persuaded her to make an aeroplane kite vaguely like the Bleriot monoplane. This actually did fly,but the wings vibrated quite a lot and it looked rather more like a bird than an aeroplane as a consequence. Also it's flying angle left a lot to be desired comparing it with the postmans paper hexagons.

I never saw a book on kites at that time,but somehow acquired knowledge of the Conyne design,which became one of my favourite types owing to its ability to fly tailless,which none of the Eddys,Keel kites etc which I made were able to do successfully in anything but a really light breeze.The largest kite I had then was a 5 ft box kite,which was rather heavy as the sticks were bamboo garden canes.There were no Do It Yourself shops open then selling dowell rods and fibreglass was probably non existent.I made paper kites too for light winds when the cloth ones would not rise.

The cloth kites of course catered for the normal kite flying winds, and box kites were used when the wind was too strong for anything else.One of my friends did however make a kite from thick cardboard for these occasions,but this being quite flat and inflexible required an enormous tail.

The first thing we did in those days (well the second if you wish to be pedantic) on getting up in the morning was to look out of the bedroom window to see what the wind was likely to be like.We were really keen fliers then and I question whether the present generation get as much pleasure from the hobby as we did,despite the much more sophisicated kites and equipment at their disposal.

Equipment?Ours consisted of a straight stick about 9" long on which to wind the line - line being the thinnest string one could obtain, one source being the handles of broken cricket bats.

AERIAL PHOTOGRAPHY

THE FOLLOWING ARTICLE IS REPRODUCED WITH THE KIND PERMISSION OF THE AUTHOR RICHARD PLATT.

Aerial photography can,quite literally give you a new angle on a traditional subject.Although it has always been thought of as exotic and expensive,good aerial pictures can be taken using just a kite to get the camera into the air,and it is very easy to take photographs from over a hundred metres above the ground.

At first sight,this may seem a little risky-kites do not exactly have a reputation for reliability-- but with the right kite,and a carefully designed camera rig,there is little danger of your camera crashing unceremoniously to the ground.

The choice of kite is very important.Kites of one sort or another have been in use for thousands of years,and their shapes have evolved along a number of different lines,Some kites are built for manoeuvr-ability,and these quickly respond to a tug on the string,or a slight shift in the breeze.Other types are highly stable,and hover in a fixed position in the sky,almostly completely immobile.

From a photographic point of view the latter type of kite is ideal, as it provides a steady camera platform which neither swings like a pendulum nor vibrates violently.

A number of different shapes of kite are suitable as platforms, and any kite enthusiast or retailer should be able to point them out . Some designs though,are quite expensive,and the best compromise between expense and lifting ability is provided by a design called a Roller. This is the type of kite in use in the accompanying photographs (not shown).A 1.5m Roller is widely available,fairly inexpensive,and powerful enough to lift a compact 35mm camera.Larger versions of the kite can safely lift larger cameras.

It is very tempting to build a kite at home,but this is not usually a good idea unless you are an expert.The exact dimensions and shape of a kite can substantially affect its stability and performance,and it is much better to buy a high quality,professionally made kite than to run the risk of a home made kite breaking up in the air.Virtually any camera is suitable,though obviously weight is an important factor-a light weight camera is easier to get aloft than a heavier one.If you have a motor drive or winder,this allows you to take a series of pictures without bringing the kite down the line,but a manually wound camera is easily adapted for use with the kite.The simplest way of doing this is to fit the camera to a framework with a sail and hang it from the kite cable.When released,the sail and camera run up the line,until they strike a stop.This releases the shutter and disengages the sail,so that the whole apperatus slides back down the line to the photographer,who simply cranks the lever wind and sends it back up the line again.

With a motor winder,you can take a series of pictures while the camera is in the air,and if you want to fire the camera by radio control, the drive or winder is essential.It need not be a sophisticated motor, however,and an ideal type of camera is a clockwork driven 35mm compact.

These can be cheap,and take as many as ten frames at one winding of the clockwork mechanism.They have the added advantage that they weigh only half as much as a 35mm SLR.

Which ever kite or camera used , you should take care to carefully match the two.If you are using a very expensive camera,it is crucial that the kite you use is completely reliable,but if you are using a cheap instant load camera which is more or less expendable,then the safety of the camera may be less important.

AERIAL PHOTOGRAPHY(Cont)

The obvious way of using a camera and kite together is to fix one to the other directly,but this solution is by no means the best.Everytime you want to retrieve the camera,to wind on or change the film,for instance,the kite must be reeled in,and in a fresh breeze,this can require a considerable effort.It is not unusual for a kite to have a lifting power of 20 Kg,and reeling in such a kite is comparable to hauling a packed suitcase up the side of a high building.

The system mentioned earlier- of mounting the camera in a separate mini-kite - is better and more versatile.The camera and a fabric sail are attached to a rod,which slides along the kite line on a couple of loops of wire.The sail can be made from any non-porous fabric - a closely woven nylon is ideal.Unlike the kite itself,its dimensions are not critical,so it can easily be made on a sewing machine at home.For spars,use wood or aluminium tubing.

Like the dimensions,the method of construction is not critical and should be adapted to local conditions and the materials you have available.The framework used to take the accompanying photographs were made largely of PVC tubing.This is impractical in very warm weather as the plastic tube becomes flexible and sags.Non rigid materials are particularly useful,however,because they have a damping effect,and transmit shocks and jerks to the camera less easily.

Although you can operate the shutter release by remote control,there are a number of simpler methods of ensuring that the shutter is fired at the right moment.

One of these is to use the camera's self timer.In a strong breeze the sail and the camera can be blown a long way up the line before the self timer winds down and releases the shutter.

Another method is to arrange for the shutter to fire when the camera and sail reach a preset point on the line.This is done by knotting a ring,or a piece of dowelling into the kite line,to form a stopper . The camera - sail assembley is then fitted with a plunger arrangement which is connected to the camera's cable release.As soon as the sail rises to the preset stopper point - usually 30m or so below the kite itself - the plunger is pushed,and the shutter released.

