

THE KITEFLIER

www.thekitesociety.org.uk



Issue 169

October 2021

£2.50

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

New
From
HQ Kites
2021



Dark Fang Bat



Blaze The Dragon

All The Fun Of The Air!



Eddy Peacock



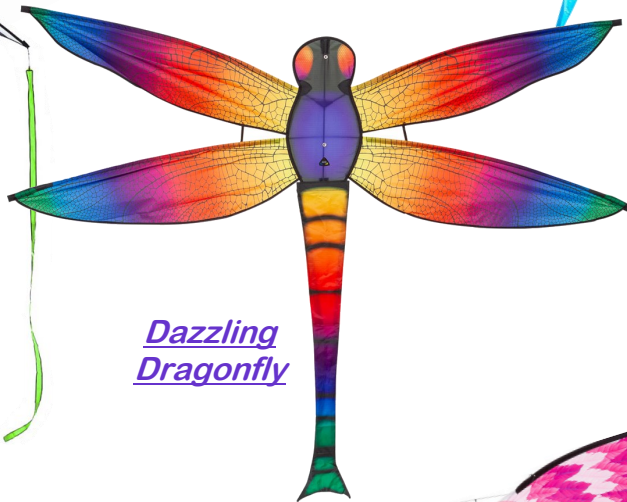
Manta



Canard Lime



24m Tube Tail



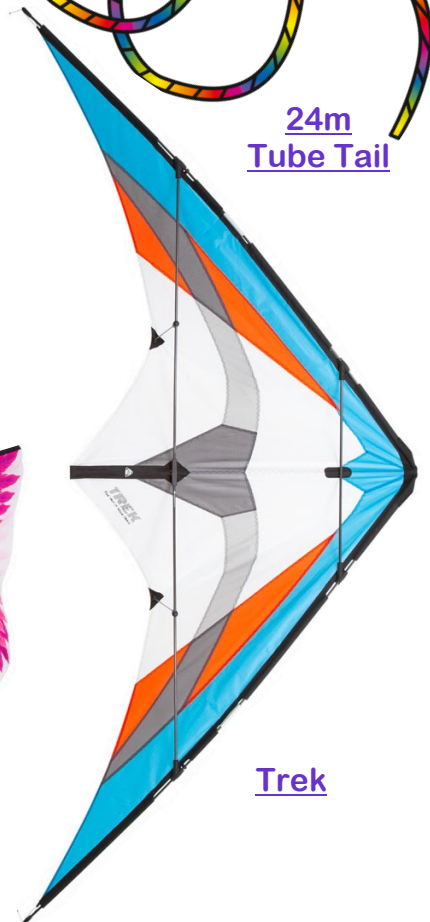
Dazzling Dragonfly



Jazzy Owl



Flying Floyd

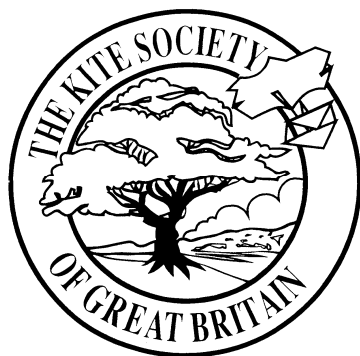


Trek

Visit our website

www.kiteworld.co.uk

sales@kiteworld.co.uk



Portsmouth 2021	4
Octopus Ahoy!	9
Kite Therapy in the Time of Covid	11
The Hatchling	13
Bits & Pieces	17
Flying In Unusual Places	21
Pothecary Corner	23

Editorial

Dear Reader

Well another year is over and a few kite events managed to go ahead after the lockdown. Hopefully 2022 will have a full events calendar for kitefliers to enjoy.

Front Cover
The Hatchling at Sunset.
Alan Pinnock

We always need content for the magazine and thanks go to some new authors this issue. Maybe over the winter months you can put something together for us!

On the 2nd December the BFI on Southbank, London is running an event titled "Kites, Paper Aeroplanes and the Allure of Flight". There is a discount on bookings available to members—use the code KSGBBFI when booking. It should be working soon.

Gill and Jon

2022		
April		
22—1/5	Cervia International Kite Festival, Pinerella, Cervia, Italy	www.artevento.com
June		
2-5	Poole International Kite Festival, Baiter Park, Poole. TBC	poole@thekitesociety.org.uk
26	Hampstead Heath Kite Display, Hampstead Heath, London	Hampstead@thekitesociety.org.uk
July		
2-3	Barmouth Kite Festival, on the beach opposite the Lifeboat Station, Barmouth, Mid Wales	kitesbarmouth@gmail.com
9-10	Leominster and Hereford Kite Festival, The National Trust's Berrington Hall, Leominster, Herefordshire HR6 0DW	www.kitefestival.org.uk
August		
13-14	Portsmouth International Kite Festival, Southsea Common, Portsmouth TBC.	portsmouth@thekitesociety.org.uk www.portsmouthkitefestival.org.uk
27-29	Bognor Regis Kite Festival, King George V Playing Fields, Felpham, Bognor Regis, West Sussex PO22 8QS	www.brkf.org/kite-festival.html
September		
2-4	St Annes International Kite Festival, Lytham St Annes, FY8 1SB	www.discoverfylde.co.uk/kitefestival/

Kites

--beginning with a true story

--
One day there sailed across a wall
A kite.
Inscribed upon it was *Salaam*.
Its flight
Soon brought another sailing back.
It said
Shalom. Both sides rejoiced. Next day
The dead
Increased as the dead tend to do
When fights
Are ultimately valued more
Than kites.
So was it nothing but a game,
This trade
Of names for peace between two clans
Afraid
Of everything but war ? That may
Be so.
But should there ever come a time
When foe
Sits down with foe to try to put
An end
To all the horror but can't speak
As friend
To friend just yet, how else to break
The ice
But by recalling they'd both seen
The kites ?

