

THE KITEFLIER

www.thekitesociety.org.uk



Issue 122

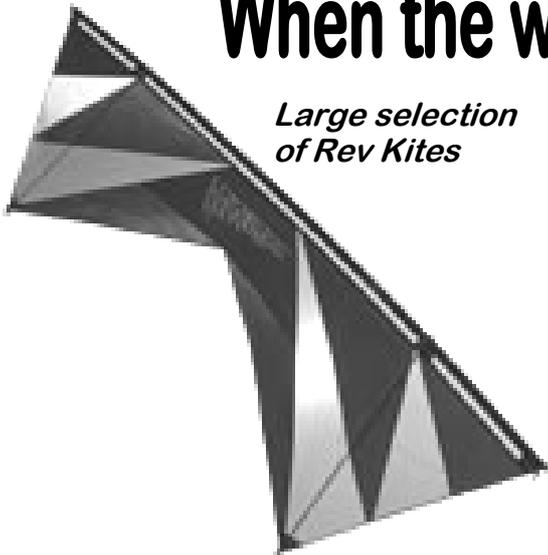
January 2010

£2.00

**Newsletter of the Kite Society of
Great Britain**

KITEWORLD

When the wind blows think of us !

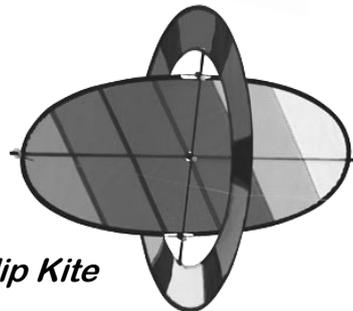


*Large selection
of Rev Kites*



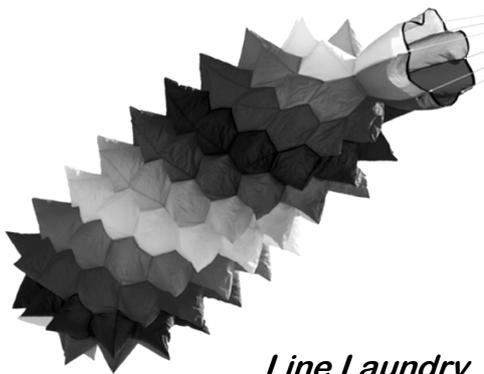
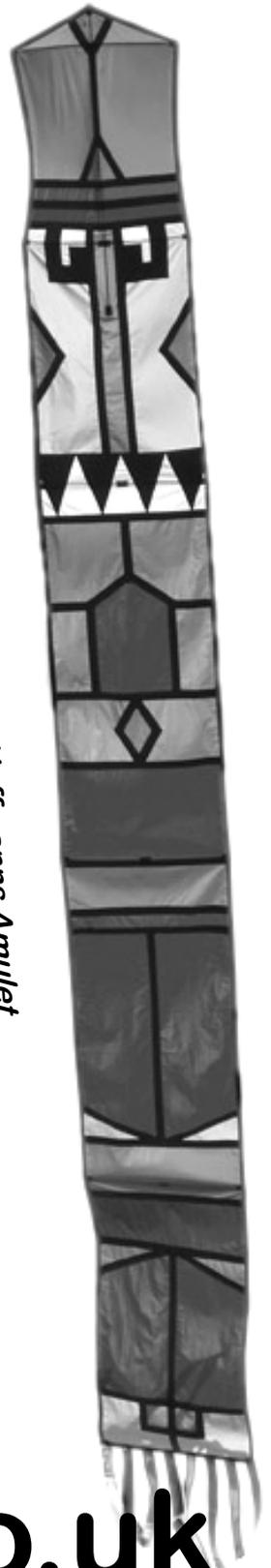
Skyper

***New Year New Kite!
Check out our range of
kites, windsocks,
and many more flying
goodies***

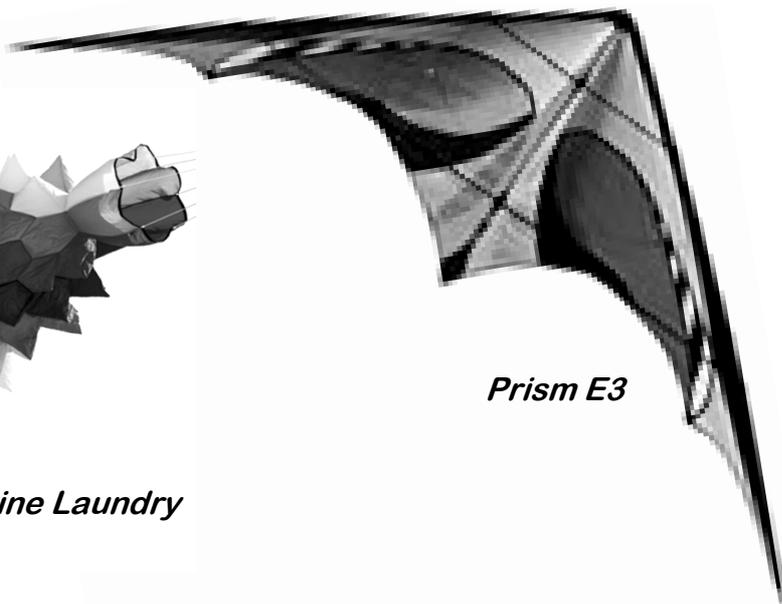


Prism Flip Kite

HQ Hoffmanns Amulet



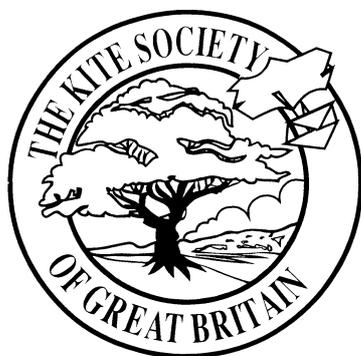
Line Laundry



Prism E3

www.kiteworld.co.uk

01255 860041



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Front Cover
Aerial shot of Portsmouth 2009.
Photo by: Peter Schmidt

Editorial

Dear Reader

Welcome to 2010—let us all hope that the flying season is dryer than last year and we can all get where we want to fly.

Important Changes. As you no doubt know costs have been rising steadily over the past few years and we have reluctantly concluded that we have to increase the membership fees (the last increase was 2006). The main element of cost increase has been printing the magazine and postage (which goes up again in April!).

In general membership rates have increased by just £1.00 (with higher increases for overseas members—sorry!).

In addition we have decided to offer an Electronic Subscription rate which has all the same benefits as a normal subscription **EXCEPT** you receive the magazine via the Internet. This will cost just £5 per year for individuals and families.

Details are shown below.

Kiteflier of the Year: You may remember Tony Cartwright proposed a 'Kite Flier of the Year' award in a recent issue. George Webster has suggested a 'Hall of Fame' with a similar aim of recognising a person's contribution to kite flying in the U.K. There are several ways of selecting a winner for such an award—from the complex selection panel (as suggested by George) to the simple public vote. To avoid any conflicts of interest we feel the simplest method is best—so a public vote will be used.

Aligned with this is public nominations which consist of a brief written proposal (200-250 words) from an individual or group submitted about the nominee to The Kite Society for publication in the magazine and on the web site.

If this does not work well in 2010 we will look again at the method used and maybe go more towards the World Kite Museum Hall of Fame method with a nomination and selection panel.

Nominations can be made now in writing or via email and will be published in the July issue and on the web site. Voting opens at that point (via email, post or through the web site) and continues until 1st December and the results published in the January 2011 issue.

So send those nominations NOW!!!

Membership Type	Fee
Individual	£12.00
Family - all members in the same household.	£13.00
Over 60 - Individual or Family	£11.00
Overseas - Europe and Surface Mail	£14.00
Overseas - Airmail	£18.00
Electronic Subscription (Individual or Family)	£5.00

Pothecary Corner—Stack the Kites

Stack it up

There will be, of course, many pre-tried, pre-tested theories and projects, all of which we shall be pleased to hear about and publish for you either in this magazine or on a special page on the Close Encounters Kites website. There is a video on the site already to prove that we didn't do a bad job – or maybe it was just some good, excellently choreographed flying by Marilyn in some good (makes a change) wind.



All I am going to do is write about how we did it and extracted a bit of enjoyment along the way. This won't get too complicated because, as you probably know, I don't do fiddly.

It started when I saw on the HQ site an article written in German about "Emotions in Rhythm". I thought that this was going to be a new release from HQ of a stack of kites already made up and ready to fly. Wrong! It was an article done by one of their associates about three "Limbo" kites made up in to a stack of three.

This won't be a repeat of that article because one of my many talents is that I don't speak German and therefore, have no idea what was said!

The Limbo is a strong kite with a fibre-glass frame, just about large enough to work with and relatively inexpensive at under thirty pounds. We ordered up three, keeping in mind that if this were successful, we could add two more stacks, some tails and have a fine show with three of us flying in the arena to music.

The Project

Firstly we had to have a plan to get the engi-

neering principles exactly right down the last detail. So, what is the optimal distance between the kites to give the best control and ensure that they all follow in harmony, easy lift off and no wobble in flight particularly in the tightest of the turns?

I remember someone once telling me that the spacing should be two thirds of the length of the leading edge – Oh well - that'll do then!



Another piece of advice was to join from one kite to the next in five places – both ends of the top and bottom spreaders and from the T-piece. Now that's a fair bit of string! OK, we'll try that idea as well then!

We already fly a stack of two Eolo, Neox kites – we flew them at a few festivals when there was enough wind in 2009 and will be using them again next year, so we are aware of the problem of transporting the kites and storing them when you get back home.

If you take the standoffs out, the limbos will lay flat one on top of each other but if you need to separate them it's best to give a little thought on how you are going to tie the links.

We reckon that our way of making a permanent tag on each kite was a pretty good way to do this and you can then put each kite back in its bag if you want. It takes a while to cut and tie twenty tags and ten lengths of line keeping good uniformity but you soon start to invent little shortcuts to speed things along.



Pothecary Corner—Stack the Kites

If you are planning to make bigger stacks with bigger kites it has to be remembered that the front kite in particular has to suffer a lot of pull from the pack that it is leading and may have to be strengthened with stronger rods. I have seen people use what they call a Ghost Frame – no sail just a frame – in the shape of the joining lines, attachment points, sometimes with the frame made from a light but strong metal. The flying lines are then attached to the frame.

Marilyn doesn't like green and is not particularly fond of red kites – the blue one at the front then?

The Launch

We used 100ft lines for the test flight – perhaps a little too long for a solo stack but that is what we would use for kites this size flying pairs or team. Immediately we had difficulty in powering up at low level and it took some considerable effort to get the kites high and moving. We found it easiest to get someone to hold the back kite, keep the lines tight and throw the stack up. This wouldn't be necessary in a strong wind though. Once they were going however, all that messing around in the garage at home was soon forgotten. The pull was good without being strong and the stack was easy to control. However if you did not pay attention to keeping the kites powered up near the ground where the angle of attack is different, the kites quickly lost it and there is no forgiveness once they start to go. This also happens if the wind suddenly drops – once you are in trouble, recovery is almost impossible. Don't get me wrong, if you want to have some great fun flying a nice stack that will impress any onlookers at minimal expense then go for it! We just need something a little more reliable with a lower wind range if we were to do anything in public. Maybe that the kites are a little too small for this sort of thing or maybe if it weren't so cold out there and maybe if I had the time to mess around with the bridle....?

Whacky Worm

We had seen a more sophisticated version by the Swiss guys at Portsmouth and Basingstoke a while back and we particularly liked the one in our team colours of yellow and black. But now there was one commercially made by HQ and we waited all season before we could get our hands on it – The Whacky Worm!

I did a video straight off to show how big it is

(2.3mtrs) stood up next to the wife and then continued along with a launch and had it dancing gleefully to music.

It nearly didn't work because this kite needs a good and steady 8mph minimum to get it away and see it at its best. The WW really is a joy to watch on its own – if you had the pockets or enough friends with one each, several all at once would be fantastic!

Even I found this kite very quick and simple to erect. Similar to the Amulet, from the same stable, most of the rods pleasingly stay in place when you put it away and assembly is by joining three rods down the top half of the spine ensuring that they slip through all of the sleeves and lay against the back of the sail. The kite costs less than seventy pounds but disappointingly doesn't come with line.



Event News

NORTH HANTS KITER'S JOLLY UP6-April 24th & 25th 2010

It's almost that time again! Come and join us for another FUN Weekend of Kite Flying for Kite Fliers!

The site is located in the village of Cliddesden, just south of Basingstoke (not far from J6 of the M3).

On site camping is available from Friday evening onwards (£7 per tent/camper for the weekend).

The Saturday evening BBQ worked well again, so we will do the same format. (£6.50 and bring your plate and cutlery please!). There will again be an impromptu BBQ for those interested on the Friday evening, and Bacon rolls available both mornings. An Auction will once again be held on the Saturday evening, and any donations gratefully received before or on the week-end.

Roy's Refreshment Tent will be open for Business, normal rules apply..

For further info, please either contact:

Roy on 07778 352825
Colin on 07770 338419
Or e-mail roy@kitesup.co.uk

(The dates for this same event taking place later this year again are July 31st & August 1st 2010).

Please Note: this is NOT a Buggy/Boarding weekend, thank-you.

1st, 2nd & 3rd May 20th Weymouth International Beach Kite Festival.

The 20th Weymouth International Beach Kite Festival will this year be held on Sunday 2nd and Monday 3rd May. Saturday 1st May is reserved as a free flying day with no organised events taking place but the beach is free to be used for flying.

As usual a number of overseas visitors will be there flying their kites as well as many UK based kitefliers.

The festival will run along the normal lines with a few competitions, many demonstrations and free flying. Whilst on the subject of demonstrations if anyone who is thinking of attending wants to do something in the arena as a demonstration can they please contact us in advance so that we can plan it in. A childrens kite workshop will also be held on the beach.

We have made some alterations to the layout this year to provide more space. The layout can be seen at tinyurl.com/5khv95

As with last years event ALL participants who require access to the beach flying areas MUST register and collect an access badge from the control point situated on the Esplanade. This is located opposite Bond Street.

There is a reception with the Mayor during Sunday evening starting at 7:30 in the Ocean Room at the Pavilion followed by the fireworks display at 9:30pm. A pay bar will be open and everyone is welcome to come along to chat and entry is free! The bar will be open until 11:00pm.

For those who wish to there is a slot for night flying on Sunday evening, from 9:00pm, which is followed by the usual firework display.

Accommodation

Accommodation can be booked via one of the following routes—The Accommodation Line on 01305 785747. Or via the Weymouth web site at <http://www.weymouth.gov.uk>. Email: tourism@wpbc.weymouth.gov.uk. Reservations can be made for all classes of accommodation including caravan and camping.

Camping

Littlesea Holiday Park appears to be the nearest camp site located approximately 2 miles from the sea front. Details of the park can be seen via www.haven.com/parks. Tel: 01305 774414.

Car Parking

Once again there is free parking available but space is limited and restricted to Kite Society members. Once the tickets have gone we cannot get any more. Tickets are valid for three days, Saturday, Sunday and Monday. One ticket per car for all days.