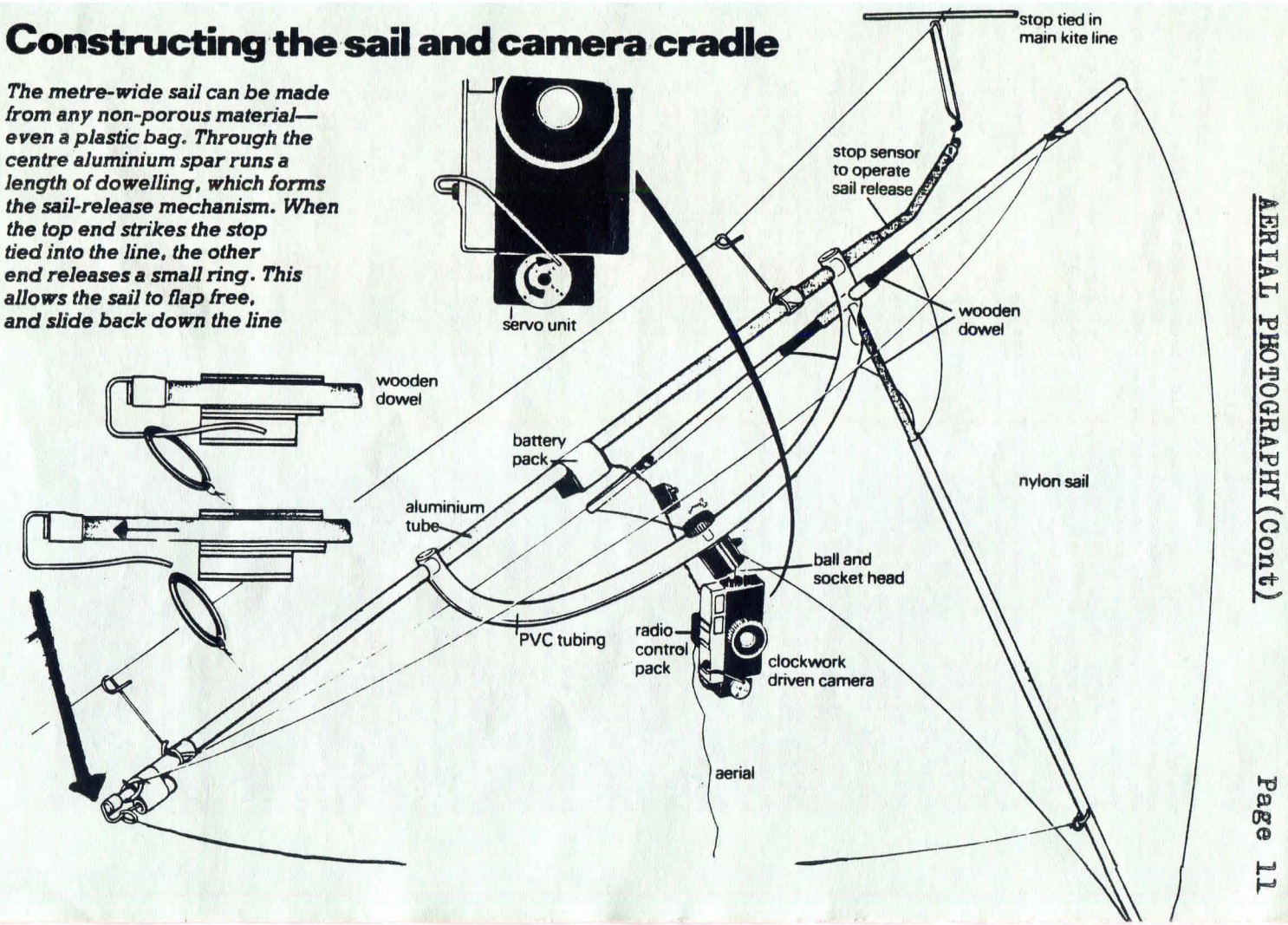
This stop and plunger technique can also be used to return the camera to the ground.The rig illustrated here is held together by a string that runs from the tip of the sail to a ring which is retained by the plunger.When the plunger strikes the stop, the ring is released,and the sail flaps free,quickly losing its lift.The camera and sail floats gently to the ground,and their descent is slowed by the flapping sail.

Though this home made release trigger may sound ramshackle and improvised, it can work very well,and with a little ingenuity, quite a sophisticated release system can be built around it, particularly if the camera also has a motor and a self timer.Nevertheless ,the versatility of this system is limited and for extra control it is worth using remote radio control.

Although there are no units available specifically for this purpose,the equipment used for radio control of model aircraft and boats is no longer very expensive,and it can easily be adapted for camera use. A standard two channel kit usually consists of a hand held transmitter, a receiver,a battery pack and two servos.Servos are small electric motors which convert the signal from the receiving unit into a physical movement.To operate the shutter of a camera,for example, a servo can be connected to a cable release,or simply pull against a rod that presses against the shutter release.

Constructing the sail and camera cradle

The metre-wide sail can be made from any non-porous material—even a plastic bag. Through the centre aluminium spar runs a length of dowelling, which forms the sail-release mechanism. When the top end strikes the stop tied into the line, the other end releases a small ring. This allows the sail to flap free, and slide back down the line



AERIAL PHOTOGRAPHY(Cont)

The servo is the only part of the radio control unit that must be mounted close to the camera.The other parts on the receiving end - the receiver itself,and the battery pack - can be strapped to the camera support framework with tape.

Since the other channel of the radio control remains vacant it could be used to change the direction in which the camera points,or the focal length of a zoom lens.

Before sending your camera up on a kite,make sure you are confident that you can safely launch,control and land the kite on its own. This is easier if you have another person to help you,but if you still have difficulty,you may be doing something fundamentally wrong. If you do have problems,there are several excellent books about building and flying kites which may help pinpoint the fault.

Choose an open space with few trees,and something interesting nearby to photograph.Do not forget that a subject that looks good on the ground may look boring from the air.

A very strong wind is not necessary for flying kites,and may actually damage them.Wind at ground level is usually much slower than it is at 50m,so be prepared for a strong tug on the line as the kite rises. Fit the kite with heavier line than usual - if the instructions recommend a breaking strain of 20 kg,use line that is twice as strong, because the added weight of the camera puts extra strain on the line.

Before launching the camera,run a test with a dummy,such as a half brick,and make sure the whole system works properly particularly the stop and plunger device that returns the sail to the ground.When the time comes to fit the camera to its mounting bracket,use more than one fixing point.For example,if the main point of attachment is the tripod socket,you should also run a safety line between the camera strap lugs and the frame of the sail assembly.This reduces the risk of damage.

Adjust the orientation of the camera so that it does not point vertically downwards,or you will end up with dozens of pictures of the grass.An angle closer to the diagonal is better,so that both the ground and the horizon are in the picture.If you have a choice of focal lengths,use a wide angle lens as this reduces the effect of movement of the camera cradle in the air.If the camera continues to swing about violently,try fitting a tail to the camera itself (not to the kite).This provides a degree of brake which stabilizes the camera.