Robert Ilson

	Fee
Electronic Subscription (Individual or Family)	£5.00
Household (Individual, Family, Senior)	£15.00
Overseas (Europe)	£25.00
Overseas (Rest of World Airmail)	£30.00

The 'Odd Shower' - Portsmouth 2021—Hugh Blowers, Pictures—Lynn Blowers

Or should it have been like Tokyo and call it Portsmouth 2020? One does have to agree with the sentiments of the Chairman of the IOC and steal his phrase that this was 'a festival of hope'. For most, it would be the first taste of anything approaching normality, flying kites, travelling long distances, staying away from home, eating out and meeting up with people en masse and sans masks. That the whole event was in question until less than a month ago and that it would have to be run on a very different basis must have given Gill and Jon many almighty headaches? No chance of any foreign guests so an impressive and comprehensive array of British based makers, flyers and other talent had been invited, some making very long trips down to the south coast. I have to admit to certain apprehensiveness as to how it would all pan out, being reacquainted with the M25 and dealing with town traffic again. Apart from the usual snarl up approaching junction 10 it was one of our easiest trips to Portsmouth, but getting from the M275 to Southsea took nearly 1/2 an hour. It did give us plenty of time to marvel at the Virgin Scarlet Lady, which looked more like a block of flats with a funnel for decoration than a cruise ship. Indeed we did not realise that it was a ship until we got closer. Seeing it leave at night with the glowing funnel and superstructure with lights all long the water line was amazing. That it was several hours late sailing because of the time taken for Covid checks was a reminder that we are far from 'there' yet.

What was not quite so good was the forecast, although it had improved throughout the week, just thundery showers and strong winds, and it was those forecast winds that caused aggravation for some, as the decision was made on Friday that there would be 'no canvas' - no marquees, no tents, no traders stalls. So after driving 420 miles Tony and Marie had to turn round and head back up to the North East. The Morgan's also relocated to another event, so it was a pretty bare field, no Victorious stage either. Much of the seafront is now a building site as the sea defences through to the Old Town are strengthened and the D Day Museum has gained an original tank landing craft that sits on the promenade.

It has to be said that there were was much that would have caused frustration, annoyance and upset in a normal year, but it seemed that everyone was just glad to get out and could take whatever came with a degree of equanimity, which was just as well. Our fun started on Friday evening when we got back to our room to find ourselves locked out. Neither key would work and nor did the security man's pass key so he resorted to brute force that did not work either and as he was contracted out security he was unable to allocate us another room, not a lot of help as all our stuff was still locked inside. If brute force did not work, then try a bit of

subtlety, so a session of Arkwright's j-j-j-jiggling and it gave up the unequal struggle after half an hour, not for the last time though, so the door was approached with a degree of nervousness every time.

Opening the curtains on Saturday morning saw the waves breaking over the prom again and the trees swaying, so the strong wind bit was spot on and so it remained throughout the weekend, severely restricting what could be flown. Andrew Beattie was not in the air until nearly 7:15 with a couple of others not far behind while we enjoyed breakfast. Now it might be a strange thing to say but Covid has brought some advantages and breakfast in Rees Hall was a much more civilised affair, with plenty of space and tables set out so there was not the usual 'coffee down the neck' shuffle past the chairs. Two 'full English's' are a good way to start the day, along with meeting up and a chat with people we had not seen for two years. On the one hand little has happened but then on a personal level so much has so there was a lot to take in before heading over to the field. What was to prove the 'life saver' of the weekend was Gill telling us that we could have cars at the bottom of the arenas, as long as we were there before 9:30 and stayed until 5:30, a rule enforced most firmly, but what a godsend as we were to find out?



The usual flyers meeting was followed by a most unusual morning's flying as the next upset was the PA amp going pop as soon as it was switched on, leading to an entire George less morning and no means of communication other than TC running from camp to camp. Somehow though, through reference to the programme and a process of osmosis, the arena had a continuous programme, dictated only by the strength of the wind. Inevitably the first event was an altitude sprint and ten seconds would have been enough given the wind, but how long they were given we will never know as everything was commentary free. At the culmination of the time, there were some seriously high kites with Bob Cruickshank declared the winner. One other contender for honours was still hauling down some ten minutes later, not surprising as he probably had ten thousand feet of line on a monstrous reel.

The 'Odd Shower' - Portsmouth 2021—Hugh Blowers, Pictures—Lynn Blowers



PA free sports kite flying is also something of a surreal experience, probably for the flyers as well as they have no cues to work to. Without a commentary I was not too sure of who was flying although I immediately recognised Lex and Irma for their mastery of the conditions, described by Lex as 'challenging', something of an understatement. They were then joined by Pi-yush and Lisa for the four-person L Katz with a routine flying right at the top end of the wind range, a pleasure to see a team performing again. Pairs ballet does rely on music for interpretation whereas a four person is more visual and goes back to the old precision routine days that I so used to enjoy. The Decorators had a compliment of eight with Jake, Felix and Romney who had made a very long trip to join Johnny, Vaughn, Maggie and Ashley along with another newcomer, well more of an old comer really as it was none other than Andy Preston making an reappearance after many years. A few years back they had dug out Tom and now it was Andy, all armed with Revs that were more vent than fabric to cope with the conditions, and cope they did in their usual inimitable style, although in silence, other than the calls of course.