The car park is situated behind the Pavilion and spaces are available on a first come first served basis—it is also a general public car park! Please send your request to the Kite Society at the address on page 2 and remember to enclose a stamped addressed envelope and your membership number as passes will NOT be sent without one. Indicate the number of passes required. (One per car). *BEFORE the 14th April. Please remember to enclose a Stamped addressed envelope.*

Traders

Kite traders are very welcome to attend and ply their wares. The charge structure this year is:

- Up to 15ft (4.5m) frontage: 3 days £210, 1 or 2 days £185.
- Over 15ft (4.5m) frontage: 3 days £240, 1 or 2 days £215.

Payment and booking must be in advance and should be sent to the address below. Please make all cheques payable to the Kite Society.

See you there.

Basingstoke Kite Festival—5th & 6th June 2010

At Down Grange Sports Complex, Pack Lane, Basingstoke. From 10am to 5 pm (both days)

Event News

Come along and help us to celebrate our 18th Festival and join in the fun!

Guests will be from Home and abroad and as well as things going on in the display arena, there will be the usual array of activities, along with various Kite & Food traders.

A raffle is held over the weekend with lots of donated kite related prizes, so Kite traders please take note!

On Saturday evening we will have our usual Social Get Together in the marquee, and all are welcome. (There is a small fee if you would like to join in with the Buffet, well worth it!)

Camping is available on the Friday and Saturday evenings @ £5 for the weekend (payable on the weekend) and there are showers and toilet facilities on site.

Come along and join in, and we look forward to seeing you there!!!

Contact: Alan Cosgrove (Main festival Organiser) 01256 421800. Roy Broadley (Kites Up) 01256 812487

Teston Bridge Country Park nr Maidstone 2010
June 12/13 2010 & August 7/8 2010

At the Teston Kite Festival, August 2009, Ron Dell announced that he was withdrawing from being involved in the organisation of the two annual Teston annual events after 20 plus years.

These two events over the years have become known as somewhere kiteflyers were able to relax, meet, socialise and generally chill out whilst flying kites. There has never been any competitive edge to the kite flying nor any organised demonstrations, just time to fly for enjoyment. As well as mingling with the public and hopefully introducing the fun of kite flying to them, so that they would continue either within their families or perhaps within a club.

Ron has always maintained a good working relationship with the Park Rangers, and anyone who has attended will be aware how relaxed and fun these event have been over the years.

At time of Ron making his announcement he invited Kent Kite Flyers (KKF) to take over his mantle, and the committee were honoured to be asked and willing accepted. It will be a challenge to follow in Ron's footsteps, but there is no intention to change anything. KKF will be liaising with the Park Rangers in the organising and promoting of the events. Camping as previously will be from the Friday afternoon through to the Monday afternoon, for which there is no defined fee, but there is an expectation of a reasonable donation to the Park Rangers, normally collected on the Sunday morning. These monies go towards providing funds for the additional facilities at the Park for which there is no direct contribution from

the County Council. Access to the flying field will be restricted for cars on both flying days to between the hours of 10am and 5pm for kite flyers. There is a car park on site for which the charge is very reasonable for all day stay.

It is hoped that Ron Dell will continue to be present at the Teston Festivals and on behalf of all kite flyers who have ever attended Teston a big round of thanks and three cheers for all the pleasure Ron has brought to Kite Flyers and non kite flyers and for introducing so many people to the pleasure of Kite Flying over the years.

We hope that the event will be well supported in the future as it has been in the past.

Contact for Teston is now Malcolm Ford, Kent Kite Flyers. e-mail Malcolmf@kentkiteflyers.org.uk. tel 07840 086770

Dover 2010 Kite Festival 24/25 July
Astor Playing Fields, Tower Hamlets, Dover.

Kent Kite Flyers were requested early in 2009 to be the lead partner for a kite festival in 2010. During the season contact has been made with various kite flyers who have agreed to attend.

Although Dover Town Council gave the go ahead with a provisional budget, Kent Kite Flyers do not expect to have confirmation of the budget until January 7th 2010, especially in the present economic downturn where local government budgets are under severe pressure.

Dover Town Council is a separate level of local government in that it only covers the centre of Dover and not the area extending beyond which comes under Dover District Council.

The festival will be held as it was in 2008 at the Astor Playing Fields, Tower Hamlets Dover. This was deemed to be the only area suitable within the boundaries of the Town Council, due to the wish to bring events to the community.

Unfortunately due to the limited access to the site there is no parking available on site for camper vans which are bigger than the old type VW camper vans (so often seen as surfers' wagons). Nor is there a secure parking as yet agreed close to the flying site, although there is camping on site for kite flyers for which a donation will be sought. Passes will be available in due course.

Further updated details will be forthcoming in the next issue of "The Kiteflier".

Contact details are Malcolm Ford.
e-mail Malcolmf@kentkiteflyers.org.uk.
tel: 07840 086770.

Learn to tie Knots—Peter Lynn

There's a train of maxi's up and something goes wrong requiring that the main line gets de-tensioned for long enough to re-do some knot. This is a very common situation- happens a few times every flying day. In stronger winds, it's almost impossible to do solo; requires two people. So, I can take the tension, and I can undo and re-tie whatever has to be done, but I can't do both at the same time. If the other person is female, they won't be able to hold the line tension AND they usually won't know how to tie knots.

This bit we can fix right now;

Just four knots cover almost all situations; larks head, bow line, keeper, and sheet bend (with variants).

(The second most annoying person you ever meet on the kite field are those with some special complicated knot they MUST show you.)

The definition of a useful knot is one that develops as much of the line strength as possible, can be tied one handed (while the other holds the line tension) and doesn't come undone UNTIL YOU WANT IT TO!. This last is the key bit, knots must be easy to untie, even after line breaking tension.

THE most annoying person on the kite field ties some stupid knot while you're not watching, usually a double overhand, than buggers off when it's time to undo it. The only supporters they have in this world are dentists (Leathermans destroy line but teeth are excellent for extreme de-knotting).

Larks heads are easy to tie, always easy to untie but only develop about half line strength. Photo 1: Larks head and keeper knot on a bow-line.

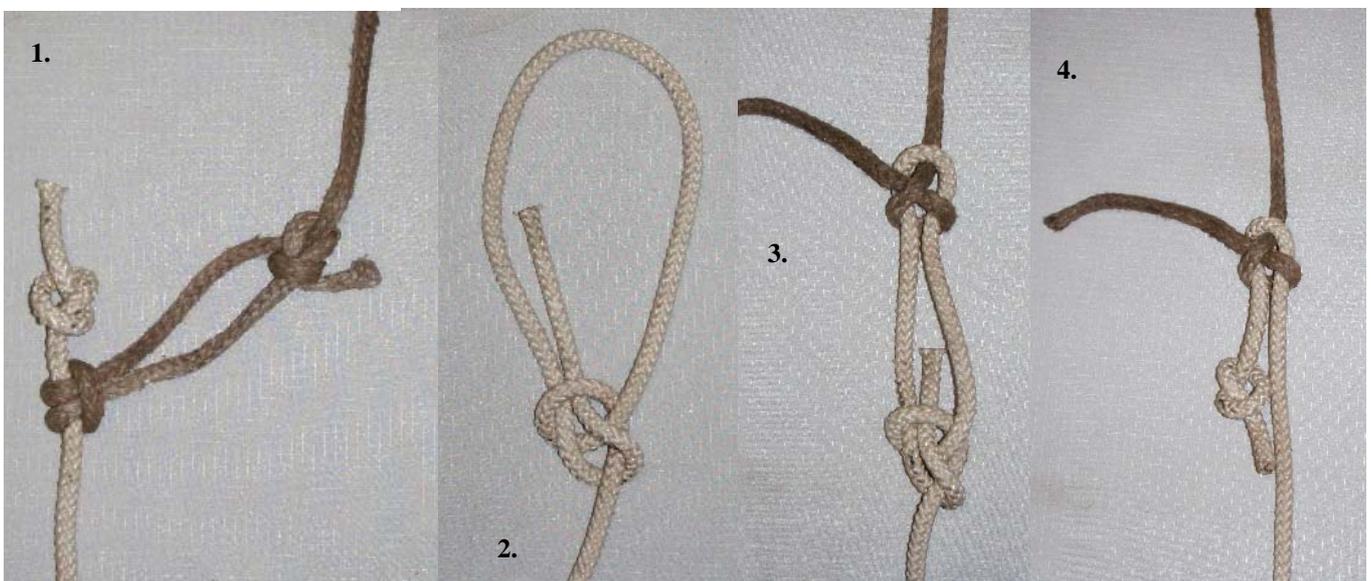
Bowlines do a bit better- but are harder to tie , and require a bit of technique to undo (always possible though) - push the loop back up over the out-line to loosen the remainder. Photo 2: Bowline

Sheet bends are easy to tie, are always undo-able, AND, in the double sheet bend form develop more line strength than larks heads or bowlines. Photo 3: Sheet bend to line with keeper. Photo 4; sheet bend to bowline. Photo 5: Double sheet bend. Photo 6: Double sheet bend with doubled end for untying.

Some situations, especially with Spectra/ Dyneema which is especially slippery, require a 'keeper' knot to prevent lines gradually working thru (Photo 1 and others).

A knot you should NEVER use (except sometimes) is a double overhand - easy to do, but impossible to undo, Photo 8: Double overhand.

In the last 5 years I've twice had a double sheet bend with doubled end (for quicker releasing, Photo 6) pull thru and let kites loose. A total solution for this is to add a half hitch after the sheet bend, (Photo 7 ; Double sheet bend with doubled end and half hitch). but often when launching in the morning, wind is barely sufficient for flying , so gale secure knots are a long way from your thoughts.



Learn to tie Knots—Peter Lynn

And there are just two more knot things to cover:

When tying off to a pole or similar; do a double loop around so that it won't slip up the pole as the kite apexes- and tether closest to the ground where the anchor's strongest. Photo 9; Tethering

And, for tying off a kite or windsock to a kite line, a half hitch loop then a larks head (or use

the loop to make a sheet bend of any variant) does the job-holds without slipping and can always be untied later (Photo 10).



The Franco-Scandinavian Meteorological Station, Denmark

Dörte and Frank Schulz

A photograph of the station from the local historic archive in Viborg, Denmark.



As everywhere worldwide, so too in Scandinavia were the upper air strata being researched at the beginning of the twentieth century with the aid of kites. The goal of this research was to explore the more exact nature of these strata and to obtain knowledge of weather and climate.

At a meeting of the Meteorological Society in Berlin in 1901, it was decided to found a meteorological station for the research on the upper air strata upon the suggestion of Frenchman Teisserenc de Bort. The placement of the station was so chosen that the sea, with its specific weather conditions, would not be far away, and also so that observations could be made independent of ships.

The small village of Hald, near Viborg, in Denmark was selected as the location. The intention was to make as many valid meteorological measurements as long lasting as possible, with the help of kites and balloons.

This plan was successfully inaugurated by 1902 with the help of many contributions. The construction of the station was begun in the spring of 1902, and as early as July 1902 it was in business. The considerable money needed for the realization of the station came from, among others, Teisserenc de Bort, who gave 50,000 francs from his private fortune; from the Danish state participating with 14,000 francs; diverse bequests from Denmark at about 24,000 francs; and from Sweden, providing 28,000 francs. The land upon which the station was to be erected was also a gift, provided without cost by local chief hunting ranger Krabbe. Teisserenc de Bort became the director of the station. Also assuming leadership roles were H. Hildebrandsson of Sweden and Adam Paulsen of

Denmark, who was appointed by the Danish Meteorological Institute. Altogether the station employed about thirty workers. Among them were carpenters for kite construction, meteorologists, and mechanics.

There were seven buildings on the station. There was a rotatable observation and winding tower, a balloon hangar, a kite workshop, an office building, a machine workshop, a laboratory, as well as, of course, the house for Director Teisserenc de Bort. The station also had a gas container and an automatically driven kite winder.

A total of 311 flights with kites and balloons were carried out from July 10, 1902 to May 13, 1903. For the kite flights, Hargrave or modified Marvin kites, from 3.3 to 8.2 square meters in size, were used. The aim was the longest possible flight with correspondingly long diagrams or sketches. The longest of these flights was an uninterrupted 26 ½ hours. The average altitude for flight was 2500 meters. The highest flight, 5900 meters, was a record at the time. On account of the frequent very long and high flights, the material loss was correspondingly high.

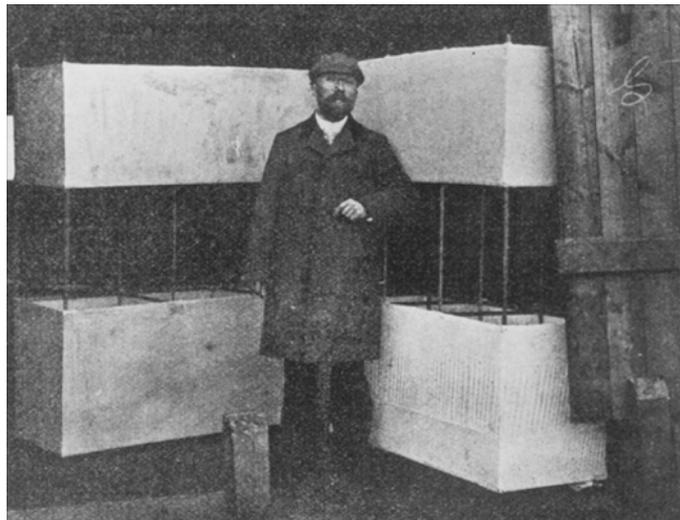
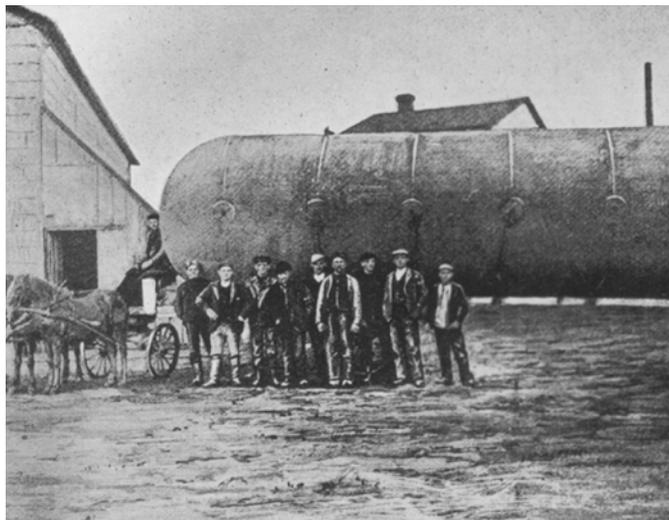
In order to keep the cost of lost or damaged kites as low as possible, the station administration offered a reward for the return of torn kites and lost instruments. For the return of a kite, a reward was promised of between 5 and 10 Danish kronen. As a complement to the balloon and kite flights from the station, flights were undertaken from war ships. A total of 15 flights from the "Falster" and the "Loeveroem" took place.

There were surprises – positive as well as negative – for the workers at the station. As early as November 1902, shortly after the beginning of operations at the station, the strongest ever registered storm swept over Jutland. On account of this storm, several of the station's houses were partially or heavily damaged.