Set the focusing scale to infinity and the exposure control according to the prevailing weather.On manual cameras,you should use the fastest shutter speed possible.Since the whole subject is a distant view,a small aperture is unnecessary,though it is advisable to close the lens down a little from full aperture - no lens gives its best when wide open.Automatic cameras,particularly the cheaper ones,often give you little choice on the exposure setting.If you are using an automatic without manual overide,you may be able to force its fastest shutter speed by using a fast film,but beware of overexposure.

When you release the camera and sail,and watch it slide up the line toward the kite,you will probably find that you have more control over its position than expected.The sail rises fastest when the line is tight,and you can use line tension to control the rate at which the camera climbs.Do not be tempted to send the camera too high,or you may get pictures that show only a mass of distant detail.Further more, there is often a legal ceiling on kite flying.For distant views,50m is quite high enough for the camera and if you want to be able to identify figures on the ground,the kite needs to be very low - 20 or 30 m is ample.

Frank McShane has supplied us with a photograph of the Abbey and superimposed pylons discussed below.

In the not too distant future the pylons superimposed in the photograph may become a reality! The proposed overhead route will carry power from the controversial Tornese Nuclear Power Station near Dumbar to Dalkeith in Midlothian. The power will then be transferred south to the Midlands.

The Cistercian monks of Nunraw Abbey are very concerned about the close proximity of the 160 ft pylons to the Abbey buildings. An alternative route which would be less harmful to the monks,farmers and local people is being considered.A public enquiry is being held in April.

The object of the exercise was to obtain an aerial photograph which would reveal the full visual impact the pylons would have on the Abbey buildings.A small kite was used to measure the approximate height of the pylons in relation to the landscape.In this case,160ft high.This manoeuvre was photographed while the small kite was flying over the exact position of pylon no. 20,right of picture.We then photographed the general view of the Abbey from the camera kite.The pylons were then superimposed by an artist to an approximate scale.

To date,the kite picture has been published in three Scottish newspapers. But no details were published as to the process used to obtain the photograph.The kite has remained anonymous.But could this be a success story for the working kite?

* *

FRENCH PHOTOGRAPHY COMPETITION

ARTICLE 1; The Cerf-Volant Club de France is holding a kite photography contest open to all enthusiasts,from 28th November 1981 to 30th November 1982. ARTICLE 2; Entries must be sent to the Cerf-Volant Club de France,17 Rue Lacharriere,75011,Paris,France and postmarked not later than 30th November 1982.They must include:- A) At least two and not more than four black and white or colour prints in 18 x 24 cm format one of which must show the flying line of the camera carrying kite. B) A sworn statement that the photographs were taken by a kite carried camera and during the period of the contest. C) A brief report place,date and approximate height from which the photographs were taken. D) A brief description of the equipment used (kite,camera carrying device and anything else of interest) accompanied by a close up photograph of the suspension system used.Also state the make and format of the camera. ARTICLE 3; The jury will be chosen by the board of directors of the Cerf-Volant Club de France.Members of the jury may not take part in the contest. ARTICLE 4; The photographs will be judged on the basis of both technical quality and the interest of the site photographed.Any tie will be decided in the favour of the photograph showing the flying line. ARTICLE 5; The following cash prizes will be awarded: 1st,1000 francs:2nd,500 francs:3rd,300 francs:4th,200 francs: 5th through 10th,100 francs each. ARTICLE 6; The officers of the Cerf-Volant Club de France reserve the right to use the prize winning photographs without payment for the advancement of kite flying.Entrants will retain full rights as regards other publications. ARTICLE 7; Photos submitted will not be returned.

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PHOTOGRAPHY SYSTEM

The system detailed in the previous pages for aerial photography was designed by Mike Pawlow of Vertical Visuals.If you are interested in learning more about this,Malvern Kites will be happy to give you full details,the cost of the kite and camera carrying messenger will be about £40.Malvern kites can be contacted at 46 Ebrington road,West Malvern,Worcs. WR14 4NL.

NEON STAR

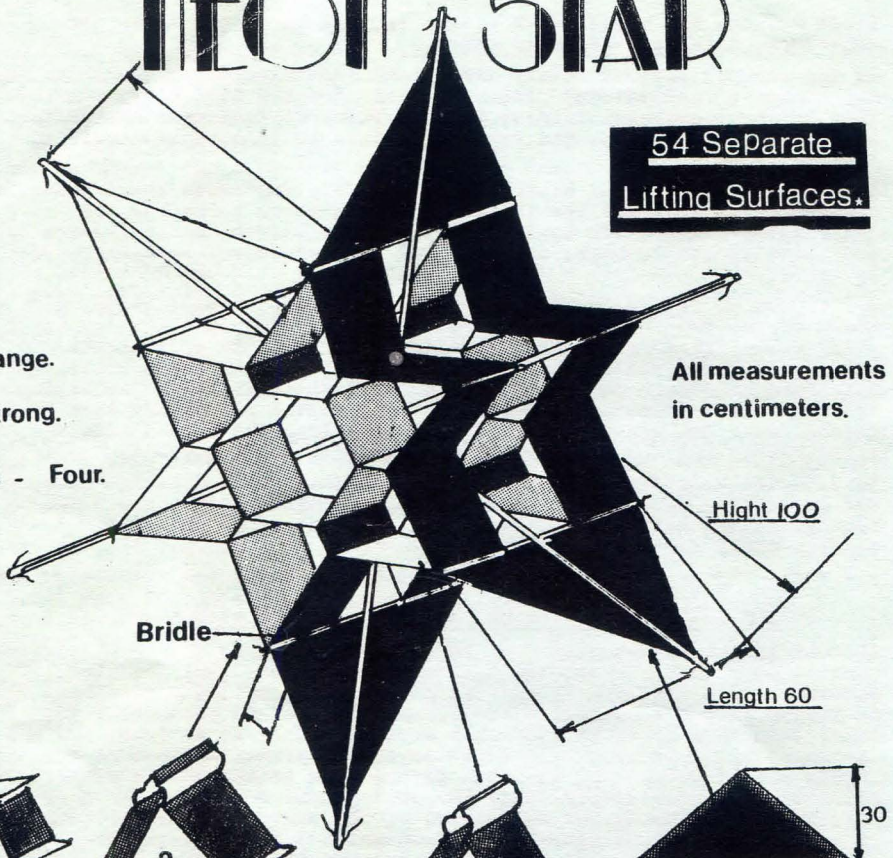
54 Separate Lifting Surfaces.