The late and voluble Eddie Megrath would often hold court until the early hours in Burrell House bemoaning the fact that foreign flyers were imported to festivals rather than showcase the talents of the many home based kite makers. Regular readers know that I refer to kite makers and there are many of those, including myself

with prizes to prove it, kite designers of which I am definitely not, having tried it once at a Steve Brockett workshop, and kite artists. Of course these are not exclusive as any or all of these elements can be combined as they often are in the art kite displays. A couple of Patrick Nagel images, Cleo on a parafoil and a genuine Randy Tom, multiple Dave Ellison 'dazzle' kites that reminded everyone just how windy it was as they gave the flyers a hard time as well as being somewhat noisy. Dave has fitted a net strip to the end of the tails to try and quieten them down, but they still announce their presence. Michael Goddard, who for many years was relatively unknown in the UK yet renowned elsewhere in the kite world had a number of his kites in the air, small with long shimmering chiffon tails that handled the conditions well, but it was something not actually in the arena display that caught my eye. It was a kite that was in the side arena that really stood out for its bold an saturated colour combinations, another one of Dave E's built as a commission in beautiful shades of blues and greens that was an almost a surreal image. Edo style but conjured up from an image from a window in India I believe. A superb piece of work all round, but it was not the last surprise from Dave as I will return to.

Kite makers can often be recognised by a style or a particular kite that becomes iconic to them and for Karl Longbottom there is no doubt that it is the Phoenix. Karl was the featured kite maker this year and despite the conditions a decision was made to go with these for the first display. That they are a spectacular design is without doubt, yet as they proved that day, will still fly in exceptionally strong winds. I have been involved with displaying them in everything from zero wind to a full on outrage but still they come back for more. Even more useful at a festival is that they are so stable that they can be flown in very close proximity in safety as I found at Dieppe when I had three of them in my hands, not quite up to Carl Wright standard but fun none the less.

Carl did two sessions each day, now flying on his own but as always, with multiple kites. He makes it look so easy but the strength involved to hold a full sized sports kite in one hand in that sort of wind beggars belief. Another exponent of one person flying three kites is Josh Mitchinson, still with three kites but having set up the Fracture team for displays and competition. We were with Josh when he stated that this was his intention, but where do you find two other skilled flyers at the right end of the age range? Daniel Hoath and his pedigree will be familiar to everybody, but Harry Neale may not be so well known until you become aware of his family connection with one James Robertshaw. That they are young, enthusiastic and extremely talented all helps and bodes well for the future of team flying that has been in the doldrums somewhat of late.

The 'Odd Shower' - Portsmouth 2021—Hugh Blowers, Pictures—Lynn Blowers

Unfortunately, the mass fly of dragons scheduled a couple of years back did not go ahead so the lunchtime section was broadened to include all 'mythical creatures'. Sadly, the increasingly inclement weather put the mockers on what might be flying, especially Zimmerman dragons and the cotton Steve Brockett dragons, but it was one kite that was flying that has caused me to wax lyrical. In my mind this represented one of the very best pieces of kite art and kite making I have seen for a very long while and again, I consider it to be Dave Ellison's best yet. It was Edo style and in muted, almost monochrome shades, but what an image. Firstly there was not a straight stitch line anywhere, other than the surrounding hems and patches and more importantly, no recognisable image. It was not until the kite was put into the air or moved a considerable distance away that the pattern coalesced and a 'green man' or 'Jack in the Green' appeared. The image was taken from a wood-carving and translated into ripstop by Dave, and seeing the apparently random design morph into a face represents an amazing eye and ability. Another well-known and very discerning collector intimated that 'they would be sorely tempted' by the kite, which reflected my thoughts entirely. Dave did intimate that he might attempt a true coloured 'woodland version', which would be spectacular. Eddie Megrath was right.



With the wind almost directly off the sea and as strong as it was, those brave souls in the inflatable arena had their work cut out, but rose to the occasion with an ever changing display of 'softies' in the sky. Yes, there was the occasional pilot that departed down wind, with or without intact bridles and plenty of tangles along the way, but despite the conditions were filling

the sky. PLK and RZ kites much in evidence, Toothless, Aliens, Astronauts, Octopi, Tigers, Seahorses and much more, along with Guy Reynold's super hero creations. One casualty on both days because of the weather was the mass octopus fly, which could have been impressive as there were stuff bags ready all over the place from the PLK OLOs downward. The rain showers became more frequent, not helped by the drenching received every half hour or so as the hovercraft arrived or departed.

Deltas are not the ideal kite for 20mph winds, especially with huge tails, but it seems that many had taken the decision that 'they were there, so they will fly' and hanging on to Carl's serpent deltas was giving everyone a good workout. It is remarkable how the normal calluses from lines have vanished from the hands and the 'hanging on and pulling down' muscles seem to have atrophied? No such problem with the Chinese rainbow deltas being unpacked for the public to come into the arena and fly. Luckily the PA had been mended so George was able to orchestrate the normal stampede. The public do seem to love these sessions but tiny hands and thin nylon line do not always combine well, leading to George reinforcing the golden rule of kite flying, 'don't let go of the handle'. Mind you, one of our most experienced and venerated flyers managed to do just that in a later session, much to their embarrassment.