Also in November 1902, Vladimir Koeppen and Richard Assmann visited the station in Hald. With this opportunity, Richard Assmann presented his friend Teisserenc de Bort with the Red Eagle Order Second Class, in the name of Kaiser Wilhelm II, for his work in meteorology.

Altogether 311 kite flights were made in just the first year of the station. Fifteen more were made from ships. Of course, a number of bal-

The Franco-Scandinavian Meteorological Station, Denmark



Photographs from the report "Travaux de la Station Franco-Scandinave de sondages Aeriens a Hald 1902-1903" by Teisserenc de Bort. BELOW: The war ship "Falster," from which several flights were taken. Right: Station captain de Bort. LEFT: A gas balloon.

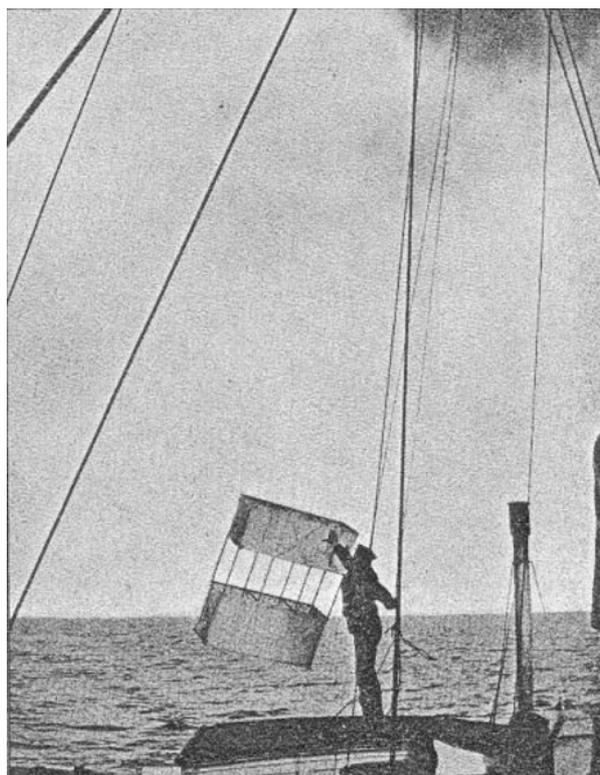
loon flights were also made from Hald. The gas needed for the balloons was brought by horse-drawn cart from Viborg. Often young boys repeated a typical prank: after the cart driver, Fritz Langvad, had filled the balloon, these kids from the town poked a hole in the covering with a needle. This resulted in a slow loss of gas during the trip to the kite site. After Fritz Langvad had arrived at the station, the loss of gas was so great that he had to go back once more to get new gas.

When the station was closed as planned in the summer of 1903, all buildings were auctioned off and dismantled. A few of the buildings, including the former residence of Teisserenc de Bort, were reconstructed and are standing in the village of Dollerup, a few kilometres from their original location. There they serve to this day as homes, completely renovated and converted.

The owners of the houses today interestingly know nothing of their history. Only after we had shown them some newspaper clippings during our visit were they enlightened. In addition, a stone monument was not finished until 1938, after a number of complications, through the efforts of the director of the office of tourism. The stone exists today and stands on the Heide near the town of Viborg. On the upper plate of the monument is the name of the station, and on each of three stone posts is the name of one of the three directors: Teisserenc de Bort, Adam Paulsen, and H. Hildebrandsson.

A paper on the work of the Franco-Scandinavian station at Hald was published under the title "Travaux de la Station Franco-Scandinave de Sondages Aeriens" ("The Work of the Franco-Scandinavian Station in Air Observations") by Teisserenc de Bort. Reports from H. Hildebrandsson and A. Paulsen are also contained in the paper.

Translated by Robert Porter (Reproduced with Permission of the Drachen Foundation).



Beer Crate Box Kite—Mark Harding



tures and decided to make myself one

It's construction is quite simple very similar to Le-cornu's "Waffle" or "Winerack" design.

To make this kite cut out pieces of Ripstop as listed below.

Constructing the kite

Hem all pieces of fabric first then start with the inner cells see the diagram below on how the pieces are joined.

Once the inner cells are sewn then start to sew them to the outer box. Start with the longest side from the bottom and work from left to right. I found it much easier to add the sides one at a time rather than sewing the outer box

I was surfing the internet and found a few pictures of a 'Beer Crate Box Kite' one was a German site the other Chinese. I studied the pic-

The Main Box Sides		
2	31 in	25 in
2	25 in	25 in
The "Handle" Holes are 9 in by 3 in and measure 3 in centred from the top.		

then adding the inner cells. Once this has been done to sew the last corner of the box turn the whole kite inside out and sew, then right side in to sew the overlap. Once the main kite is sewn then add 2 inch sleeves at the corners (3 for each corner). At the top at bottom of the kite I have sewn tabs to take the location joint for the longerons. Arrow nocks and split rings can be used but I have used plastic tubing with the rings passing through them.

The 4 longerons measure approximately 27in and made of ¼ inch hardwood ramin dowel.

The Inner Cells	
The height of each piece is 15 in and the following measurements are for the sewing points and are in inches.	
2	6", 6"
2	5¾", 6", 6", 5¾"
2	6", 6", 6", 6", 6", 5¾"
1	6", 6", 6", 6", 6", 6", 6"
I have allowed ¼ of an inch for hemming and ½ inch for the overlap at the joins.	

The cross spars are approx 39 to 40 inches in length and although the picture shows them made of dowel I will be changing them to carbon fibre as they won't bow as much.

Also at the top of the kite I have used perimeter spars which I have sleeved on all 4 sides for extra taughtness and to stop the material from flapping around and causing damage to the rip-stop sail.

To fly this kite use a 2 leg at the 2 top corners on the longest side as in a standard box kite flown flat. In stronger winds the bridle can be

Pothecary Corner

You are - probably going to read somewhere else in this magazine about two events we will be attending before the festival season starts.

Winter League

The first is the Solent Kite Flyer's Winter League. This event is usually held on the nearest Sunday to Armistice Day in November on the same site as is held the Southampton Kite Festival every year on the 3rd weekend of June. Unfortunately the heavy rains that we had for several days leading up to the event meant that council wisely forebode any sporting activities due to the very boggy nature of the ground.

Rumour has it that our reserve site down at Stokes Bay was also affected by the weather and someone was giving canoe demonstrations on it.

Quad Judge

Marilyn and I will be doing most of the judging accompanied by Doug Manners but we would be grateful for one or two experienced four line judges to give a hand. The event will be at Lordshill in Southampton on Sunday 21st February and will kick off at 11.00 hrs prompt(ish). Best to get there early though as we have to get the running order sorted and we like to take time out to help the first timers along a bit.

Low Key

We pride ourselves on making this a low key event so that any beginners can come and have a go at a competition without having to worry about lots of rules – safety is all we worry about! We get some of the experienced guys too and we make sure that they still get the challenge they are looking for in readiness for the new serious competition season.

It's all free, there's usually a tea urn on the go and afterward there's plenty of field space for everyone to get out and fly for as long as they like. If you just want to watch – that's OK too!

Just type in "Close Encounters Kites" to Google, or your favourite search engine, and you should easily find full details including animations of how to do the figures, courtesy of Roy Reed's amazing computer skills.

Better Flying

If you want to come and have a fly with Marilyn and me, want some tips or free lessons on kite flying or just fancy spending a quiet day or two

with like minded people away from it all then look up the details about Roy's "Jolly Up" just outside of Basingstoke on April 24th and 25th.

We will be there on the Sunday only. We won't be running a ballet competition there this year because we will need to fit in a bit of final practice in ourselves – it's Weymouth the weekend after!

It's Free!

We have a few weekends before then when we will be pleased to help with some free coaching (it's free as long as you come to us!) if you would like to make contact through our website in the first instance.

We always appreciate people coming over for a chat at festivals and will always try to help with some, 'one to one' coaching if that's wanted too, providing there is space and time but it is always best to keep an eye on our diary and pop along to these types of events or make arrangements for the weekends in between.

Please don't be afraid to ask, this is our hobby, we are not doing it to make a profit, anything we charge for the events we attend is quickly swallowed up by travel, accommodation, food, breakages and new equipment – although those trademark, yellow Crocs are still good for at least one more year.

The way we see it is that the more people we encourage to take up the sport the better it will be! There is a real buzz in seeing the smile on someone's face when they suddenly acquire a new skill.

Crib Sheet

One final request. I find more and more that I am being asked to provide commentary at events we attend – I like doing it but some of you will have noticed my knowledge is not limitless.

I can chat for a long time about the people we have had the privilege to fly with over the years and what they do, but some info sheets on the kites would be great for any of the other guys on the PA at events as well!

Allan Pothecary Close Encounters

Close Encounters Competition Winner

Win a Kite

The "Win a Kite" competition attracted about 130 entries this year. The page on our web-site got anything up to 90 visits per week and still people are going back there at a rate of around 40 per week.

Oddly though, not that many are clicking on the link to see all of the entries.

We would like to say thank you to everyone who has taken an interest and even more to those who made the effort to enter. We really appreciated every entry and hope that we managed to say thank you to all participants individually.

We have also had thanks in return for actually running the competition. It seems to be quite a popular thing; so much so that next season we will be doing it all again. This time the prize will be a single line kite. In fact there will probably be more than just the one prize – giving more people a chance to win. It also means that we will try to publish the entries as we go along. We were a little reticent about this before as we thought that one good photo early on might have put others off.

The winner is...



So, who won this year? Well fellahs what happened there? The girls did it yet again! We had such a tough time deciding. It wasn't a case of trying to choose between the odd few; there were thirty or so that could have won but eventually we decided that Josie Wilden's entry was not only a good photo but it made you feel as though were actually there and, therefore, was definitely – "One for the album!"

It was taken, Josie told us, whilst on an eight day walking holiday in the Mont Blanc region and our competition was kept in mind as they waited for a crystal clear day to capture something.

It took some time to track her down but eventually we did and a very pleased Josie filled in the colourizer on Tim Benson's web-site (We loved her theme of yellow and black – our team colours) and, three weeks later it was delivered.



Where is she?

We don't quite know what it is, but the same as last year's winner, there were lots of promises of pictures of winner with kite and then the prize recipient suddenly disappears without trace. We will have to think of a different way of doing this next year or people will start to think that Allan is making this whole thing up! If anyone is in the Reigate area and they see a kite like the one in the picture being flown can they ask if it is Josie, and then would they like to step forward as a witness please!?

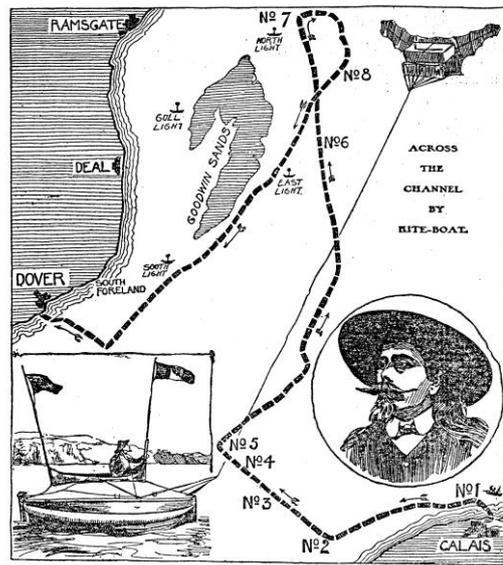
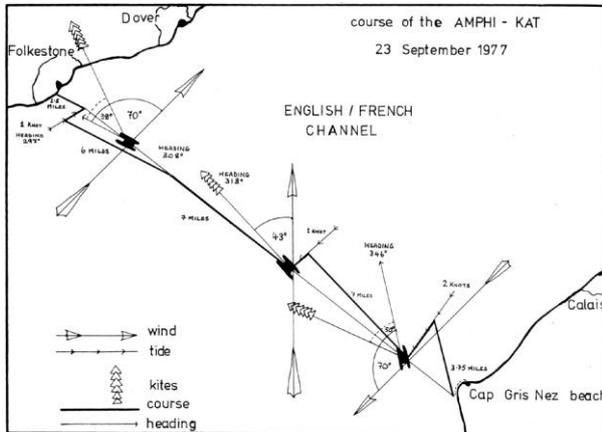
Next one

The only way to enter the competition will be through our web site which you will find at www.closeencounterskites.co.uk. You can also use the "Contacts" page to email us if you have any specific requests or just want to say hello. Go there to see all of the 2009 entries or to find some of the past 'Potheary Corner' articles and take a look at some of the videos whilst you are there. Visit our site or look in the next edition of this magazine for details about the next photo competition. It will be easy to enter and we will have more than just the one prize this time.

Thanks again to Tim of Bensonkites.com for giving what is still one of the best kites in the world both in performance and in manufacture as our prize for this the 2009 season (better flyers than us will vouch for that!

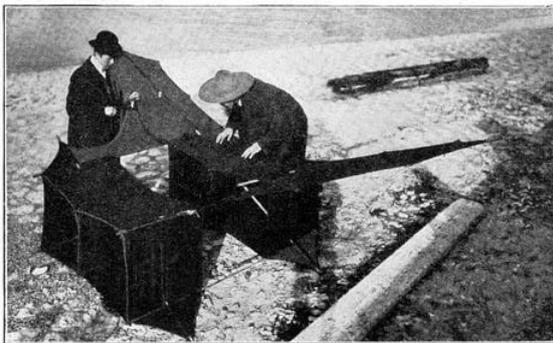
Ship Kites.....Paul Chapman

A new AKF member turned up at the November Club Night. I won't cause him embarrassment by naming him directly although, by strange coincidence, we share the first name. This Paul knows a lot about boaty things and, since this space in the frysheets needed filling, it seems appropriate to introduce Paul Bateau to ship kites. Yes, I said SHIP!



At an early stage in my kiting career I heard of Keith Stewart who had built a set of dirigible inflatable delta kites and, when not bugging 7 up, sailed across the English Channel on the 23rd September 1977 in his 10 ft Amphi-Cat catamaran towed by a stack of six very large delta kites. Of course he was not the first to have done this little trick but you can find a full account in the December 1977 *European Kiteflyer*. Much later I met up with Keith, but this time to look at his stealthy inflatable helicopter. Back to the Channel Crossing – it was our hero Samuel Cowdry (aka Cody) who made what must have been the first kite flight across the Channel overnight on the 6th/7th of November 1903. He used a black winged box kite, called Old Faithful, and a collapsible Berthon boat for his trip from Calais to Dover. The Berthon boat survived. Sotheby's sold it for £11500 at their Cody Archive sale in 1996. Louis Bleriot did a copycat flight in 1909 which proved that 'England is no longer an Island' and so probably started WW1.

Showing the course taken by Mr. Cody's boat during his thirteen hours' journey. The following incidents are depicted on the map by figures:—(1) First boat sent back; (2) wind freshened so that between distances (2) and (4) a speed of from six to eight miles per hour was obtained; (5) and (6) drifted toward the Goodwin; (7) kite pulled down for lack of wind; and (8) landed again from boat.



FITTING UP THE KITE AT THE STARTING-POINT IN CALAIS HARBOUR.



FLYING THE KITE FOR THE SUCCESSFUL ATTEMPT.