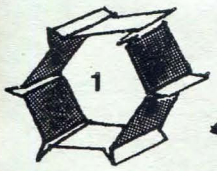
Wind Range.

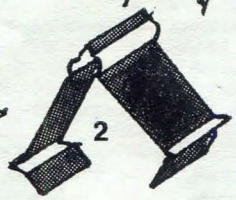
Light-Strong.

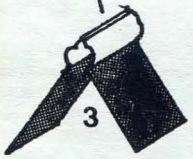
Colours. - Four.

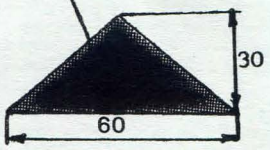
All measurements in centimeters.

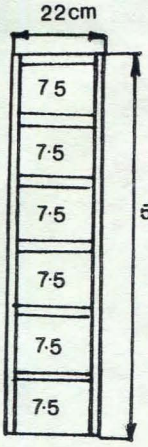


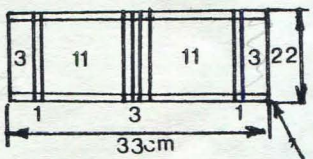


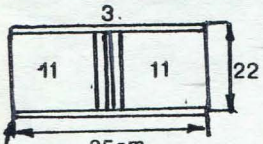


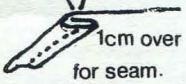


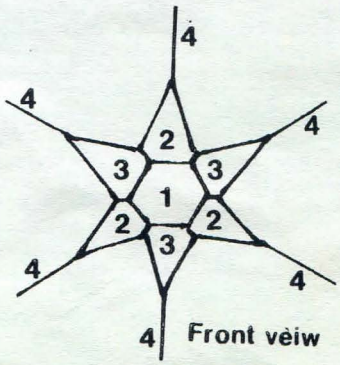












Hardwood dowels

3 x 103 cm., 6 x 63 cm.

Fabric

2 x no.1 , 6 x no.2 ,

6 x no.3, 6 x no.4

R.Fostett.

One of a new series of kites from Fabulon Kites,the Neon Star clearly seems to have been derived from the Professor Waldof kites.However the kite is not just a copy of a good design but a well thought out individual design.For general shape see diagram opposite.

The kite is packaged in the usual plastic bag with a card instruction (which states that the legal limit is 200metres).The kite is fairly easily to erect requiring the insertion of three dowells.

The kite is made up of four colours of industrial nylon.The fabric on the test kite did tend to vary in quality,and the weight of the nylon also varied.

The kite is well constructed and carefully sewn,although the stitching has obviously been kept to a minimum to keep production costs down. When erected the kite is 60 centimetres high and 100 centimetres wide , being fairly small we found that the kite required a fair wind to really achieve a good flight angle(in the kite instructions though it states that the kite will fly in a light wind)

In flight the kite behaves in a typical cellular kite fashion - that is very stable in flight,in a good breeze,but drops like a stone when the wind suddenly drops,and the kite has relatively a small tension on the line.

Appearance - flight is quite attractive if nothing spectacular like most cellular kites it tends to look better on the ground or from behind in flight.We felt that perhaps a different bridle i.e a two leg bridle instead of a single bridle would mean that you would have a more attractive face of the kite towards you in flight.In the present position two of the six kite wings are lost in view.Also we feel that perhaps that the colour combination could have been better arranged so that the colours were better exposed in flight.

Overall we feel that for just under nine pounds,nobody could really be be disappointed with this kite,obviously the kite is aimed more for the general public than kite experts,therefore the kite does not have all those little extras that you would find in a connoisseur kite such as a Nick Morse,but then you are not paying the same price .

Therefore there are several things that could have altered on this kite,such as using ripstop nylon and better bridle attachment. We feel that this kite is still a good buy as the kite is well made for the price ,has no bad low level flying habits,is easily launched and stable and attractive in flight.

The Neon star costs £8.96p,cash with order,cheques made payable to Fabulon Kites.Available from Fabulon Kites,3 Falconscroft,Covingham, Swindon,Wiltshire.SN3 5AF.

Editors Footnote;-
We would like to thank Mr.R.Foskett for his very generous offer of allowing us to use a home construction plan of the Neon star for K.O.N. readers and for providing the plans.

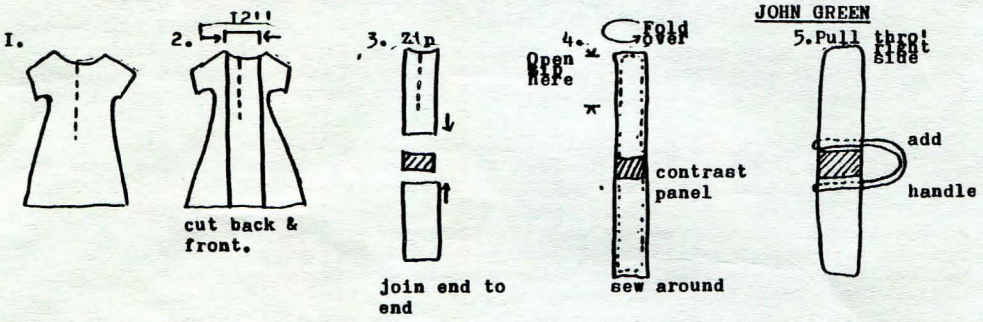
FABULON KITES HAVE GENEROUSLY OFFERED A 20% DISCOUNT TO ALL K.O.N. READERS ON BOTH MAIL ORDER AND AT FESTIVALS.PLEASE NOTE THAT THE DISCOUNT ON MAIL ORDER IS EQUIVALENT TO THE POSTAGE AND PACKING SO SEND ONLY THE COST PRICE OF THE KITE.

TIPS

DUE TO TREMENDOUS DEMAND FOR THE BACK ISSUES OF K.O.N. AND THE FACT THAT THIS WOULD BE BOTH IMPRACTICAL AND EXTENSIVE WE HAVE REPRODUCED SOME OF THE EARLIER HINTS AND TIPS BELOW.THESE ARE FROM K.O.N. ISSUE NUMBER THREE.HOPE THAT THEY ARE USEFUL AND THAT YOU LIKE THEM.