As the afternoon progressed and the programme more or less repeated, the odd very black cloud loomed, some of which deposited a degree of wetness on us but none of the thunder thank goodness. We were sustained though by the continuous supply of parkin, carrot cake, marmalade and ginger cake, flapjacks and shortbread generously shared around the flyers. A supply of Roche Mazet left over from Berck 2019 eased the pain somewhat, even if there was serious danger of it being watered down. The now traditional Spirit and Angel fly became almost entirely a Dove fly as Karl and Sara pulled out kite after kite for friends and public to fly. That they fly at all in that wind is a tribute, although they are somewhat skittish but bounce readily and will do leading edge take-offs. Doesn't thin nylon twist get in a mangle though? A Spirit did make it onto the field but was a malevolent spirit as it scythed about. We had banned Bob C from taking his out of the bag to avoid everyone else being wiped out.

For obvious reasons, no Rok fight leaving the closing session to a series of two and four line demos, including a two-line mega team, not seen for a while. Then, what had been threatening all day happened. Rain usually announces its arrival with the odd spot or two, but hailstone size globules of water preceded a biblical downpour that lasted for nearly $\frac{3}{4}$ of an hour, clearing the common instantly. On a wetness scale of one to ten, we were about twelve,

The 'Odd Shower' - Portsmouth 2021—Hugh Blowers, Pictures—Lynn Blowers

along with the kites, bags and everything else and with no sign of it letting up it was a case of pile everything into the car, except ourselves, because in the true British spirit of compromise the security reinforced that we were stuck there until 5.30 and not a minute earlier. Some did make an escape by driving out over the pavements or round the back of the memorial but the barrier stayed resolutely in place until 5.29 before the queuing cars were let out. Oddly, within one minute, the rain stopped so that we were able to walk back to Rees Hall, drenched but not downhearted, cos everyone else was in a similar state.

To our delight, it stayed dry for the rest of the evening so that we could get fed. What was a double delight was that flyers had assembled in the bar as in the 'olden days' for an evening of chat and drinking, oh how we have missed that aspect. There was a distinct age gap though as us gadgies were all about reminiscences and anecdotes from festivals gone by and flyers that have become legendary for a variety of reasons while the younger fraternity were facetubing, tiktocking, whatsapping and instagramming as fast as they could go. We were all about the past, they were firmly rooted in the present but great to see them, nonetheless. After nearly two years off, a day in the wind and rain flying kites indicated that bed, sooner rather than later as used to be the case, was desirable.

Sunday was very much the same but different as it started dull and damp but gradually improved during the day. At one point I walked over to the inflatable area and there was sunshine, which soon spread across the whole site allowing a great deal of drying out to take place, us and kites. What was disturbing was the forecast winds that were well in excess of the previous day and would have been unflyable, but luck was with us all and whilst it was still too strong for many kites, it was always possible to get something in the air. No altitude sprint so it was straight in with the sports kites and something we have not seen for a while, nappies and brakes plus some fairly heavy lines. Oh for the days of the North Shore Radical and biceps like Popeye with the attendant noise.



The Decorators have introduced some dynamic elements into their routines and one of the most fascinating is the 'gearwheel' with two sets of four kites and on each rotation one from each set joins in with the remaining three from the other like a gigantic figure of eight, mesmerising, but you know it has to stop sometime and hope that it unwinds in the reverse order. From experience it is all too easy to start trying to fly a kite other than your own in these situations.

There had been a long line of banners around the small kite arena on Saturday, but the deteriorating weather had seen them all put away, but back on Sunday. Frances Anderson and Pauline Taylor had a long line of printed flags in shades of blue while Dave Ellison had his Cicada wing banners arranged along the edge. Dave had also lofted two pilots with a string on long tubes on each line, although one of the pilots was a bit wayward at times. It never ceases to amaze me, that despite the conditions, Frances' extremely delicate and attractive paper kites fly happily. The selection of art kites caused George a few problems, as he was looking at the bottom edge of most kites throughout the day, making identification very difficult. Try figuring out what one of Karl's jellyfish is when you cannot see either face. The Willi Koch Delta caused equal problems and despite the large amount of venting the wind proved too much for it. Pauline had one of her early deltas that was modelled on the Penshaw Monument that overlooks Sunderland, not a print on a background but each Corinthian column and all the other architectural features as separate elements. One kite that did relish the wind was a Marco Mermaid. The material is so porous that no amount of wind is too strong although it did wander about a bit and was still giving Lynn a good workout. There was a cunning ploy at work when unsuspecting friends and bystanders were given the chance to 'look after' one of Dave's Dazzle kites. Having held on to one in similar conditions I have to admire one young lady who was still standing nearly an hour on.

The 'feminine touch' included kites made by or flown by females along with interloping chaps flying kites representing female makers. Sara Longbottom with her 'Hands' from the Dieppe competition, Pauline with a circocflex in the form



The 'Odd Shower' - Portsmouth 2021—Hugh Blowers, Pictures—Lynn Blowers

of the Piece Hall Halifax, Fran Goddard with her 'flower garden', one of Gill Bloom's delightful Della Porta style with the long fluffy tails and another of France's paper and bamboo creations. It is sad how so many extremely talented female kitemakers have gone off the radar. If you are not current and not selling then obscurity beckons, but there are some fabulous kites out there, not just from female makers and artists, that deserve to be dug out and displayed. Perhaps a challenge for the 30th festival next year?