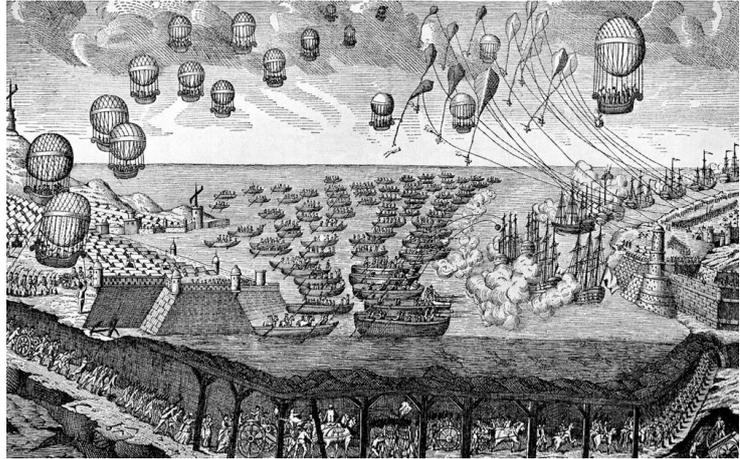
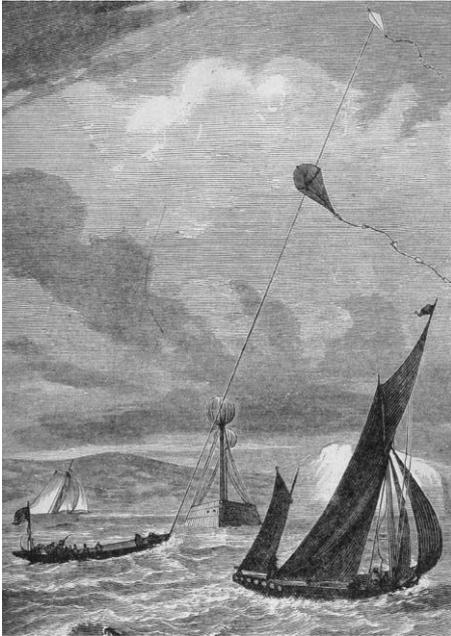
MR. CODY, WEARING HIS OILSKIN DRESS, IN THE KITE-BOAT.
The kite is not visible behind the front mast.



PREPARATIONS FOR THE START: MR. CODY IN HIS BOAT WITH THE KITE ROLLED UP AND LAID ALONG THE GUNWALE.

ACROSS THE CHANNEL BY KITE-BOAT: MR. S. F. CODY'S SUCCESSFUL VOYAGE FROM CALAIS TO DOVER, NOVEMBER 6 AND 7.

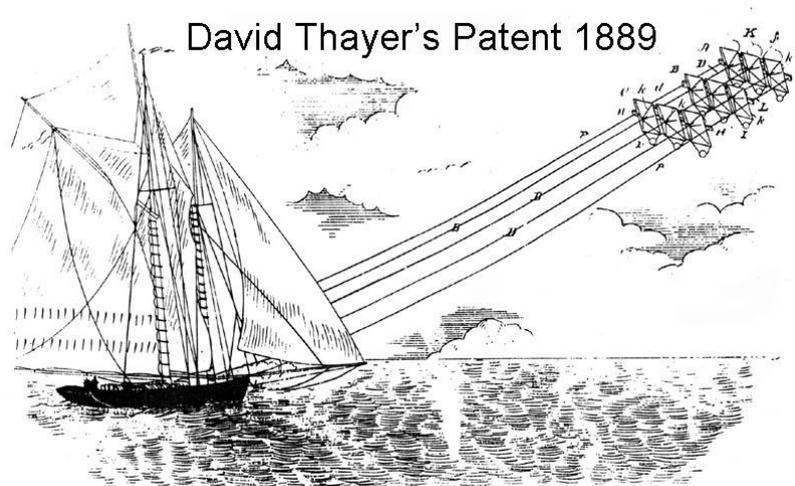
PHOTOGRAPHS BY THE INTERNATIONAL PRESS AGENCY.



But back to Bristol and “Our Father of Kite Bugging”. Good old George Pocock was also into kite sailing. The Pocock books (there are two of them, but this illustration came from the Boys Own Annual) talk about Pocock and his family taking a kite-propelled jaunt into the Bristol Channel where they navigated themselves around Long and Short Holm. Their ‘buoyant sailed’ clipper took part in races against more conventional yachts and, at least on one occasion they sailed up the waters past Portsmouth and then around the Isle of Wight – which would be a nice thing to recreate for a Portsmouth Kite Festival?

What inspired George Pocock? I can think of two possibilities; or perhaps none? Firstly there is the myth that a young Benjamin Franklin tied a kite to his toe one hot summer’s day and amused himself by being towed across a lake. Then there is the more believable contemporary print of the 1802 French plans to consummate the ‘England is no longer an Island’ concept. Maybe George Pocock had plans for combining his child’s thrashing machine with his kite-propelled ship to give those Frenchies a spanking.

Keith Stewart’s pioneering (in the modern sense) work led to high-speed kite sailing (remember the Jacob’s Ladder Flexifoil stack?) and ultimately to Peter Lynn and modern kite-surfing. Keith Stewart also inspired the ship propulsion people. One early concept was the use of dirigible kites to drag icebergs from the southern oceans to the Gulf States in order to provide fresh water, or perhaps large ice cubes. Kite trials are still ongoing although now the idea is to use kites as auxiliary propulsion for tankers and container ships.



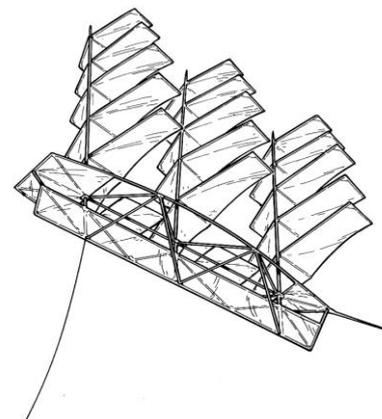
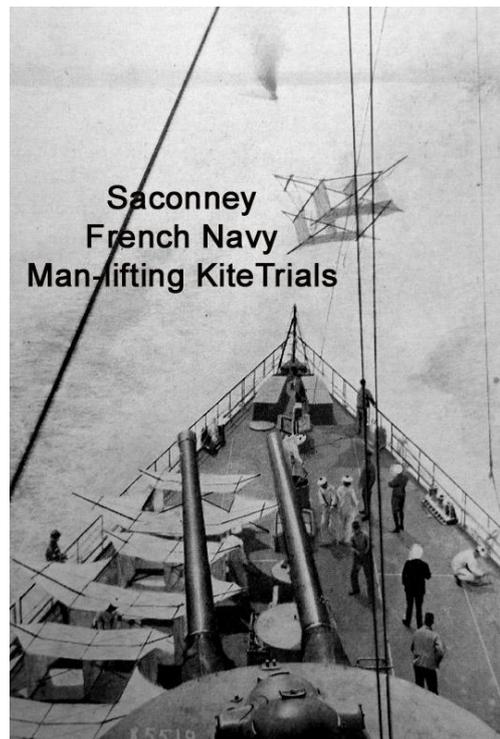
David Thayer’s Patent 1889

Another connection between kites and boaty things is the use of kites as survival aids. Not surprisingly our George Pocock comes up as an early proponent. My guess is that he used the cliffs at Sea Walls next to the Bristol Downs for his experiments, and where he would have demonstrated 'saving' his stranded sailor from the murky waters of the Avon up the 200 ft cliff face. There were lots of rescue kite concepts in the 1800s, many of them patented. I rather like David Thayer's schemes. The book, *Seamanship*, by Sir George Nares (famous for the open-ended cone drogue) details his rescue kite which was "approved by the *Shipwrecked Fishermen and Mariners' Royal Benevolent Society*".

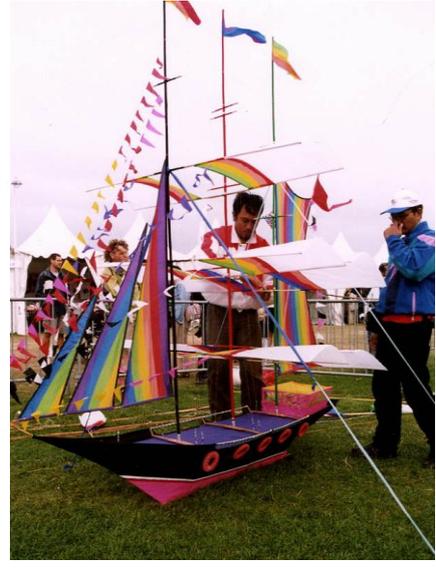
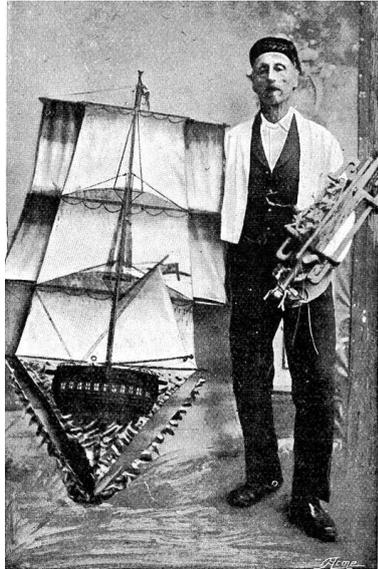


Much later kites were provided for aircrew that had to ditch or were shot down during WW2. The kites, mostly yellow box kites, came with a Gibson Girl transmitter which gave the crews something to do before dying from hypothermia. Not all of the kites were yellow. I recently came across a couple of white self-erecting Conyne rocket kites. These were designed by Commander Wheelwright who used a rocket flare to get them to flying height before springing open. Navies used kites for many purposes. Man-lifting Cody (Royal Navy) and Saconney kites (French Navy) were used for observation. Kites were also used for lifting wireless aerials and Royal Navy trials were made using Cody Compound kites. I found an example of a WW1 Brookkite at the Science Museum Store at Wroughton several years ago; it carries the stamp of the Royal Naval Air Service and would have been used for lifting wireless aerials from the deck of a ship. This kite is still, as far as I know, known to the Science Museum as a Cody Kite, despite me

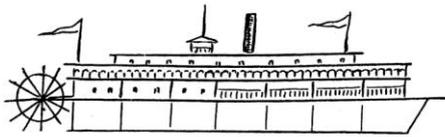
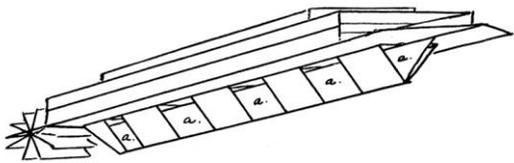
showing them an original Brookkite drawing! Brookkite made many naval kites, including a very compact wireless kite that was specified to be erected inside the conning tower of a submarine!



And of course there are a lot of ship-shaped kites. I have one from a workshop by Andreas Agren – more famous for his Viking Ship kites, but this one is more of a Mary Rose. The

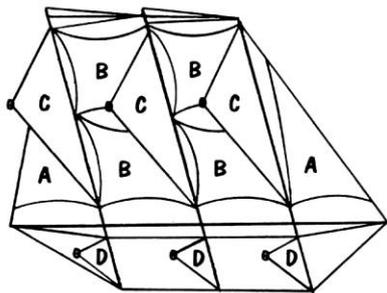


Balinese are famous for their little masted sailing ship kites, although the best I have seen was the one made at Dieppe several years ago. It was similar to, but much larger than the Squadron Kites 5ft long Ghost Clipper of the 1980s. And there are a great many yacht kites, based on the Roller Kite principle. As far as I know there is only one book dedicated to ship kites – *Hansen Dako* (Ship Kites) by Morio Yajima and is a rather sad gap in my little kite library (if you have one and want to donate it.....) The book was advertised in *Kitelines* with a comment “*fascinating and challenging!*” I found the old sailing ship kite photo in *Pearson’s Magazine* for 1898.



Driemaster by Jan Pieter Kuil

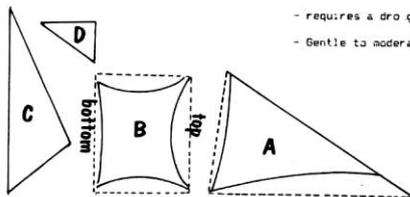
reproduced from *Nederlands Vlieger Gezelschap Magazine*



The Dutch loosely translates as follows:

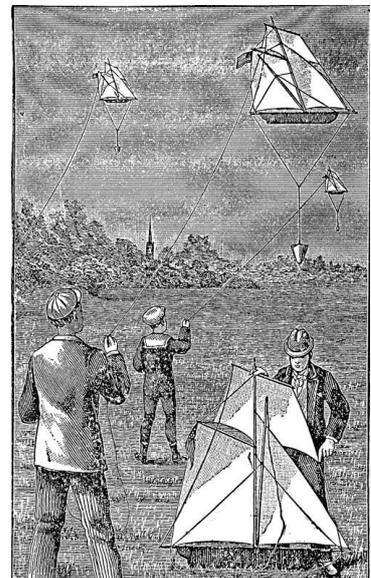
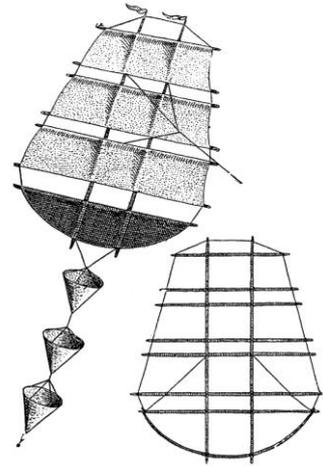
- Because the flags are asymmetrical you may find that the left hand bridle will require shortening.

- A six leg bridle
- requires a dro que
- Gentle to moderate wind.