DO-IT-YOURSELF KITE BAG:-

Excellent kite bags can be made for a few pence from JUMBLE SALE ladies dresses. Crimplene dresses in clear bright colours,long back zips,and simple uncluttered design are the points to look out for.Cut a broad strip from the full length of the dress taking care that the zip is in the middle,cutting through both the front and the back of the dress.Lay the two strips end to end ensuring that the zip is towards one end of the combined strip,sew across.With the material folded in two lengthwise, inside out,sew around forming a long narrow bag.Make sure the zip is undone about three inches so that one can reach inside the bag when finished to undo and complete the construction by turning the bag right side out.Variations on this theme can be the inserting of,say,a six inch band of a contrasting colour cloth in the middle,or one end of the bag.This gives a very sporting appearance and looks 'Classy'.I sew handles on my bags from left over scraps of cloth and add luggage tags to identify contents and give name and address in case of loss.



REEL TIDY:-

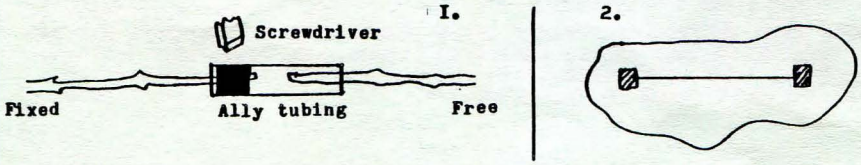
The idea is to stop line unwinding itself from the reel when not in use,without having to tie knots (which always seem to be inextricable when the crucial moment comes).Just cut a piece of foam rubber rather wider than the reel,then push it between the flanges of the reel.The springiness of the foam stops it falling out, and holds the line in place.It's only just occured to me that this only works if you have a reel with a fairly large flange area free. IAN WALTON

ODD DIAMETERS:-

To join odd diameters of cane or dowel etc. using aluminium tube,bind the end of the fixed cane or dowel with P.V.C. tape.Push into tubing and dent diagonally to hold in position.(Diagram I.)

SLOTS IN RIPSTOP:-

Slots or slits are often required in kite making and sewing to stop the material fraying does not always seem to work.Evostik two half inch squares of binding tape each end of slit - one each side of the material.(Diagram 2). ROGER PIKE




DAD! CAN WE HAVE A PARACHUTING BEAR?
YES. I DONT SEE WHY NOT
HMM
LATER
THESE PLANS IN KON SEEM OK
YOU DO THE HARNESS LUV, I'LL DO THE CHUTE
HEY DAD WE'VE SORTED OUT THIS OLD BEAR
AND A PLASTIC BALL
AND SO...
WELL HERE IT IS KIDS THOUGH ITS FLOPPY
NEVER MIND DAD ITS GREAT
NEXT DAY
HEY, SIS, I'VE AN IDEA HOW WE CAN STIFFEN UP THE BEAR
COR
I THINK THE KIDS APPRECIATED THE BEAR
HMM. IF ITS NICE SUNDAY, PERHAPS WE CAN DROP HIM
SUNDAY
THE DOUBLE CONYNE WILL DO THE TRICK
YOU HAVE STIFFED HIM UP KIDS, HE'S HEAVIER TOO
IN THIS WIND THE CONYNE IS JUST THE JOB
WE'LL GET IT UP ABOUT A 1,000 Ft, IT'LL GIVE THE CHUTE TIME TO DEPLOY
YEAH
YES, DEAR READERS, THE BURKS ARE TYPICAL LAW ABIDING BRITISH KITERS 1,000 Ft IS REALLY 199'11"
NOW, ONE HARD TUG AND THE PIPE CLEANER WILL RELEASE THE BEAR
GERONIMO
OH NO, I THINK WE HAVE A FAILURE
PLUNGE
AAAH
I THINK IT LANDED IN THE CAR PARK
THE QUESTION IS... WHERE IN THE CARPARK
COME ON OUR KID I'LL RACE YER
COR
YOU STOOPID TWIT, LOOK AT MY MOTOR
WHA- WHATS WRONG WITH AN INSTANT SUNROOF
THATS WHERE
MUM, IS THE BEAR DEAD?
TELL ME KIDS, JUST WHAT DID YOU STIFFEN THAT BEAR WITH?
JUST SOME OLD LEAD PIPE WE FOUND IN THE GARAGE MUM.
J. BARKER 82

KITE GROUP NEWS

BRIGHTON KITE FLIERS.

One of the Brighton Kite Fliers main events is taking place on the 9th May,at North Sheepcote Valley Playing Fields,near Brighton.As well as displays by kite experts there will be a twin seater microlight aircraft,model rockets,kite stores and military vehicles.Also refreshments and amusments.Rumour has it that Miss Brighton May fly a kite topless.They are hoping to beat their 1980 record attendence of 8000.It looks like being a very good event and well worth the trip to Brighton.

* *

NORTHERN KITE GROUP.

They have finally sorted out this years flying programme.It includes the usual mixture of new venues and old favourites.Anyone is welcome to attend.They like to give visitors a warm welcome so try and let them know in advance.See the events list for the address and events this year.Their other activities are going ahead as usual;Ian Walton says 'After the last few meetings we'd like to get in touch with a witch doctor or similar who might be able to do something about the weather...'

* *

CORNWALL KITEFLIERS.

We recently heard from Carolyn Rule about the happenings down in Cornwall.Their festival is being held on the 30th and 31st of May.It is being held at the Haven Leisure Park,where they will have use of the facilities,bar,amusement arcade,fast food,etc. There is also the posibility of hiring a caravan for the weekend at a special reduced rate.Contact Carolyn Rule,Tremain,Meaver,Mullion,Cornwall.
Carolyn also tells us about the Cornwall Kitefliers AGM.She says that the club has been re-organised.Instead of the formal structure of Chairman etc. they have opted to be just a group of friends who share the same hobby and enjoy flying kites together.There are now only two officers.Membership Secretary,John Skinner,and a "Co-ordinator", Carolyn.Both Tessa and Colin Bell decided that they wanted a break from the rigours of responsibility.

* *

We have just received the first two issues of a new magazine which is produced by VLIEGER-OP of Holland.They are very well produced with photographs throughout and impressive cover photographs.The magazines are full of interesting tips and designs.The only problem is that they are in Dutch,but this is quite easy to understand with the aid of a dictionary.Subscription is 12.50 Dutch Florins per year with back numbers 2.50.Add a reasonable amount for postage.There will be six magazines per year.
Gerard also told us some good news regarding the Kite festival at Scheveningen (12 and 13 June).They are going to get quite a large group of Japanese kitefliers over from Shirone (sponsored by KLM.) He says that maybe we can do a battle in the air!
The address for the subscriptions is VLIEGER,MESSCHAERTSTRAAT,59 2551 KM,DEN HAAG,HOLLAND.