Apart from the Phoenix, Karl Longbottom has produced some other gems, so for his Sunday slot it was his hearts that filled the arena. Double skinned with the spars all inside and three long tails that reside in the double skin for storage. No way they would fly in this wind, surely, well, pull the bridle down three knots and there they were, little red hearts all around and again any number of willing flyers from the crowd, and yes, there was a crowd, even in the worst of the weather. The common and car park was as full as it has been in the past and any trip to the Tardis toilets ran the gamut of enthusiastic members of the public with their kites, single and dual line. One can only imagine how many there might have been if the traders had been allowed to set up?

To be fair it was becoming something of a struggle to find enough variation of kites to fly with the strengthening wind so after another session of Serpent delta wrestling and public flying by courtesy of the Ellisons, the decision was made to concentrate on sports kites for much of the rest of the afternoon, which did mean that instead of the customary over running on time, we were all well ahead of the game. An early getaway reduced the Decorators to six, but the extra time allowed them to put on several routines consecutively.

Only those who have flown full sized sports kites would appreciate just how difficult flying was so the applause for each team from the other flyers was generous and appreciative of

their efforts. How Carl held on to three of them, he alone knows?

Another session with the Doves and public, joined this time by five seemingly errant spirits brought the single line activities to an end leaving the arena free for the sports kite flyers to close the festival after an afternoon of sunshine.



That there was a festival at all was something of a miracle and to get as much flying in as there was, quite remarkable, so a vote of thanks to everyone who put kites in the air. The Mayor spent nearly two hours on the site and there is an agreement in principle for a festival next year, hopefully with the world in a better place.

Having gathered at 10 on the Saturday morning for a briefing, it was a somewhat tired and surprisingly sun and wind burnt group of flyers that gathered for the presentations.

Bob won the altitude sprint, Guy, the best kite in the festival (they didn't ask me), Fracture the team award and well deserved it was for such a young group of flyers.

A special award is made each year in memory of Herman Van den Broek who tragically died on the field in 2009. The recipient this year was Paul Reynolds, ever present on the field with either a kite or microphone in his hand.

So that was it, thanks to Gill and Jon for persevering and putting on a festival, the council for hosting it, TC and all the flyers for making it happen.

It had been made quite plain to all that the 5.30 embargo on movement was to be enforced, so for thirty minutes we stood in the glorious sunshine, chatting, reminiscing and promising to do it all again next year, somewhere, somehow.

Octopus Ahoy! - Colin Roberts

To celebrate 150 years of Clacton-on-Sea as a holiday resort and the 400th anniversary of the Pilgrim Fathers setting sail to America on the Mayflower (the Mayflower was built at Harwich just along the coast from Clacton) the Octopus Ahoy event was launched in June and ran until September 5th.

This was a mass appeal, large-scale public art event, delivered by Kat Marketing, on behalf of Tendring District Council. The project engaged the local art community, businesses and schools, and celebrated the creativity of the local area.

Octopus sculptures were placed around the area, one even made it's way to Liverpool Street Station in London, each had a QR code which when scanned unlocks rewards and prizes.

Lyn from the East Anglian Kite Flyers contacted Kat Marketing and said that we have several Octopus Kites and would they be interested in using them to publicise the event, they thought that was a great idea and a photo shoot was soon arranged.

On the day of the shoot, that was to take place on the Greensward at Frinton-on-Sea, the conditions were far from ideal, we had a thick mist with visibility down to 200yds and a light wind but with the local press soon to arrive we pressed ahead and soon had up a pair of lifters and a few small Octopuses staked out, Pete made the wise decision not to put up the large Octopuses until the photographer arrived as they would only just fly in the light wind and would struggle even more as they got damp.

While we were launching the large Octopuses the photographer arrived he said that the light conditions were poor but that he would still be able to get some decent

shots, after taking numerous photos he asked if he could get a picture of a large Octopus in the same shot as the Octo sculpture on the Greensward.

The sculpture could not be moved so that meant to get the picture that was needed, a 20 metre Octopus would have to be manoeuvred between two large trees and the thatched roof of the toilet block and then brought down to just above the ground !!

I looked at Pete and he looked at me and after a bit of thinking about how to do it Pete said ok we'll give it a go,. After a bit of skilful flying and a couple of anxious moments when the brave Octo got a bit too close to the trees the photographer had the shots he wanted.

As we feared the kites were getting damp and heavy but with everyone happy with what had been achieved we packed away several wet kites and lines, that spent the next few days drying out.

The ladies from Kat Marketing were amazed by the kites and who knows we may be called upon in the future to help publicise future events, going by reports in the local press the Octopus Ahoy trail is proving to be very popular.

Information about the event can be found at <https://www.octopusahoy.co.uk/>

Colin
East Anglian Kite Flyers



Pete, two ladies from Kat Marketing and Colin (me)

Kite Therapy in the time of Covid

Paul Chapman

It has been a strange 18 months of lockdown and isolation. At first my neighbour decided to protect me from the dreaded virus by insisting I stayed at home while she did my shopping and delivered hot dinners and cake to my doorstep. In desperation I took to making small kites and flying them from the 30 ft roach pole from my balcony. Every time this happened it was taken as a signal for more cake to be delivered!



The enforced isolation resulted in a variety of kite related projects. One was a request, about mid-summer last year, that I produce an 'essay' to accompany the book being edited by Cecile Laly following the Colloque International at the Paris Sorbonne 'Cerfs-volants du Japon - À la croisée des arts'. The subject of the requested essay was non-negotiable and I wasn't too clear about the object of the book so I made a pitch, photographed the requested kites, various ukiyo-e and woodblock prints from my collection and sent them off to Japan. My initial thought



was that the essays were meant to introduce the presentation material. Since I had already made a Bob Book www.bobbooks.co.uk/bookshop/photobook/the-making-of-the-japanese-kite, the essay did not need to reference it.