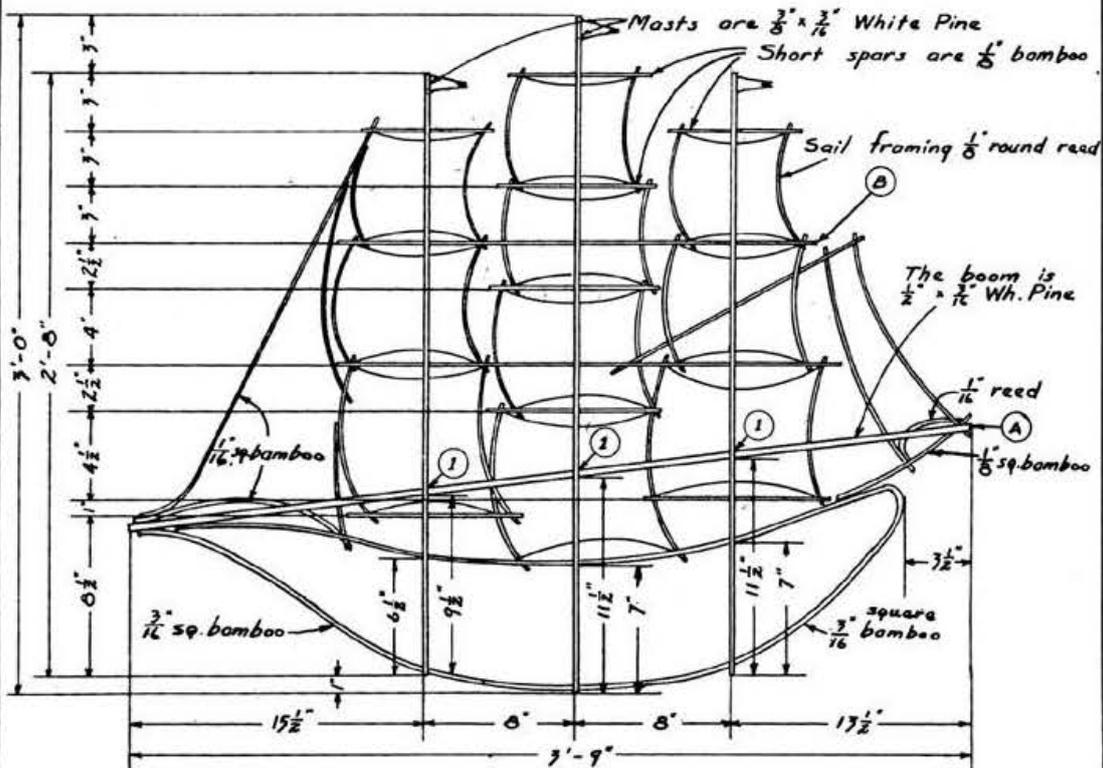
0 10 20 30 40 50cm

The maker was an inmate at the Earlswood Asylum; he also made the “*ingenious rope-winder which, put upon the market, would find a wide popularity – from the able bodied seaman down to the domestic laundress.*” You can find several similar designs dating from the 1912 copies of “*Der gute Kamerad*” in Hans Snoek’s “*...und sie fliegen heute noch.*” Miller’s “*Kitecraft and Kite Tournaments*” (mine is the 1919 edition) has several ship designs too, including this rather nice box-kite paddle steamer. Perhaps a more practical kite for the conventional kiter is Jan Pieter Kuil’s 3-Master that I have taken from the *Kite Society Special* (n.d, but a long time ago). Kuil’s kites were really special and his always flew beautifully.



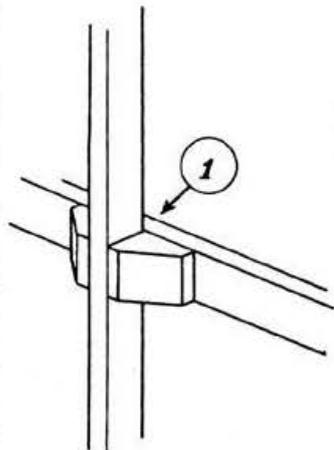
PLANE SURFACE KITE

SAIL BOAT DESIGN

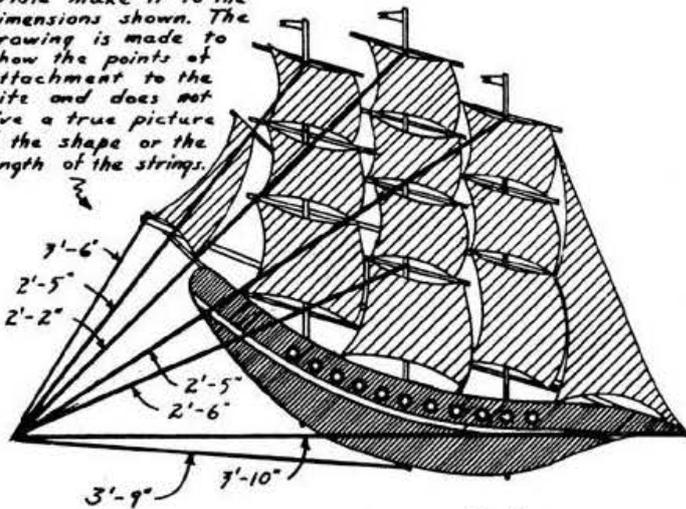


Framing Plan
Kite is bowed 4" out of plane along stick A
and 2" out of plane along stick B

Note:
In adjusting the
bridle make it to the
dimensions shown. The
drawing is made to
show the points of
attachment to the
kite and does not
give a true picture
of the shape or the
length of the strings.



Detail 1
The triangular bracing
blocks are first glued,
then securely lashed to
both sticks in usual manner.



Kite as in flight

8C-6-115

Framing plan
scale in inches

South Park Commissioners
BESSEMER PARK

PLANE SURFACE KITE
SAIL BOAT DESIGN



Alox Kites

and the
Man Who Made Them



In terms of "bang for the buck," not many toys could equal the Boomer-era dime-store paper kite. Ten cents for the kite, ten cents for the string, and you had an afternoon sailing the invisible waters of the local schoolyard sky. I used to hunt in empty lots for returnable bottles to buy kites, but kites could often be had for free as handouts from local businesses. (Cundiff's Sinclair gas station at Harlem and Higgins in Chicago handed them out for awhile circa 1961) Even string could be salvaged from the odd corners of the schoolyard, or (especially) in the trees where less fortunate kites found their final resting places.

Hi-Flier Kite Company certainly led the market for paper kites mid-century, but they were far from the only company making paper kites targeted at children. Interestingly, all the major players in paper kites apart from Hi-Flier (which was based in Decatur, Illinois) were located in St. Louis: Crunden-Martin Manufacturing (makers of TopFlite kites), Wilder Manufacturing, and Alox Manufacturing. All these companies have been out of business for some time now. Even Hi-Flier is merely a licensed brand manufactured in China. Getting anything on their history is very difficult, but recently I had the good fortune to make the acquaintance of Nancy Frier, who is the granddaughter of the man who founded and ran Alox Manufacturing from its establishment in 1919 to his death in 1974. With her help, I've been able to compile a description of the company's product line, the company's history, and perhaps most interesting of all, the history of the remarkable man who was Mr. Alox all of his long life.

John Frier 1895-1974

John Frier 1895-1974 Born in 1895, Frier had a restless mind, of the sort that demands to know how things work and constantly tries to figure out better ways to get things done. On return-

ing to St. Louis from Navy service in World War I in 1919, he had an idea for a way to make a shoelace that would not unravel at the ends. His US Patent #1,318,745 described a method of squeezing a thin leaf of metal around the end of a shoelace and crimping it in place by pressure alone. (No glue was involved.) It worked brilliantly. Having invented the now-familiar shoelace aiglet, he established a company to manufacture shoelaces. Alox shoelaces were a fixture in shoe stores for decades, and backed by fairly aggressive marketing in terms of signage and point-of-sale displays.



Alox laces (which were also available for corsets, at least in the company's early years) were braided at the Alox plant. Other braided items were produced on the same equipment, including toy whips (which had noisemakers on the ends of the lash) and toy cowboy lassos. Such "twofer" uses of the shoelace braiding machines may have been what originally drew Frier into the toy business.



Alox Kites and the Man Who Made Them

Frier had always been fascinated with things that flew, and had experimented with gliders before WWI. In 1912 he and a friend built a man-carrying airframe that could have taken an engine, had he found one light enough and cheap enough for his needs. Seeking to expand the reach of his company, Alox began making paper kites for the toy market in 1927. Hi-Flier and Wilder Manufacturing were already in that market. (I am not sure when Crunden-Martin got into kites.) The American Eagle kite shown below is fairly recent, probably early 1980s.

John Frier seemed to like the toy market, and by the late 1930s was making all kinds of things for kids: jacks sets, toy whistles on the ends, "carnival canes," jump ropes, and marble-based board



games including several variations on Chinese checkers and Tit-Tat-Toe. At first, Alox made only the wooden boards, but after being burned by unscrupulous marble manufacturers (who brought shipments of marbles "up to weight" by including chunks of broken glass in with the marbles) Frier purchased several marble-making machines and began manufacturing them himself. Alox grew very good at marble making, and was soon selling assortments of marbles, first in small mesh bags (with mesh much like the bags in which potatoes are still sold today in some places) and later in film plastic bags. Alox stopped marble production in 1949, but had a huge backlog of marbles in their warehouse that were sold for many years thereafter.

Alox had one other notable product, which drew on their experience making kites. Shortly after WWII, John Frier scored a defense contract from the US Army Signal Corps for making ML307C/AP balloon-borne radar targets (below). These were basically foldable radar

corner reflectors made of wood sticks, string, and cloth and metal foil, raised into the air by helium balloons. The firm made hundreds or perhaps thousands of these over a ten-year period. They were used to train both ground and fighter-based radar-guided munitions operators. The ML307 went into wide use in early 1947, and many (myself included) think that the spooky-looking futuristic devices triggered a lot of the late 1940s and early 1950s UFO sightings.



The Alox Diamond Kites

As with all of its competitors at the time, the lion's share of Alox's kite production were 2-stick diamond-shaped bow kites. These required the least skill of any mass-produceable kite design to assemble and to fly. They were also relatively easy to manufacture. John Frier created custom machinery to trim printed kites to shape and also string, fold, and glue the edges, and eventually received US Patent #3,330,511 for a jig and process for making diamond-shaped kite sails.

* #324 was 30" long and 24" wide in paper. This size was not produced in plastic.

* #306 was 36" long and 30" wide in paper.

* #316 was 36" long and 30" wide in polyethelene plastic.

* #336 was 36" long and 36" wide in paper. This size was not produced in plastic.

* #420 was 42" long and 42" wide in polyethelene plastic. This size was not produced in paper.

Alox Kites and the Man Who Made Them

* #602 was 60" long in polyethelene plastic. Width not known. This size was called "Mrs. Big."

(Source: Alox sales literature.)

Alox records found by Nancy Frier tell us that Alox began making plastic kites in November, 1951. That surprised me a little, but it may well mean that Alox was the first American firm to mass-produce a plastic kite for the dime-store market. I've been told that Hi-Flier did not begin production on their plastic kites until 1959, but that's hearsay. If I can find crisper data you'll see it here.

Note that not all of these SKUs were made during the entire period when Alox was making kites. Kite numbers 336 and 602 were no longer being produced when Alox closed in 1989. "Mrs. Big" (and its companion 60" box kite "Mr. Big") were produced for only a short time in the mid-late 1950s and are very rare. One or both were featured in (of all places) McCall's Needlepoint and Crafts in their fall/winter 1958-1959 issue. The big Alox plastic kites may have been produced before that time, obviously, but that sets a late limit on when they appeared.

The Alox Flat Kites

Like the other kite manufacturers of that time, Alox sold a 3-stick barn-door flat kite, SKU #320. The kite was 30" high by 20" wide. All of the various Alox art designs are shown in barn-door form on early sales literature, but the kites went out of production long before Alox closed its doors. When the barn-door kites were dropped is unclear; I am researching this with Nancy Frier. They are shown on the 1940-1941 sales sheet, as well as on some undated sales photos that also show plastic kites. I think that they were still produced into the early 1960s, but they were difficult to assemble and without a good tail would not stay in the air for more than a few seconds.

In addition to its conventional barn-door kite, Alox produced a flat kite in the shape of a star. This was SKU #321, and the kite measured 30" diagonally. (Its three sticks were each 30" long.) The star kite was listed in the 1940-1941 sales sheet but is not seen in other dated sales literature that I have. The only art design depicted is a propeller-driven fighter plane under the legend "Frier Flyer." The undated sales folder shown below does not list plastic kites at all, and is probably from the late 1940s or very

early 1950s. I have not seen this shape of kite produced by any other American manufacturer.



The "build-it-yourself" kite kit that Alox sold in the 1950s and early 1960s (more on this later) contained materials to build a star kite of the same dimensions as SKU #321. The only difference is that there was no design on the sail paper.

The Alox Box Kites

Other than Hi-Flier, Alox was the only company to mass-produce box kites for the dime-store trade, and as best we know, they were the only company to mass-produce a box kite in plastic. Three SKUs exist in the sales literature:

- * #240 was 29" long, with cells 12" wide, in printed paper. Sales sheet says 28" long.
- * #280 was 29" long, with cells 12" wide, in non-printed plastic. Sales sheet says 28" long.
- * #600 ("Mr. Big") was 60" long and 24" wide, in non-printed plastic.

(Source: Alox sales literature)

The paper box kite #240 existed as early as 1940. The years that the two plastic box kites were available is still unclear. All the box kites were gone by the early 1980s, probably because they were expensive to manufacture and relatively short-lived in young, inexperienced hands. The Alox plastic box kite in my collection looks fairly rugged, but my experience with the Hi-Flier box kite suggests that far more skill was required in flying them than the old reliable diamond kites.

Alox Kites and the Man Who Made Them

#600 (Mr. Big) was an impressive item: A full five feet long, with 24" wide cells of brightly colored plastic. Mr. Big was listed in Alox catalogs as early as 1956, and may have existed prior to that. (It can be no older than 1951, however, which is when Alox began making plastic kites.) Mr. Big was redesigned some time in 1957. The dimensions remained the same, but the two cells were each split in half, with a gap of about 1 1/2" between the halves. Why this was done isn't clear. Nor do we know how long Mr. Big remained in production, but nonetheless It is extremely rare.



The Alox Art Designs

Alox kites are especially collectible because Alox never got "modern" with its kite art, even as the Ugly 70s crept into American culture. The kite designs rarely changed to keep up with the times, and Alox kites are very much a peek at "kid culture" as it existed in the 1930s,

40s, and 50s. The Rocket Ship design is a good example. The 30's deco/retro Flash Gordon art was used for four decades. The design existed in either one-color or two-color (shown here) forms, on both plastic and paper kites. Barn-door kites with the Rocket Ship design are known to exist. The same basic spaceship was printed with various small iconic shapes around it, including planets, stars, helmeted astronauts, and flying saucers.

A kite exists in Nancy Frier's collection with a different sort of space theme: A white paper sail printed in two colors, black and red, consisting only of the various outer space icons that appeared on Alox kites, generally around the primary Rocket Ship artwork. There is no large text or title, but simply a male and female astronaut, a child astronaut, several Saturn planets, two flying saucers,



some stars, a small rocket, and a space station at the center. (See below right.) There was a newer Rocket Ship design with a sleeker, less Deco spacecraft that appeared mostly on #420 late-era 40" X 40" plastic diamond kites. The specimen I have (shown below) is printed on red plastic. Other color schemes are known to exist. The newer Rocket Ship design was also used on late-era #240 paper box kites, alongside several of the reliable Alox space icons.

According to Nancy Frier, John Frier's favorite design was the American Eagle motif, which appeared at some point on virtually all of the various Alox kite formats. The diamond kite version is shown earlier in this article. On paper box kite #240 the eagle and banner was printed on one cells, and a World War I style tank and artillery pieces were printed on the other. (This box kite is shown in b/w in the sales literature photo at the top of this article.) The canonical Frier eagle may have been inspired by the simpler and more naturalistic eagle on the Wilder Mfg. "Eagle Flyer" kites, as I'll explain shortly.



The Western Ranger design was apparently uncommon, but I remember buying one at the local Walgreen's (or perhaps Garrett's dime store in Edison Park) circa 1962. It consists of a cowboy on a bucking mustang between two stars, with the legend "Western Ranger" rendered in lariat rope. The design was used on both the diamond kites and the barn door kites. Other uses of the design have not come to light.