* *

EUROPEAN KITEFLIERS ASSOCIATION.

Sadly the European Kitefliers Magazine has now ceased publication. Keep an eye on K.O.N. for further details.

5/20 KITE GROUP - AMERICAN KITEFLIERS ASSOCIATION.

The 5/20 Kite Group are hosting the 1982 AKA annual convention at Detroit.The convention is taking place on the 7th,8th,9th,10th October.The notice goes on to say 'As a special tribute to the many kite organizations and clubs flourishing in the world,we're featuring a pictorial "Wall of Kites".Each group is asked to send two to five black and white glossy pictures of kite activities from their area.5 x 7's are fine but 8 x 10's are best.You are invited to participate and be represented.Please arrange for your photo's and descriptive captions to reach us no later than August 31st.'If you wish to participate send your photos to Hank Szerlag,1961 Hunt Club Drive,Grosse Pointe Woods,Michigan,48236,U.S.A.

* *

KITELINES.

We recently received a letter from Val Govig concerning the possibility of having a bulk subscription to KITELINES.The arrangements are; 1) A minimum of 10 copies per shipment must be ordered at 1.70 dollars each plus postage. (Air or Surface).2) No return copies can be accepted. 3) Orders in advance. 4) A copy of a complete distribution list must be supplied to Kitelines for other mailings that Kitelines may wish to make and for solicitation in the case of bulk purchase being suspended. 5) Applies to bona fide non commercial kite clubs. (Val Govig has said that K.O.N. may have a bulk purchase if wanted). 6) Present subscribers who wish to participate may do so but will either have to accept two copies of the magazine or wait until their present subscription is finished. If any K.O.N. readers are interested in this then let us know and we will see if there is enough interest for the numbers to be met.If you want any more details get in touch.

* *

PINEY MOUNTAIN AIR FORCE.

Piney Mountain Air Force have challenged our readers to participate in a UNIVERSAL RAINCOAT-KITE CONTEST. The rules are:- 1) Each contestant shall design and fly a kite adapted from a standard commercial plastic raincoat (no poncho-Odako's shall be accepted in the contest.) 2) Total quantity of battens,spreaders,spars and longerons shall not exceed four in number. 3) Each contestant shall verify the success of his or her design by mailing a sharp,glossy,reproducible black and white photograph of the kite - in flight - to PMAF.Each eligible photograph shall clearly show the entire kite against a sky background; above the horizon. 4) PMAF reserves the right to keep and publish winning photographs.The other entries shall be returned to those competitors who include adequate return postage. 5) Winners (not more than two for each club or newsletter) shall each receive a six-page autographed HORNBEAM ROTOR 661 KITE PLAN. 6) Winners shall be selected for originality,quality of photography,faithfulness of execution (each shall be recognisable as a coat in flight) and quality of design. 7) Each contestant shall identify the name of the kiteletter in which this contest announcement was seen. 8) Send all entries to : Piney Mountain Air Force,Box 7304,Charlottesville,VA 22906,U.S.A. Deadline 1st June 1982.

KITE GROUP NEWS(Cont)

ESSEX KITE GROUP.

The Essex Kite Group recently held their annual general meeting and social.The meeting decided that the membership fee need not be increased for a further year and would remain at £1.50.The only change in elected officers for the next year was that of President.By popular acclaim Lionel Lowe was elected to this position.During the social part of the evening there was a show of slides from Clive Rawlinsons collection. Norman Sparrow then showed a film that he had taken over a year at various events such as Old Warden and Woburn.Lionel Lowe was shown flying his Red Arrows and Clive with his deltas.

* *

JAPAN KITE ASSOCIATION.

We have recently received the latest magazine of this association. This magazine really reflects the large interest there must be in kites in Japan,the magazine is more like a book than a mag - 72 pages long,85 black and white pictures and properly bound!

Despite being in Japanese it is easy to see that the members must be very keen,there are lots of pictures of members of the group at various locations including ones covered by thick snow.There are a series of pictures of a beautiful train of exotic birds ,and an incredible picture of a kite with about 350 to 400 bridles and a hummer.The mag also contains kite plans,one for a complex flower kite and one for a rotor kite with very long arms,included in the rotor article are a series of photos ,including one of a rotor the size of a small toy car.In fact the whole magazine makes you think it might be good if you started to learn Japanese,certainly the Japanese could teach everyone else a thing or two.

****

CERF-VOLANT CLUB DE FRANCE.

Their latest magazine has a long article on aerial photography to compliment their announcement of their aerial photography competition Obviously the french kiters are very active as they appear to have at least 150 active members.

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AMERICAN KITEFLIERS ASSOCIATION.

A.K.A. newsletter has a letter from the prolific letter writer John Spendlove.(He must spend his whole life writing to people.) There is also a reprint of an article from the Northern Kite Group Magazine KITE. The article concerns that favourite Northern pastime of Drugs and Sex, actually Drogues and socks.There is a survey taken at the last A.K.A. convention asking such things as the reaction to the auction and festivals etc.On the back of the magazine is what looks very much like a Vertical Visuals Invader but has been credited to Nick Morse.

* *

An article recently appeared in The Guardian on the 9th March.It was titled The World On a String and goes on about the types of kites sold at the two kites stores in London.When talking about the rise of kites after the invention of the stunt kite the paper goes on 'The effect was remarkable. "You'd go along to Bristol Downs at the weekend and the sky would be full of wriggling plastic tadpoles. Today,Kites are so popular that they seem to be replacing train sets as the toy adults buy for their children and then play with them themselves."' The article also says of kites in Japan 'Tails,designed to give stability,were looked on with contempt as a sign that the kite was badly made.' The article says that addresses and a comprehensive list of kiting events and news can be found in your favourite magazine. (Fame at last!!!). One last point about the article.It lists a selection of books that can be purchased all called 'KITES',and goes on to remark 'Kite writers,you'll notice,seem to be a bit limited verbally'.

* *

K.O.N. member Malcolm Goodman told us about Michael Bentine's Madabout having a short spot on kite flying.It concerned kites at the seaside and lasted about 5 minutes.There was Malcolm flying his Superman kite with M.B. having a go.There was also a few minutes on Dave and Sarah Green flying a flare and also an art Stratoscoop.