Books take a long time to make, especially one that involves 14 contributors spread across the world and where the Editor in Chief (Cecile) was being busy as a university professor in Japan while the book was going to be French. So it was quite an *oo la la* moment when a big heavy parcel arrived a few weeks ago. Yes, it is a big heavy book. 'Cerfs-volants du Japon - À la croisée des arts' is profusely illustrated with Japanese kites, ukiyo-e and woodblock book prints. In French of course and with these various essays. The essays are not so much about the kites but discusses the culture surrounding them. I was rather pleased to see that a

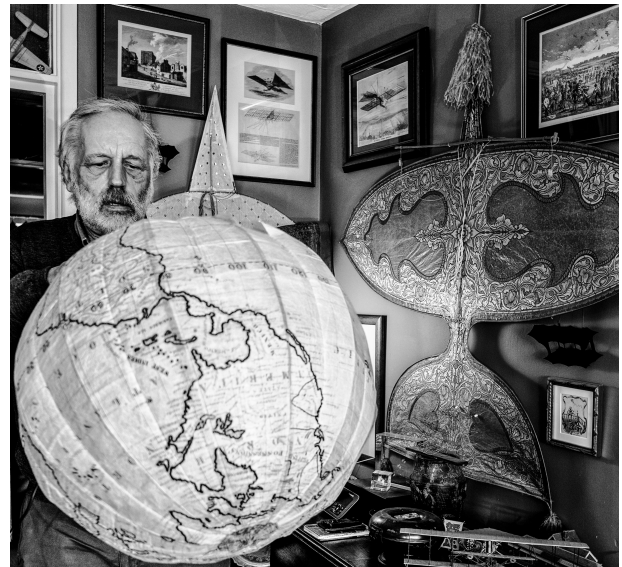


couple of rare erotic kite *shunga* prints that I sent appeared in Cecile's section entitled 'Expression de la virilite'. One of the best submissions is a very interesting piece from David Kahn of the Blue Mountain Museum and whose extensive collection of Japanese kite artworks is used throughout the book. New kite books are as rare as dragon's teeth these days and this one I highly recommend (with due modesty and with no financial association). The book is, of course, written entirely in French.





Another joint venture involved Chris Lane of the Philadelphia Print Shop in Denver Colorado. Chris contacted me about George Pocock who we know well as the inventor of



the kite buggy around 1827. Chris was writing a seminal paper on Pocock for the International Map Collectors Society IMCoS journal since he had once had a Pocock Patent Portable Globe. Fortunately so have I and mine was made by a pupil at Pocock's school here in Bristol. Of course Chris wanted illustrations and the process of inflating the precious globe with a hair

drier was interesting (hair raising even, to say the least). But in the end I was able to send off a lot of other Pocock stuff and the paper finally appeared in the March 2021 IMCoS journal. Incidentally, if you want to see a genuine Pocock kite, albeit a Patent Portable Juvenile Kite (the skin only), there is one, of the two that we discovered, in Bristol's Mshed museum.

As lockdown dragged on I moved on from the roach pole kites (you can have too many and eventually the Covid kite shrine completely encased the big Chinese dragon head that hangs on the wall). I started splitting bamboo and have made a series of A3 size Japanese Edo style kites. The process of splitting the bamboo is very therapeutic! Starting with a pole some 5ft long and about four inches in diameter it is possible to reduce it to a lot of splits 4x1.5mm. The large initial diameter is needed to get sticks with a distance between the nodes of about 45mm. I have been making the skins by photographing ukiyo-e and other images from my Japanese collection and then printing them on 42 gsm Awagami inkjet washi.





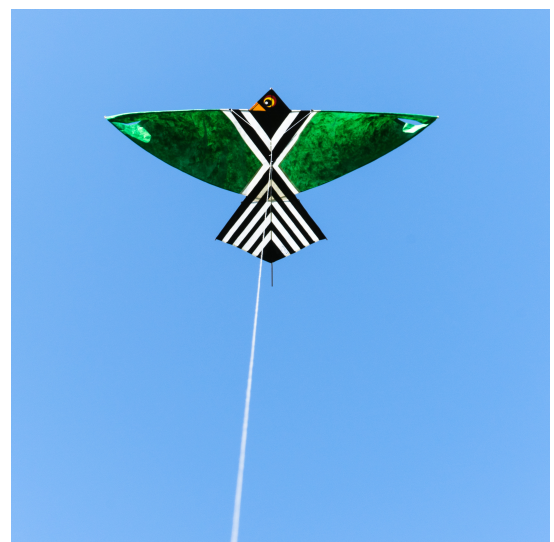
Once I started flying again I became aware of the huge number of Covid dogs roaming the Downs here in Bristol. Unlike pre-Covid days these animals have never been trained and are let loose to cause havoc. It is not just me that has been attacked but blood has been drawn from the local runners and walkers. The situation became (and remains) so

bad that I have pretty well had to give up kite flying because of the dogs. Instead I have been going out in the early morning, or at dusk, when the winds are very light and, instead of kites, I have been flying rubber powered model aeroplanes. Fortunately at that time there are fewer Covid dogs around to cause trouble. I had found some very nice (and old) German pamphlet books that contain large fold out drawings of either kite or model aeroplane designs so I decided to make the Spiel und Arbeit 'Rumpler Taube' from the 1920 booklet. The Taube itself was pre-war so the drawings were most likely made then. This little model is made from rattan and bamboo with a spruce stick fuselage and a hand carved Chauviere propeller (obviously I had to consult my 1916 book on Airscrews). The covering came from shoe box tissue which took the Rumpler logo quite nicely. It flies well too, especially on those warm, dog free, evenings as the sun is setting.