The last major design was very simple, and due

Alox Kites and the Man Who Made Them

to its simplicity, visible from a long way out: A cartoon boy in a bow tie over the name Mickey. As with the Western Ranger design, the Mickey design is known to have been made as both a diamond kite and a barn door kite. An example may be seen in the b/w sales photo at the top of this article.

A simple, text-only design reading "Jesus Loves You" in large block letters is listed in some later catalogs as "Religious Kite."

Miscellaneous Kite Products

Like Hi-Flier, Alox sold string for its kites. Early on, this was ordinary cotton twine. Later, Alox sold a much stronger, waxed string made of some sort of synthetic fiber. Unlike Hi-Flier (which as best we know simply re-labeled ordinary utility cotton twin on cardboard rolls) Alox sold their string already wound on smooth hardwood sticks. The string was sold in four lengths: 200, 250, 600, and 700 ft. The string shown in the photo below is the waxed variety. It was very strong: Nancy Frier tells of the story of how her father (John Frier's son) would make sales calls and demonstrate the strength of Alox string by tying a length to the wheeled office chair in which the buyer was sitting, and pull him and the chair across the floor!



Alox was alone among American kite manufacturers mid-century in offering kite tail supplies. The Alox Kite Tails product was a package of cotton cloth strips in various colors, each strip about 10" long. The package contained only the strips. The actual kite tail was made by gang-tying a series of the kite tail strips to a length of string, which was then tied to the bottom of the long stick on a diamond kite, or to a loop hanging between the two bottom sticks ends of a barn-door kite.

The other unique Alox kite product was a kite-

making kit, consisting of three die-cut paper kite sails in three colors, sticks for the kites, some string, some powdered glue mix, and instructions. The kites were identical in size to the corresponding printed kites in the Alox catalog, and included a diamond bow kite, a barn-door kite, and a star kite.



The kite kit was produced as early as the late 1940s, judging from its mention in the sales literature. It probably went out of production circa 1965.

Alox and Wilder Manufacturing Co.

Wilder Mfg. Co. "Eagle Flyer" kite, circa 1936 Wilder Manufacturing Co. of St. Louis is interesting to Alox collectors because Alox acquired the Wilder kite design trademarks in 1937, and possibly some of Wilder's kite-making equipment. Wilder was a general toy manufacturer that sold board games, novelty coin



Alox Kites and the Man Who Made Them

banks, jigsaw puzzles, tiddly winks sets, and other things for children. In the silent films era they sold an oddly prescient celebrity Keeno game much prized by collectors. (Keeno was a form of bingo, now generally seen only in casinos.) They were a much older and larger firm than Alox, and only a small part of their business was kites. Most of the earliest promo kites I've seen were from Wilder, and they may have invented the genre. One unique aspect of Wilder kites were stiff paper reinforcing discs glued to the back of their kite sails at the points where the bridle string went through the kite to be tied to the sticks. (Below) Alox did not continue this practice once they acquired the Wilder line.



Most of Wilder's kites that have survived have simple designs consisting of a drawn eagle image and a title, either "American Eagle" or "Eagle Flyer." Wilder began placing the NRA eagle logo on their American Eagle kites starting in the mid-1930s.

After a brief trademark dispute between Wilder and Alox over the figure of an eagle on paper kites, Alox purchased Wilder's trademarks in the kite field in 1937, most probably as part of Wilder's bankruptcy liquidation that year. Frier did not covet Wilder's "Eagle Flyer" kite design (above) but most likely bought the trademark to clear the way for his own, more elaborate "American Eagle" design. Peculiarly, the PTO had earlier granted Wilder an effective monopoly on the image of any bird on any kite of any kind, and it was not until Alox acquired the Wilder eagle design patent that Frier's much more striking patriotic kite could take flight. Alox did make some use of the Wilder eagle image on their own kites (see the line photo at the

top of this article) but most of Alox's American Eagle kite designs were of the company's own devising, and in various combinations included stars, clouds, banners, and an American shield. This was probably the best-known of all the Alox designs, and one of only three that I remember flying myself in the mid-1960s.

How Alox Made Its Kites

All Alox products were manufactured at the small factory building located at 6160-80 Maple Avenue in St. Louis. Apart from the separate marble operation, this was John Frier's first and only factory. (Marbles were made elsewhere because of the special needs of the glass furnaces.) Everything from shoelaces to yo-yos to kites were made there, over a period of almost seventy years. Nancy Frier worked there as a teenager, as did her sisters, and described the building as hot, cramped, and crammed to the rafters with raw materials and partially completed products. Some aspects of production were farmed out to other firms; for example, Alox did not have a wood lathe, and the wooden halves of Alox yo-yo toys were turned by another firm, with Alox assembling the halves into the completed toys.

Almost all of the kite production, however, was done in-house. This included printing and trimming the sails, cutting the and notching the sticks, and stringing the edges of the sails. Good-quality photos of the plant are few, but below is the main press on which nearly all the kites were printed.



John Frier was constantly looking for better ways to make his products, and in the mid-1960s (even though he was by then almost seventy) hit upon something remarkable: the use of "hot glue" (then a very new thing) to glue the flaps of the sails over the edging string. He

Alox Kites and the Man Who Made Them

eventually received US Patent #3,330,511 on the production jig and the process. The string used to edge the kite was "waxed" with the heat-sensitive plastic goop that most people now associate with hot glue guns. The impregnated string was run around four pegs at the points of the diamond kite, and then the flaps were folded over the impregnated string and sealed with a heat iron that melted the glue from the string and spread it slightly between the flap and the main sale body of the kite.

The ends of Alox kite sticks, like those of Wilder and TopFlite kites, were notched across the end of the sticks. Hi-Flier kites were notched along the ends of the sticks. (I've been told that the last few years of Hi-Flier's paper diamond kite production had sticks notched across the ends as well, but have not been able to confirm this.)

The End of the Dime-Store Kite Era

John Frier died in 1974, just short of his eightieth birthday. His son John, Jr. continued the business until his own retirement in 1989, at which time the doors closed and the equipment liquidated. Kites were rolling off the Alox production lines until the very end, so it may be the case that Alox kites were the last of the paper diamond kites to be made. (I have seen no Hi-Flier paper diamond kites later than 1987.) By the end of the 1980s, low-margin American manufacturing was under siege from Chinese imports, and dime stores themselves (along with many other species of small retailers, including hardware stores, drug stores, and toy stores) were falling under the wheels of massive national franchise retailing. Kites were no longer a quarter, and kids were spending their quarters on other things, including video games, CDs, and computers.

The dollar stores that inherited the dime store tradition do not sell kites, and when kites appear in Walgreens, they are indifferent plastic deltas made in China. Where the kites of our youth may still be had is on eBay, and while Alox kites are not as common in that market as Hi-Fliers, they can still be found. Create a saved search for "alox" on eBay and you won't have to wait long. I needn't caution you that flying antique kites is not a good idea; the kites were "consumables" in 1960, but much more valuable now. Furthermore, the wooden sticks can become brittle over time and literally snap under the pressure of a strong wind! Put them on the wall where they will be safe, so that your

children and grandchildren can remember them.

Nancy Frier tells me that she still has the metal plates from which many of the Alox kites were printed, and she's looking for a printer who can print kites, and suitable paper on which to print them. She hopes to be able to make repro kites from the original printing plates, and when she succeeds, I'll take pictures and post a detailed report on the Junkbox Kites section of this site.

In the meantime, you can do what I did for many years and make your own. I have written elsewhere about how to build a reproduction diamond kite in the fashion of Alox, Top-Flite, and Hi-Flier. It's not difficult, given some Hobby Lobby sticks, some string, some wrapping paper or Mylar sheets, and plastic tape or Elmer's glue. Give it a try!

Jeff Duntemann

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Bits & Pieces

New Kite Event?

We are planning to organize a kite festival in a small town in Estonia, Haapsalu. It is a city bordering the Baltic Sea, so wind should also suffice. This small town has its own special castle in terms of the full moon during the month of August, will appear in the window of a white lady ghost.

Every year, at the same time in this city White Lady Days. The framework of the celebrations we also arrange kite fest. Would you be interested to take part of this kite festival.

Of course, we organize on-site transport.

Kitefest will take place the weekend 20-22 August. At this time, the interest shown by the kite flyers from the festival Lithuania, Finland, Russia, England, Ireland, Austria, Germany, Italy. Of course, take part in the event of Estonia kite flyers.

Contact: Andres Sokk—sairosdevairos@hotmail.ee They also have a facebook page—search for "International Kitefest Haapsalu 2010".

Kite Signs

David Gomberg has put some warning signs on his web pages that can be printed off and used for safety purposes. www.gombergkites.com/update/535.html.

One example is here:



Coed Naked Kite

Boarding With Richard Branson Where: British Virgin Islands, British West Indies

Come 2010, not only will you be able to stay at Virgin Group head honcho Richard Branson's private Swiss ski lodge, but you'll also be able to go kite surfing alongside his silver foxness at the British Virgin Islands KiteJam.

From March 1-5 the BVIs, including Branson's luxury hideaway Necker Island, will be filled with kite boarding enthusiasts, celebrities, and pro kiteboarders including German Kristin Boese and

American Gretta Kruesi. It'll be five days of inter-island events including flat water freestyle, waves, sliders and racing, and of course some after-hours partying. No word on whether or not Branson will walk on water however, or if he'll strap a nude supermodel to his back again.

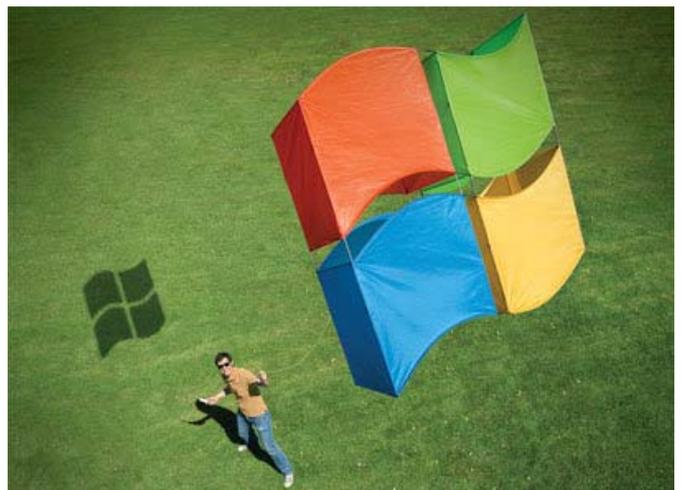
If you're not a pro kite surfer, don't be disheartened! This being the first BVI KiteJam and all, the festivities are open to beginners, since they'll have demonstrations and instruction as part of the activities. And with those events taking place all around Virgin Gorda, Bitter End Yacht Club, Necker Island, Anegada and Moskito Island, it would be worth the fun just to get to see these areas.

Potential Kite Jammers can register online at the official BVI Kite Jam website. Participation fees are \$3,100 for competitors and \$1,250 for non-competitors, and include accommodations from February 27-March 6 on Sunsail Catamarans, lunches, dinners, festivities and more.

See www.bvikitejam.com/ for more details.

Maximum PC magazine

Featured on the cover of the December issue was the picture below. It caused some dispute whether it was a real kite but Kathy Goodwind confirmed that it was made by them and flew quite well.



The Royal Society

They have started to publish some of the scientific papers submitted over the 350 years of their existence. One of which is 1752

Flying a kite in an electrical storm by Benjamin Franklin. Each item appears to have a brief synopsis and then links through to a scan of the original paper. Searching the site for 'kite'

brings up 61 items including the above. Go to royalsociety.org and have a look.

DUMBO Kite Flying Society

The phrase, "Go fly a kite!" has taken on new meaning in DUMBO, where kids are doing just that.

And if they don't exactly know how, no problem. That's where the DUMBO Kite Flying Society comes in.

The society is sponsored by Galapagos Art Space, which moved from Williamsburg to DUMBO last summer. There, staffers soon discovered "the best winds in the borough," director Robert Elmes said. And they observed something else.

"One day we were eating lunch in Fulton Ferry Park, and saw a mom trying to show her kid how to fly a kite," Elmes said. But it turned out to be against the rules in the state park.

"We thought that was an injustice," Elmes said, and the society was born.

The first Saturday of every month, society members assemble at 9 a.m. at the city's Brooklyn Bridge Park - at the foot of Main St. - to learn or practice the ancient art of kite flying.

"The park has a spectacular view," Elmes said. "And we want the kids out there as much as possible. We want them to learn about the wind and the river. We want to show them the sky."

For many Brooklyn youngsters, kite flying is a brand new experience," said Elmes, who grew up in Canada. "They were born and bred in New York City. There's not a lot of opportunity for kite flying here. We're happy to show them as much as possible."

At the same time, Elmes said, the monthly kite-flying sessions allow staffers at Galapagos to introduce themselves to the neighborhood, along with other programs sponsored by Galapagos~Kids!

"We're hoping more and more kids from all over the borough will come," said Elmes. The society provides starter kits, a membership certificate and a kite-flying license.

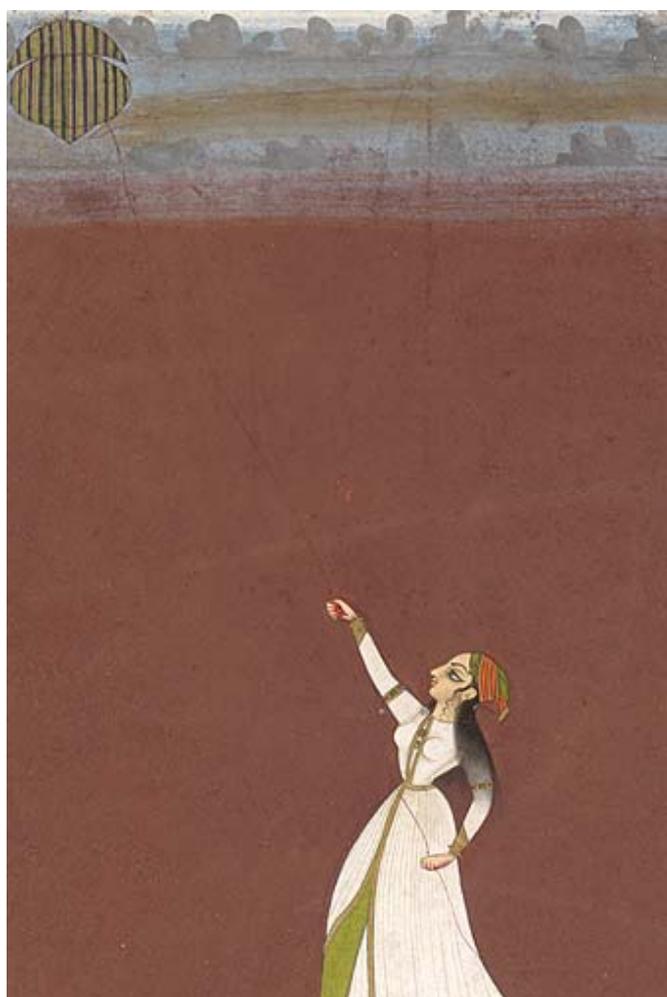
For more information on the DUMBO Kite Flying Society, visit the Web site: www.galapagosartspace.com/kids.html

galapagosartspace.com/kids.html

For those who do not know DUMBO is an acronym for Down Under the Manhattan Bridge Overpass.