* *

We received a letter from a firm called Blair-Murrah Exhibitions in America.They are organising an exhibition on kites which will travel to several museums in states and other countries.They would like to include kites made by British flyers.They would be willing to reimburse kite designers for the cost of materials and shipping to a maximum of 100 dollars from each source.They will require name of kite,date designed,materials,recommended wind speed any special qualities, name of designer,designers birth date,place of residence and other noteworthy information.If you are interested send your kites to Blair-Murrah Exhibitions,Vintage Hill Orchard,Hostetter Road,Sibley, Missouri 64088,U.S.A.

* *

Nick Morse now has some kites on show at the Design Centre in London. They are the pocket Soft Sled kite and Hexagons with stars on them.

* *

Further details about the CAEN festival May 1st and 2nd.The event is being held on the "Prairie" at Caen with the participation of the Cerf-Volant Club de France and other clubs and individuals.The French organisers needed to know details of the people going by the 30th March but you could still contact them if you want to go.They offer transportation by bus from Cherbourg to Caen and back Saturday morning and Sunday evening,lodging dormitory style or with families, dinner and fireworks Saturday evening by the town of Caen and interpreters.They can be contacted at ATELIER d'A,VILLE de CAEN, 10 RUE PASTEUR,14300 CAEN,FRANCE.

* *

Mark Cottrell of the Kite Store in London has designed a new steerable kite for Keith Stewart.No name has yet been decided for this new design.Further details when available.

GENERAL INTEREST

Throughout May an exhibition of kites will be held in the historic Burgh House in the oldest part of Hampstead.It will attract many visitors and suitably commemorate the association between kiteflying and Parliament Hill. There are two exhibition rooms approx 16 - 17 ft square.These rooms will be available for a working party for three evenings prior to the opening day (May 1st),that is 28th,29th and 30th April.The sort of things required for the exhibition other than kites are such things as magazine covers,newsletters,photographs and small items that can be pinned to display panels.Pat Lloyd is enrolling help from kite fliers and still requires further volunteers. There will possibly be an opening party to launch it.If you have any contributions for the exhibition please contact Pat Lloyd,25 Lady Margaret Road,Kentish Town,London NW5 2NG.

* *

The Kite and Balloon Company has a one off batch of Quicksilver Kites which are very much like Spectra Star Dragons.A 45 ft dragon is £5.50. There is not likely to be another lot of these kites so get in quick.

* *

A large number of Gayla kites have been available in Woolworth stores.Kites,reels,winders,parachutes etc, at reduced prices.During the sale some were available at extremely cheap prices.For example Gayla reel and line 50p.

* *

Yet another kite maker has come onto the market.Fabulon Kites of Swindon.There are a number of kites make out of nylon (not ripstop). They are brightly coloured and come complete with line and handle. The kites produced are a Box kite,a Winged Box,a Cody War Kite,Diamond, Conyne,and Delta.There are also three cellular kite Alpha Star,Neon Star and Strato Box.(See review of Neon Star).Fabulon Kites can be contacted at 3 Falconscroft,Covingham,Swindon,SN3 5AF.

* *

News of a new book.Create a Kite by Takeshi Hishibayashi Volume 2. Published 1981.Available from Great Winds Kites,166 S.Jackson St. Seattle,WA 98104,U.S.A. Price 7.95 dollars plus 5 dollars post and packing.Full of delta and winged box variant plans.Some English text footnotes.Helpful hints in the construction chapter.Plans are shown against a grid with the main dimensions given in the text.Volume one can also be obtained from the same place at the same price.

* *

An advert in the April edition of Aero Modeller.The Clivedon Collection. Hunterscombe,Dorking Road,Leatherhead,KT22 8jt.They do the Stratton scale model aeroplane kite kits.The Wright Flyer is £10.00.Foker Triplane £8.00.

* *

Also in Aero Modeller a short article by Ron Moulton called New Concepts in Kites.Included in the article is a plan for an aeroplane kite.

* *

Another new book title unknown but the Japanese characters look the same as on Hishi's book.Written by Yasima and published in 1980.It is available from Japanese Publications Centre,5 Warwick St,London W1R 5RA. £5.45 + p and p.A mixture of traditional and modern plans.Includes interesting Panda,Totem Pole,UFO and multi box plans.

* *

	4th April	Ernulf School,St.Neots,Cambs.Fly-in.G.O.K.F. 2.00p.m.
	4th April	Thorndon Park,Essex.Fly-in.E.K.G. 2.00p.m.
	4th April	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	4th April	Fly-in to be arranged.M.K.F. 10.00a.m.
*	11th April	Day one European Kite Extravaganza.Blackheath,London. Festival.B.K.A. 11.00a.m.
	11th April	Easter Hot Air Balloon Event including Kite flying. Holker Hall,Clark-in-Cartmel,Cumbria. 10.00a.m.
*	12th April	Day two European Kite Extravaganza,Blackheath,London. Festival.B.K.A. 11.00a.m.
	12th April	Easter Hot Air Balloon Event.Day two.10.00a.m.
	18th April	Grafham Water,North Side,Cambs.Fly-in.G.O.K.F. 2.00p.m.
	18th April	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	18th April	Oak Road Playing Fields,Hull.Fly-in.N.K.G. 11.00a.m.
	25th April	Caen Festival Starts.
	25th April	Great Bentley,Colchester,Essex.Fly-in.E.K.G. 2.00p.m.
	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. 10.00pm
	3rd May	Ernulf School,St.Neots,Cambs.Demo.G.O.K.F. 10.00a.m.
	3rd May	Health and Leisure 1982.Alexandra Pavilion,Wood Green. Kite demonstrations.
*	9th May	Brighton Kite Festival,Sheepcote Valley,Brighton,Sussex. Festival.B.K.F. 10.00a.m.
	15th May	Caen Festival Ends.
	15th May	Houghton Street Fair,Cambs.Demo.G.O.K.F. 1.00p.m.
	16th May	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	22nd May	Malvern Festival Fringe,Kite Fly.Malvern,Worcs.M.K.
	23rd May	Littleton Road Playing Fields,Salford.Fly-in.N.K.G. 11.00am
*	23rd May	Bath Arts Association,Second Grand Kite Festival,Approach Golf Course,Bath.Festival.B.A.A. 2.00p.m.(P).
*	30th May	Woburn Abbey,Bedfordshire.Festival.E.K.G./B.K.F.A. 10.00am
*	30th May	Mullion Kite Festival.Festival.C.K.F. 10.00a.m.
*	31st May	Mullion Kite Festival.Day two.
*	6th June	Weston Park,Weston-under-Lizard,Shropshire.Festival. M.K.F./B.K.F.A. 10.00a.m.
	6th June	Lilford Park,near Oundle,Cambs.Fly-in.G.O.K.F. 2.00p.m.
*	12th June	Scheveningen International Kite Festival,Holland.Day one.V.O. 11.00a.m.
*	13th June	Scheveningen International Kite Festival,Holland.Day two.V.O. 11.00a.m.
	19th June	Great Barford School Fete,Cambs.Demo.G.O.K.F. 11.00a.m.
	20th June	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	20th June	Brampton Steam Rally.Demo.G.O.K.F. 1.00p.m.
*	20th June	Croydon Kite Festival,Croydon Aerodrome,Croydon,Surrey. C.K.C. 10.00a.m.
	20th June	Towneley Park,Burnley.Fly-in.N.K.G. 11.00a.m.
*	27th June	Blackheath Kite Rally,Blackheath,London.Festival.B.K.A. 11.00a.m.
	4th July	Walsall Arboretum,near Birmingham.Fly-in.M.K.F. 10.00a.m.
	11th July	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	16th July	Project BRISEATOW,Brighton.B.K.F.
	17th July	Project BRISEATOW,Brighton.B.K.F.
*	18th July	Sheepcote Valley,Brighton,Sussex.Festival.B.K.F. 10.00a.m.
	18th July	Birchwood Forest Park,near Warrington.Fly-in.N.K.G.11.00a.m.
	25th July	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2,00p.m.
	25th July	Ferry Meadows,Peterborough.Demo.G.O.K.F. 1.00p.m.
	1st August	Fly-in to be arranged.M.K.F.
	1st August	Chapel Common,Rake,Sussex.Fly-in.B.K.F. 2.00p.m.
	8th August	Beachy Head,Sussex.Fly-in.B.K.F. 2.00p.m.