Other kite projects...well, there have been a couple of bird kites thanks to my friend Hiroshi-san. They are made from split bamboo and the wing covering is lokta paper. Lokta? Lokta paper is made from the bark of the bush named Daphne Papyrus, which only grows at an altitude of 6500ft or above in the Himalayas. It seems a good choice as my green parrot flies straight up...and away from those coviderous dogs.

And then there has been the Wheelwright Rocket Kite project. Ongoing and proving to be quite interesting. Self-opening 1940's rescue kites launched by a flare gun!



The Hatchling—David Ellison



Photo Dom Moore

A spectacular dragon hatched in Plymouth city centre this summer, grew to the size of a double-decker bus and flew from land over sea.

Six years in the making, a huge amount of skill and collaborative effort went into the Hatchling project. The dragon was designed by Carl Robertshaw. The flying team was led by Stephen Hoath supported by a cast of 27 kites. They all played their part in a complex and unique challenge. Very different to the familiarity of a kite display, this was an outdoor theatre production but with the major unpredictable variable of wind strength and direction.

Thoughts of some of the kitefliers

David Ellison

My involvement with the kite flying part of The Hatchling started in January 2020 on a disused airfield in East Devon towing a manta ray behind a car. It culminated on Plymouth Hoe on 29 August 2021 in a magical intense night of sound and light and the most beautiful dragon flying away across the sea to the cheers and applause of thousands of people.

I found out what my role in the kite group was going to be at the end of a long and rain soaked day on a playing field in Plymouth in early July. We had experienced working with the flying version of The Hatchling and started to understand the assembly and connections involved and the myriad control lines. She flew several times tethered to the lift of a PL Manta Ray and landed safely. The director came round to each of the fliers and told us what he thought our roles would be going forward.

Clearly it's been noticed that I've been working with the bridles. My job will be to lay them out, connect the central set to the various points on her structure and keep the flying harness clear. Stand at her chin to check that she is still nose into the wind and coordinate any corrections before the launch sequence.

By Saturday night of the performance weekend the Hatchling had already been exploring Plymouth city centre for 8 hours. The kite fliers had a meeting on the Hoe to experience the arena space ahead of Sunday evenings performance. This was the moment that the message repeated throughout the project became very real - "this is a theatrical performance not kite flying" The stage lighting and music were turned up to peak show levels and I think we all realised how different and thrilling this was going to be! How do you find your way back to the sandbag anchor with a ring of ground level spots in your eyes? How do you communicate when the music is this loud? What about the uneven ground?

Sunday 8pm, no more rehearsals. The time had come. The combined puppeteer and kite flier group had worked through the sequence of transitioning the walking dragon into the flying dragon several times. But that was in daylight and with plenty of pauses to refine the timeline and repeat the tricky bits. Sarah Bindon and I took up our "waiting patiently" position by the main anchor sandbag while the transition performance unfolded in the circle.

Minute by minute the daylight faded and the spotlights grew stronger. I remember turning around frequently to check the flags for the wind strength and direction. It seemed to be getting stronger rather than fading with the oncoming dusk. Is the helium balloon still the right option? Too late to change now, trust the weather forecast and the agreed process.

In the detailed playbook that documented the Transition performance our cue to walk into the arena with the bridles came after a segment called Shimmer. The dragon has her new flying wings attached and is stretching them out to feel their power. Andrew Beattie is with us at the sandbag and gets the cue in his radio earpiece. Here we go!

Remember to walk slowly. Don't worry about the kilt - everyone else is wearing one too!

About 4 metres from her chin we stop and kneel down. Time to get this right! Lay the bridle hoop winders out on the grass. Make sure that the wing lines are on top and positioned to the left and right for the puppeteers to collect. Run through the attachment order. Wait for the cue. Chin first. Mind the legs of the puppeteers holding her head. Crawl forwards and find the neck clip. Crawl further and find the chest clip. Unclip the bumline and larks head on the extension. Clip the chest line back on. Shuffle back through the legs picking up winders. Check and double check the carabiners as you go. Look back to the harness collection point and make sure that there are no wraps that won't shake out when under strain. En-

The Hatchling—David Ellison

sure that the two wing lines have been clipped in on both sides. Check the larks head on the check lines. They are fine - show a puppeteer how to tie a knot once and they get it right every time after that! Walk back into the beam of that spotlight and find the new extension line added only a couple of hours ago because we are using the helium balloon. It just reaches the harness carabiner - phew!

Stephen calls the two test launches. Standing at the chin it's hard to know whether Chris Goff at her tail is needing to make pitch control line adjustments or not. Then release is called and she takes flight!

There are some nervous moments as she sways from side to side. Then enough main line is walked out and she clears the trees at the edge of the Hoe. The process of moving the flying line across the arena to the far sandbag begins. After that the first of the two messenger line releases take place.

These transition the strain on the flying line from the top of the Hoe out to the St Nicholas tow boat stationed 50 metres offshore. By the time the second release happens down on the Hoe Road the sense of relief that the dragon is aloft and looking good starts to spread. Calls to maintain discipline on the line go out and the job continues.