At the V & A.

A new exhibition opened at the V & A museum in October which explores the lavish splendour of India's maharajas. One of the pictures included in the exhibition is below. The exhibit closes on the 17th January—so be quick.



Patang (The Kite)

This is an ensemble drama that is set against the jubilant atmosphere of India's largest KITE FESTIVAL.

Armed with razor sharp thread, people flock to their rooftops to compete in kite flying duels to cut their neighbour's kite. As speakers blast, three stories unfold that explore the intimate dynamics of family, love and friendship.

There is a video trailer on Facebook—search for

Bits & Pieces

Patang.

Kite Jewellery

Found on the Fashion Magazine website this (rather) expensive gold and diamond ring.

Made by Yael Sonia
\$3,360.



On the cartech Blog

We see our fair share of odd promotional materials in this line of work, but every now and then we get something that's just plain clever.

The package contained a kite branded with the new Audi logo, the ElectricityUntamed.com URL, and a date "9.15.09," which is the opening day

of the 2009 Frankfurt auto show. Attached to the kite, Ben Franklin style, was a small metal key-shaped USB drive (a LaCie i-makey, for all of our techies). The drive contained a few of the videos that we've already seen on Audi's microsite, as well as the following diatribe:



Ben Franklin refused to take lightning at face value.

So, on that fateful stormy day in June of 1752, armed with his now-famous kite and key experiment, he set out to prove that electricity was a force in nature.

He was correct, to say the least.

Electricity is the mother of all natural forces. It can split a tree, ignite a forest fire, overpower a bespectacled 46-year old future Founding Father.

It is both feared and revered.

But it got dumbed down. Under-utilised. Wus-sified. Relegated to toasters and toothbrushes. It helps run glorified golf carts with license plates.

Mr. Franklin would be so disappointed. It's time to let electricity run wild. Free. Completely untamed.

ElectricityUntamed.com

Umm, OK? Of course, behind all of the ranting about the raw power of electricity and a sad Ben Franklin, it's fairly obvious that Audi is developing an electric sports car. Whether that car proves to be the electric R8 or something smaller and more Tesla Roadster-like remains to be seen.

Antuan Goodwin

From jambands.com

In an item titled "How High the Moon" – The Magic of Les Paul a small snippet mentions that Les Paul was involved in a bit of odd promotional shenanigans, as well, as he stated in the liner notes for a Paul/Ford compilation featuring the classic song:

To publicize "How High the Moon," Jim Moran came up with the bright idea of launching a midget from a gigantic kite in Central Park! Moran was always after the big headline. But the cops came along and wouldn't allow us to, because the midget might have fallen off the kite line and killed a baseball player. Didn't matter, though. Our version of "How High the Moon"—the 76th, I guess—went straight to the top anyway.

From BBC News

Russia plots return to Venus. In addition to balloons and a lander, NPO Lavochkin, Russia's premier developer of deep-space spacecraft, has proposed a "vetrolet" (a Russian term for "wind-flyer") for the Venera-D mission. A kite-like device could reportedly use the alien winds of Venus to stay aloft almost indefinitely at altitudes of 45-50km, with lightweight instruments and transmitters onboard. Lavochkin has apparently conducted some experiments to prove that this exotic idea is workable.

Even if the Venera-D mission will be able to afford the additional mass needed to accommodate the device, the "wind-flyer" would probably be included only as an additional demonstrator rather than as the main platform for scientific instruments.



STACK

Sports kiting in the United Kingdom



By Keith Griffiths, National Director of STACK
(keith.griffiths@physics.org)

Winter Leagues

You may have noticed that November was not a kind month. I believe it broke records in terms of rainfall, and number of days in a row with rain, not to mention the strength of the wind. This has played havoc with the winter leagues. Southampton was postponed at short notice, the council didn't want anyone on the playing fields churning up the grass. The good news is that I have had a message from Allan in the last few days that the event has been rescheduled for Sunday 21st February. See Close Encounters' website for more information.

New Brighton had a poor turnout, which given the forecast I can well understand. (cue Welsh accent) I was there, and had a good time between the torrential showers. Us southerners tend to dismiss the NKF fliers simply because they don't travel all the way down south to compete with us in the summer. I think we should be a little grateful of that in a way, they might just show us up! In the conditions all of these performances were excellent.

New Brighton Results		
DLI	1st—Keith Griffiths	61
	2nd—Dave Green	60
	3rd—Ian Parkes	52
	4th—Mike Fogg	48
DLP	1st—Col Day	52.5
	2nd—Mike Fogg & Ian Parkes	40.4

Look to more events in the new year, I expect Paul to run one for the South West & Wales, and Bryan to have a league in the Midlands. Ian was talking about a second event in the North West as well. We just need one in London now (Blackheath anyone?).

Rev Gathering

This was the other reason I travelled all the way to Liverpool in November, I spent the Saturday at "The Gathering". This was a get together for all the rev fliers in the UK, and although there were a number of notables missing it was still a huge get together on an empty Ainsdale beach. There were 30 fliers there on the Saturday, when I attended, and more expected for the Sunday. I certainly learned a lot about keeping on of those pesky 4 line kites in the air. Well worth the 4:30am start to get there. Now if only we could persuade some of them to compete, there might just be a quad line team competition again. 'bout time Flying Squad earned their title "reigning multi-line team champions" :-)

Many thanks to Brian (big Bri) for organising this event, another example of the generous northern hospitality, hot food and drink on tap all weekend.



Coaching and Bootcamps

We held a one day coaching event on Weston-Super-Mare beach in mid November, on the only day of the month when it didn't rain all day and blow 30mph. Many thanks to Dough Irvine, Cathy and Nick Taylor for their coaching assistance, and to Flame for coming along and allowing our newbies a chance to fly a megateam at the end.

Once again, this one-on-one coaching has proven it's worth. Two of the 'pupils', Jean and Brian, went away with every intention of getting some matched kites and continuing to fly pairs. I am pleased to say, that through the loan scheme we have going, I will be sending them a couple of sets of Northshore kites to get them going. After all, who can afford to spend £1000+ on some sports kites before they know that it is really something they want to pursue?

But I won't be passing them on until after the boot-camp, as I hope I'll need all of the kites I can get for this. The dates are 29/30/31 January, with the usual format, classroom sessions on Friday and Saturday nights, flying all day Saturday and Sunday. Let me know if you are interested in participating, we do have a good few potential participants, but can always consider a couple more.

Short this quarter I know, but it is winter!



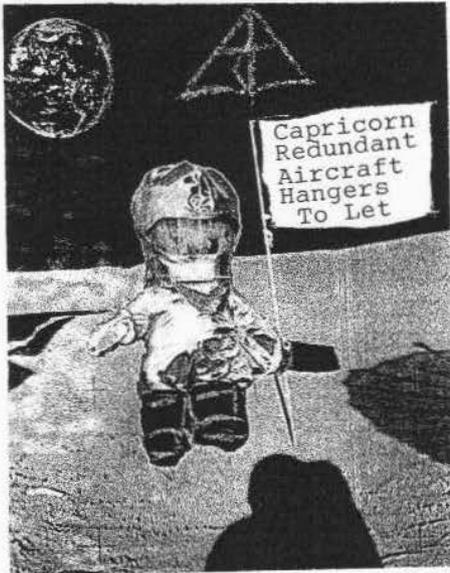
42 ROMAN SANDLE 95.



The Journal of the Bearly Made It Skydive Squad, The International Brother and Sisterhood of Parachuting Fauna and the U.K. Ted Devils. We're mad and bad cos we dont buy into this Global Warming mularkey, the Politicos lips are moving, porkys.

ON WITH THE SHOW

THE RESULTS ARE IN, HOORAY. YES DEAR READERS, ONCE AGAIN AN R.C. MEGA POLL TELLS IT LIKE IT IS AT THE GRASS ROOTS.



In previous polls conducted all above board by our lawyers Sue, Gabbit and Runne, we were never sure of the outcome, as different factions were all capable of winning.

However in this the 37th Mega Poll there wer only two questions, so we were pretty confident of the outcome, and as it happens we were correct.

The questions were as follows. 1. Did Electric Arfurs Ted Berets get to the Moon? Question No2. Is Cape Carnavarel Mark2 in the Thames Valley?. The results are quite astounding even if you had an idea how they would go. Once again it was a runaway victory for the vote early, vote often brigade which seems to comprise some 82% of bonafide membership. They were of the opinion that the whole thing was a global warming bleeding stitchup, designed to whack us with an as yet unspcified stealth tax, and we may add that here were some quite fruity phrases on the poll forms that we cannot print here.

Funninly enough whilst adjudicating the poll turnout it would seem that whilst 82% said stitchup, 39% of the remainder of the bonafides, hearin referd to as the ghashtlys were of the opinio that Arfa and his furry wotsitsreally had set foot or should that be paw on our natural sattelite. Meanwhile the other half of of the bonafide membership said that they were of the we dont give a(whoops, nearly wrote it)toss as to wether or not Arfas furrries did it or not.

Therefor when you tot up the membership figures and arrive at 171% you know you are dealing with a seriously above board reult, and anyone who says different is demented.

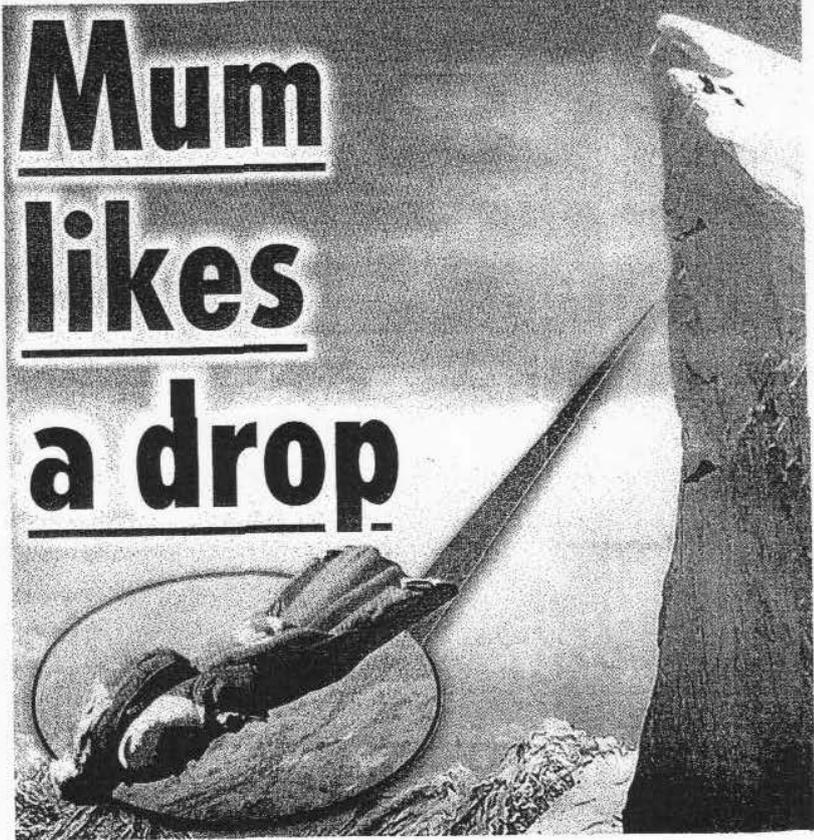
STOP PRESS, STOP PRESS, STOP PRESS....

It would seem that the 82% of the bonas were completely fides and in possession of info that we were truly ignorant of. Hey ho such is life, life is what you make it, and this all comes down to what could be described as the X-factor, or in other words Ye olde Letsby Avenue, which just so happens to be a turning off the Thatcham Ring Road. So you may ask, what has this to do with furrries on the moon. Hmmm, not a lot really, apart from the fact that recently in Letsby Avenue, a new watering hole or boozier opened charmingly called "THE MOON" it gets worse, part of the opening attractions was, yes, you've guessed it correctly, "Landings in or on the Moon" a competition won by, according to reports, a horde of half cut furry what nots, complete with rockets, space suits, parachutes et al gor blimey, The judges for this comp were particularly taken with the half cut furrrys walking which gave a perfect impressiom of one sixth of the Earths gravity.

We did enquire as to wether or not this new pub was in the vein of a lot of them these days, "I dont believe this is a boozier" or traditinal style.

Still for all that its got to be a brave soul who fancies opening a new watering hole





Mum likes a drop

WHEN WE RECENTLY REPORTED BASE JUMPERS USING FLYING SUITS FOR EXTENDED TRAVEL, IT APPEARED TO BE SO DANGEROUS THAT WE NATURALLY ASSUMED THAT ONLY MALE HUMES WOULD BE DAFT ENOUGH TO DO IT.

It would seem however that as usual we were barking up the wrong tree. Supermum Heather Swan set a BASE jumping world record when she leapt off 21,000ft Mount Meru in India.

The daredevil then glided via her wingsuit for some distance before deploying her Parachute. The mum of four children has only been parachuting for four years and at first did nothing but skydive from aircraft until her husband introduced her to BASE jumping, so if it ever goes belly up we know who to blame.

Heather said that at first it was nerve wracking to jump from towers bridges and the like and even worse when she decided to give mountains a go. Husband Glen leapt from the mountain with her and it appears that the only downside of the whole caper was the time involved in climbing the mountain which was given as 23 hours, this on the face of it seems to be on the quick side, but what do we know?

HEATHER, 47, IS BASE-JUMPING

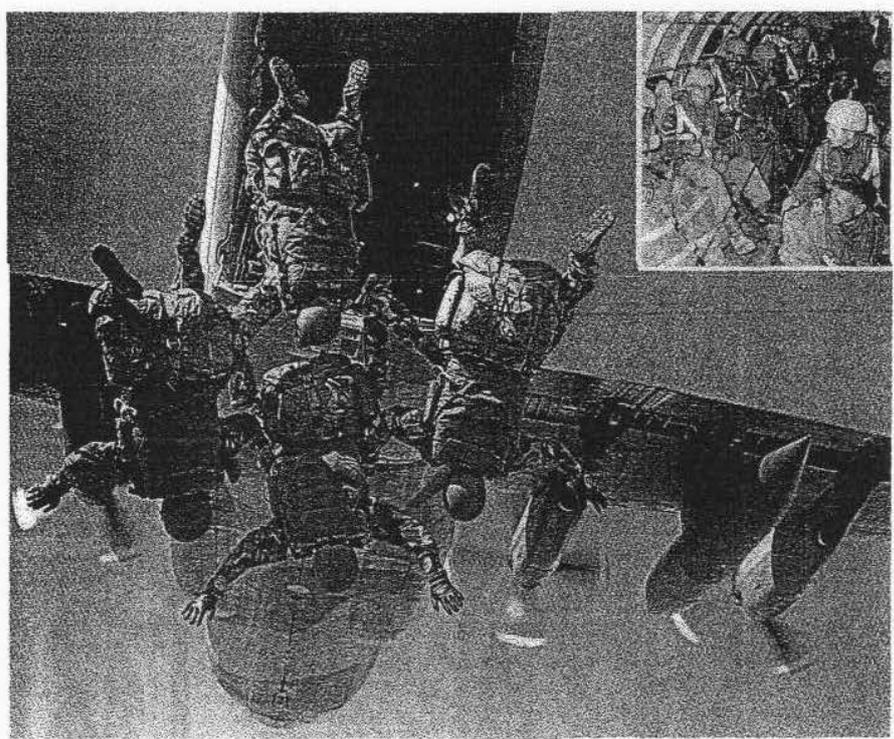
CHAMP

Heather from Sydney said it took her a considerable time to overcome her natural inhibition of throwing herself off mountains but its not as tough as being a mum of four, sometimes she says she goes BASE jumping just to relieve the stress sometimes.