EXTRA DATES: 27th June Great Waltham Festival.E.K.G. 10.00a.m.
4th September Aldham Kite Day.E.K.G. 10.00a.m.

EVENTS LIST (Cont)

*	14th August	Wessex Kite Festival,Royal Victoria Country Park, Netley,Southampton.Day one.W.K.G. 10.00a.m.
	14th August	Lyme Park Festival,Disley.Demo.N.K.G. 11.00a.m.
	14th August	Dunbar Festival of Wind and Air. (P).
*	15th August	Wessex Kite Festival,Royal Victoria Country Park, Netley,Southampton.Day two,W.K.G. 10.00a.m.
	15th August	Lyme Park Festival,Disley.Demo.N.K.G. 11.00a.m.
	15th August	Dunbar Festival of Wind and Air. (P).
	22nd August	Grafham Water,South Side,Cambs.Fly-in.G.O.K.F. 2.00p.m.
	22nd August	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	29th August	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
*	5th September	Sussex Kite Festival to be arranged.B.K.F.
	5th September	Walsall Arboretum,near Birmingham.Fly-in.M.K.F. 10.00a.m.
*	12th September	Annual Festival,Ernulf School,St.Neots,Cambs.G.O.K.F. 11.00a.m.
*	12th September	Third Annual N.K.G. Festival,Salford.N.K.G. 10.00am(P).
*	18th September	Dieppe International Kite Festival,France.Day one. C.V.C.F.
*	19th September	Dieppe International Kite Festival,France.Day two. C.V.C.F.
	19th September	Roxton Steam Rally.Demo.G.O.K.F. 11.00a.m.
*	19th September	Third Annual N.K.G. Festival,Salford.N.K.G. 10.00a.m. (Alternative date for the 12th.) (P).
	26th September	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
*	3rd October	Old Warden Aerodrome,Bedfordshire.Festival.B.K.F.A. 10.00a.m.
	10th October	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	17th October	Ernulf School,St.Neots,Cambs.Fly-in.G.O.K.F. 2.00p.m.
	17th October	Harrogate.Fly-in.N.K.G. 11.00a.m.
	31st October	Devils Dyke,Brighton,Sussex.Fly-in.B.K.F. 2.00p.m.
	7th November	Chasewater.Fly-in.M.K.F. 10.00a.m.
	21st November	Otterspool Promenade,Liverpool.Fly-in.N.K.G. 11.00a.m.
	5th December	Walsall Arboretum,Near Birmingham.Fly-in.M.K.F. 10.00a.m.
	19th December	Blackstone Edge,Near Rochdale.Fly-in.N.K.G. 11.00a.m.

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For further information and confirmation of start times concerning these meetings contact the organising group.

G.O.K.F. Great Ouse Kite Fliers,Pete Messenger,12 Clover Road,Eaton Socon,St.Neots,Cambs.

E.K.G. Essex Kite Group,Clive Rawlinson,The Croft,Howe Street,Great Waltham,Chelmsford,Essex.

B.K.F. Brighton Kite Fliers,Greg Locke,Flat 1,Norfolk Terrace, Brighton BN1 3AD.

M.K.F. Midland Kite Fliers,Bill Souton,76 Oxhill Road,Handsworth, Birmingham B21 9RH.

B.K.A. Blackheath Kite Association,David White,29 Wellington Street, London SE18 6PW.

N.K.G. Northern Kite Group,Ian Walton,11 Inchfield Close,Norden, Rochdale,Lancs OL11 5SB.

B.K.F.A. British Kite Fliers Association,Ron Moulton,P.O. Box 35, Bridge Street,Hemel Hempstead,Herts HP1 1EE.

M.K. Malvern Kites,46 Ebrington Road,West Malvern,Worcs WR14 4NL.

B.A.A. Bath Arts Association,80 Shakespeare Avenue,Bath,Avon.

C.K.F. Cornwall Kite Fliers,Carolyn Rule,Tremain,Meavor,Mullion, Cornwall.

V.O. Vlieger Op,Ryswykseweg 74,Den Haag,Holland.

C.K.G. Croydon Kite Group,Mike Fay,94 Ringwood Avenue,Croydon,Surrey.

W.K.G. Wessex Kite Group,E.H.Ladd,51 Alexandra Road,Shirley, Southampton.

C.V.C.F. Cerf-Volant Club de France,17 Rue Lacharriere,75011,Paris.

(P) Provisional. * Major Festival.