SO THATS HOW THEY DO IT... SAS ON A HALO INSERTION, SOMEWHERE IRAQ OR THE STAN.

We could not resist including this pic of the dogs sphericals, we are not worthy, on a reutedly live HALO MISSION somewhere or other. Our only query is that it must be a training shot as HALO, High Altitude Low Opening are invariably done at night for as much concealment as possible. Still be that as it may we can only admire the way the SAS do the business. Hows about that for a tight formation, what with that and the latest GPS equipment the four man squad have very little chance of ending up miles apart, which bodes ill for the naughty boys they are being inserted against. What is amazing is just how much gear these guys are carrying, almost enough for each to start their own private war, which in effect they are quite capable of doing. Its all abit different from the vintage inset pic showing an earlier SAS mission alledged to be in the Suez war in 1956.

Thanks to these Guys we can sleep safely in our beds.....



In your dreams

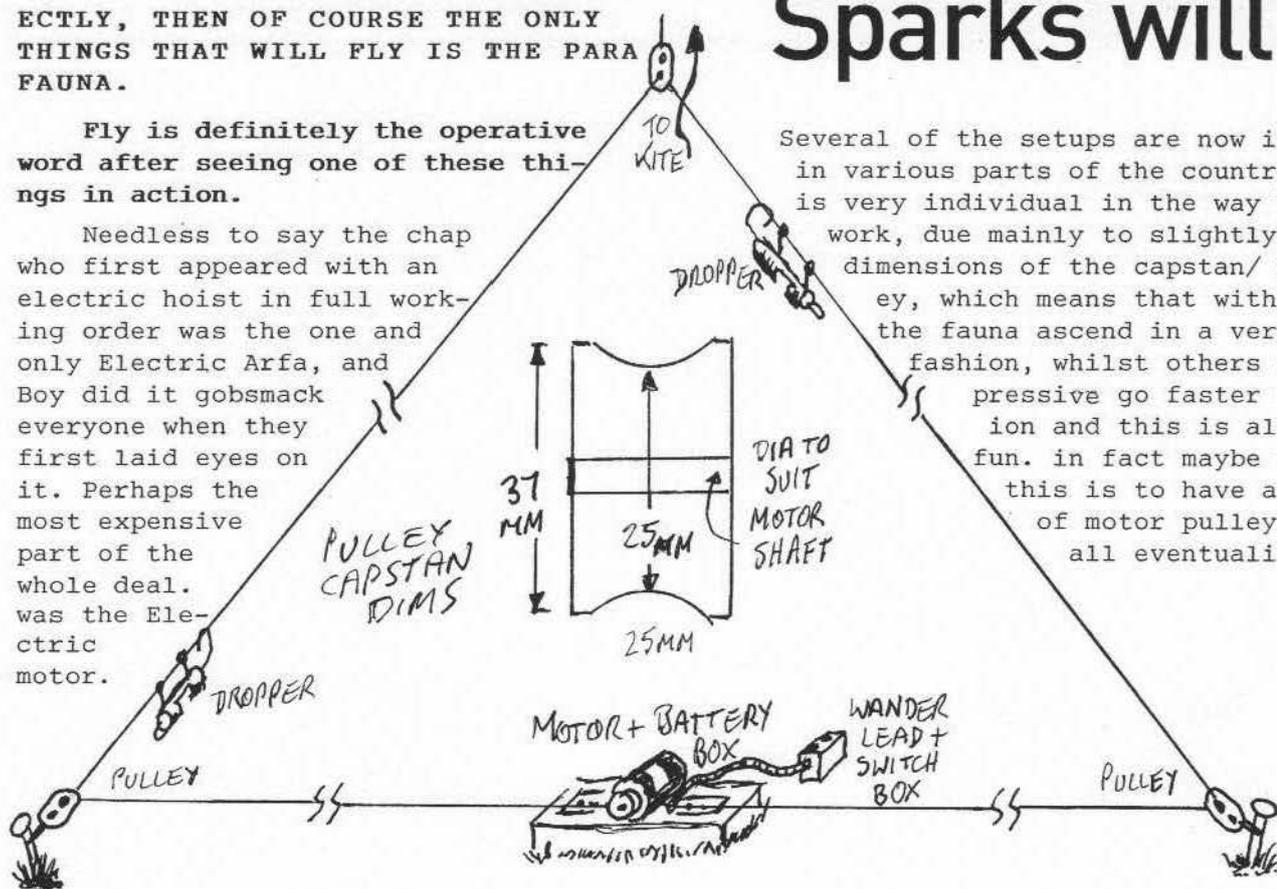
IF YOU'VE WIRED THIS DEVICE UP CORRECTLY, THEN OF COURSE THE ONLY THINGS THAT WILL FLY IS THE PARAFUNA.

Sparks will fly

Fly is definitely the operative word after seeing one of these things in action.

Needless to say the chap who first appeared with an electric hoist in full working order was the one and only Electric Arfa, and Boy did it gobsmack everyone when they first laid eyes on it. Perhaps the most expensive part of the whole deal was the Electric motor.

Several of the setups are now in operation in various parts of the country and each is very individual in the way that they work, due mainly to slightly differing dimensions of the capstan/motor Pulley, which means that with some sets the fauna ascend in a very sedate fashion, whilst others give an impressive go faster stripe action and this is all part of fun. in fact maybe the way to this is to have a selection of motor pulleys to cover all eventualities.



SO DEAR DROPNIK, YOU HAVE PROGRESSED FROM PIPECLEANERS AND MAYBE SUCTION CUPS OFF OF LITTLE ALI PLATES, YOU'VE BEEN THROUGH HAND HAULED SINGLE DROPPERS AND HAVE HAD A GO AT WIND POWERED MULTIDROPPERS AND NOW MAYBE SOMEONE HAS ASKED YOU TO DO A CHARITY DROP.

So ,what do you require? three pulleys one that swivels is not necessary, perhaps via the local boat chandlers, a couple of droppers via yor junk box plus duct tape and epoxy glue, a switch box possibly from Maplins, a battery box and motor mount and although Artur actually powered his with redundant Fire Alarm batteries, maybe a car battery would be better as they are easier to recharge and a nice kind person with a lathe who could possibly cobble up a capstan/motor pulley.

So, you may ask what about the motor? Ah we were just getting to that. Arthur found just the jobby at the local Aeromodellers Outlet which was a Turbex Wet Magnet 12volt item which the Modellers use to start their engines. What the current price for one of these is we're not sure, no doubt pretty hefty.

Arthur did have to modify his motor by removing the built in switch and fitting a wander lead and switch box this enables him to load fauna whilst still controlling the Rig. Apart from the above you will need about 700ft of say 100lb line. of this fly the on about 100ft of the said line (how come did I miss the word Kite back there) with one of the pulleys attached, the rest of the line double up if you hide the knot by one of the droppers, you wont have to worry about will the knot go around the pulley.

All this kerfuffle will result in the fauna dropping from about 250- 300ft which is not too high, but if you are doing a charity bung to the average sprog their fauna is as high as the dark side of the Moon.....Go for it.

†† Suction cups off of Ali plates, yep the plate only has to be big enough for the cup, does work providing the fauna is'nt too heavy.....

Natural selection

NO ONE IN THEIR RIGHT MIND IS SUGGESTING FOR ONE MOMENT THAT THE GUY DOING THE CABARET AT A RECENT CHARITY THRASH IN A GERMAN ZOO WHICH FEATURED TIGERS, OR FOR THAT MATTER THE CHAP WHO STRAYED INTO A SWISS BEAR PIT WERE EXASPERATED DROPNIKS TRYING TO COMMIT SUET PUD.

Far from it, the thought had never entered our heads, but it does seem strange that lots of humes have chosen to go through the Pearly Gates via the stomach of a wild animal. Bearly a week goes by without us being treated to some pictures of humes being eaten by Lions, Tigers and even the odd Bear. Of course these days this type of thing is far more socially acceptable than humes jumping under trains, and the bottom line is that it provides the animals with tasty snacks. However if your hume chooses to end it all, let them know that there are more dignified ways of doing the job, than being mauled to death by a Bear whilst some other dingbat films the event and bungs it on the internet.

LETS HEAR IT FOR THE BEAR..... WOMAN IS KILLED BY HER PET BEAR.....

A woman was mauled to death by her 350lb pet bear as she cleaned the animals cage at her home in Ross Township in Pennsylvania officials said. Kelly Ann Walz, 37, threw a shovel full of dogfood into the concrete and steel cage to distract the bear, but as her children and the neighbours children watched her start to clean the enclosure, the bear attacked her. The youngsters called for help and another neighbour then shot and killed the bear but by then Mrs Walz was already dead. We feel sorry for the bear, brown bread for doing what comes naturally, just because some idiot thinks its cool to have a pet bear.

AND IT GETS EVEN WORSE AS SOME DINGBAT DECIDES TO GET EVEN COOLER.....

A teenager, un-named was rescued after he became trapped on an ice flow in the Canadian Arctic with three Polar bears. The 17 year old who had been on a hunting trip with his uncle was stuck alone on the floe apart from the three bears and was forced to shoot one in self defence, but he managed to keep away from the other two and was later rescued suffering from hypothermia. Again another bear killed for doing what comes naturally

Before this page descends to being a total Downer vis a vis Bears in particular getting bumped off by idiot humes lets hear it for one who pretty well did, from our point of view, the right thing.

Supergran June McIndoe recently did her very first skydive at the age of 78. Well done June, more power to your elbow. By the way, June raised over £1,000 from her 12,000ft jump and this was in aid of Help for Heroes Charity and as Junes grandson is a Royal Marine she said she would pretty well do anything to help the cause. Well done Girl.



WE DID FIND THIS PIC OF A GRIZZLY BEAR SNACKING AND ALTHOUGH ITS JUST A THUMBNAIL SKETCH, WE WONDERED IF IT WOULD TURN OUR READERS STOMACHS. NO?, GOOD, COS WE LOVED IT. CHEESY CAPTION.....FLAVOUR OF THE MONTH.

TOO GRIZZLY

SO, AS EVER, ITS THE USUAL TO THE WHATNOT... THE TEDDYTORIAL, CARE OF THE BORING OLD FART, (holy cow, more carbon emissions) 48. Laurel Lane, West Drayton, Middx, UB7.7TY. IN WHAT WILL FOR EVER BE CALLED ENGLAND NO MATTER WHAT THE TRAITORS AND RUNNING DOGS DECIDE.



Think on this, if lightbulbs as we know 'em are shortly to be verboten and plastic bags are on the skids, how long will it be before the carbon comrades and the global warmers suss out per se that Kites and Parafauna are a bit naughty as regards carbon production during their basic materials manufacture and we should stealth tax them, only we wont call it a stealth tax, we'll call it a license and that way we'll be able to whack them for whatever we like.....frightening is'nt it.

	March 2010	
19-21	British Leisure Show and Kite Festival, Windsor Race Course	Martin Corrie
	April 2010	
11	Streatham Common Kite Day, London	Bob Colover—020 8764 9655
24-25	Jolly Up 6, The Buggy Field, Cliddesden	Kites Up
	May 2010	
2-3	20th Weymouth International Beach Kite Festival, Weymouth, Dorset	The Kite Society
2-3	East Yorkshire Kite Festival, The Showground, Kellythorpe, Driffield, East Yorkshire YO25 9DN	annbloomsa1events@btinternet.com
2-3	Layer Marney Tower Kite Festival, nr Colchester, CO5 9US	www.layermarneytower.co.uk/
8-9	20th Swindon International Kite Festival, Brinkworth, near Swindon.	White Horse Kite Fliers
15-16	Suffolk International Kite Festival, Rougham Airfield, Bury St Edmunds, Suffolk	Martin Corrie
	June 2010	
4-6	Exmouth Rotary Kite Festival, The Imperial Recreation Ground, Exmouth.	spwood1@yahoo.com
5-6	Basingstoke International Kite Festival, Down Grange Sports Complex, Pack Lane, Basingstoke	www.basingstokekitefestival.org.uk
12-13	Blackheath International Kite Festival, Blackheath, London	The Kite Society
12-13	Teston Bridge Kite Festival, Teston Bridge Country Park, Maidstone, Kent	Malcolm Ford
12-13	Wirral International Kite Festival, New Brighton, Cheshire	dhkites@hotmail.com
13	Peterborough Kite Festival, Nene Valley Park, Peterborough CANCELLED	Great Ouse Kite Fliers
	July 2010	
3-4	Sunderland International Friendship and Kite Festival, Washington, Tyne & Wear.	info@infinitearts.co.uk
10-11	Brighton Kite Festival, Stanmer Park, Brighton	Brighton Kite Fliers
17-18	Herefordshire Kite Festival, Berrington Hall, Leominster, HR6 ODW	Karl Longbottom
18	Dunstable Kite Festival, Dunstable Downs. PROVISIONAL	Martin Corrie
24-25	Dover Kite Festival, Astor Playing Fields, Tower Hamlets, Dover, Kent	Malcolm Ford
31-1	Jolly Up 7, The Buggy Field, Cliddesden	Kites Up
	August 2010	
7-8	Teston Bridge Big Kite Festival, Teston Bridge Country Park, Maidstone, Kent	Malcolm Ford
28-30	Portsmouth International Kite Festival, Southsea Common, Portsmouth	The Kite Society
	September 2010	
4-5	Bristol International Kite Festival, Ashton Court, Bristol	Avril Baker
11-19	Dieppe International Kite Festival, France	
??-??	Big Sky Kite Festival, Margate	The Kite Society

Contact	Address	Telephone	Email
Kites Up	Roy Broadley	01256 812487	kites@kitesup.co.uk
The Kite Society	P.O. Box 2274, Gt Horkesley, Colchester CO6 4AY	01206 271489	info@thekitesociety.org.uk
Martin Corrie	3 White Horse Road, East Bergholt, Colchester, Essex CO7 6TU	01206 299560	martin@skfc.co.uk
Brighton Kite Fliers	11 The Sheepfold, Peacehaven, East Sussex BN10 8EG	01273 582309	info@bkf.org.uk
Malcolm Ford	Kent Kite Fliers	07840 086770	Malcolmf@kentkiteflyers.org.uk
White Horse Kite Fliers	P O Box 585, Swindon, Wiltshire SN3 4YR	01793 824208	Cowpat.ed@whkf.org.uk
Avril Baker	5 Lilymead Avenue, Wells Road, Totterdown, Bristol BS4 2BY	0117 977 2002	info@abc-pr.co.uk
Karl Longbottom	School House, Dorstone, Hereford HR3 6AN	01981 550326	karl@longbottom.org.uk