Then it's time to get into the waiting RIB's and make the journey across Plymouth Sound to Barnpool beach. The Hatchling flies above us, picked out by a spotlight beam and looking majestic. At Barnpool the plans to bring the dragon and the balloons back down begin. There has been no chance to rehearse this bit! Finally we have hands on her frame and she makes contact with the ground. Nothing broken. We dismantle the structure, wind in the lines and load up the waiting articulated lorry. Then it's back into the RIB's for a fast return to Plymouth. And breathe.....

Some afterthoughts:

The creative genius of Carl Robertshaw. Six years of nurturing and developing this project.

The infinite patience and capacity of Stephen Hoath - herding a bunch of disparate kite fliers!

The collective knowledge of the kite team. Where is the point at which the time for suggestions based on our experience and skills stops and the time for following the "plan" begins?

The wind/weather variable dominates everything that will determine the outcome. So the preparations are never complete. The options

are talked through and refined but the wind will prevail and determine the result

The discipline and fast learning of the puppeteers

The metaphor of the dragon. Afraid and daunted by the scale of the project. Work with her, cooperate, listen explore and then allow her to show us she is a strong beautiful benevolent being

Bob Cruikshanks

Having received the call and being involved since March/April 2020 it has never ceased to amaze me at the talent and skills of some people. First sighting for me was on a cool day at an airfield in Devon, lots of new and energetic faces and a few kites of ill repute. ;-) Covid19 was still very much in its infancy so distancing, wherever possible, was the rule. The task at that time was to review the bridling and get the Hatchling airborne. My go-to guru for bridling, Karl Longbottom, was set the task and after a lot of patience from the puppeteers, people that I will always admire having seen their strengths and skills throughout the project, she eventually took to the air and captured the hearts of many. At one point following a major breakage of one of the wing joints we thought testing was finished but drawing on engineering skills within the group flying was resumed and the joints on both wings were subsequently reinforced to avoid the same happening again. To say that she flew was wholly correct given a wind >9 mph, using a lifter was just for stability and ease of control.

Originally planned for public viewing in August 2020 this was postponed until 2021, which in hindsight was good because it allowed us to iron out many processes and improve the performance.

Responsibilities for several fliers changed throughout, which enabled an understanding of what was involved but some like me were left unchanged towards the final stage to enable us to be proficient. My ultimate role, along with my other wing man Paul Morgan, was the fitting and securing of the upper flying structure and wings once the Hatchling transformed from its dragon state. However, on the day once airborne all hands were required on feeding the line/s out to the tow vessel in the bay.

Historical weather ie, 10 years plus, predicted a steady onshore breeze for that time of year and day and would have made the flight more natural. However, sods law prevailed along with an off-shore of <9mph so sadly, but ultimately the only choice on the day, was to use helium balloons. That said, with the Hatchling

The Hatchling—David Ellison

backing away from the Hoe the people got to see more of the spectacular colouring of the panels.

Defining moments; for me were the tremendous cheer from the crowd when she first took to the air, travelling across the bay in one of the boats and looking up at the silhouette in the sky cast by the spot lights and finally, recovery of the Hatchling on the confined beach backed by trees without a single breakage.

The Master of Ceremony for the fliers, and the project, was Stephen Hoath, who probably didn't sleep for many weeks leading up to the public launch. His patience and steerage to control a gaggle of opinionated fliers to work alongside theatrical people and achieve what we ultimately did is a skill that I, and probably most other fliers present, do not possess. Throughout, much has been learned by all parties involved and I have got to know many from a background I knew very little about. To say it was an honour to be involved is an understatement.

Alan Pinnock

There was so many special moments but one really stands out — when we were bobbing about in the water towing the pearl out to sea, the spotlight shining on the flying Hatchling. I turned around to keep an eye on the Pearl kite's balloon and noticed the silhouette of the Hatchling against a cloud. Like the Batman sign in the sky! I pointed this out to Daniel and wondered if we were the only ones to see this because of our vantage point, So lucky.

Daniel Hoath

"Daniel you don't walk the same as the puppeteers" is by far my standout quote from the Hatchling project, which not only made me a better flier but a better performer. I'd never thought about the actions I make whilst flying, only how they affect my kite to get it to give the best show. The Hatchling taught me that I can also change the way I move so people only see the kite - I blend into the background. It's definitely something I'm going to be bringing into competition with me.

Tony Cartwright

Many, many highlights - the transformation performance from walking to flying dragon, the launch! The sound of the crowds! But the best? The feeling of camaraderie throughout all the rehearsals and the performance. Especially with 20 plus on the kite lines working on the Hoe Road on Sunday night

Steve Matchett

After sunset we on the boat took up our position a little way offshore alongside the tug which had spotlights and drones. From here we could hear nothing, not even the sound system, nor could we see anything beyond the dark horizon of The Hoe, where the Hatchling was being theatrically transformed into a flying dragon.

Then a wing appeared. Then two. She teetered one way, then the other, then she rose gracefully into full view, looking magnificent in the bright lights. The cheer of the crowd broke the silence to echo their appreciation, and our relief, with a resounding "wowwww-yaaayyyy!"

A tense twenty minutes followed as kiting team systematically transferred the load to the portion of the main flying line tethered to our boat. Yet it was an awesome twenty minutes as we took in the spectacular sight of this huge dragon flying high and sailing steadily seawards across our stern into the downwind position. All this time the 'pearl' was visible shining in the distance, enticing the Hatchling.

With the Hatchling in tow, we proceeded (in reverse) at walking pace toward Barnpool beach, some 2 km away. This gave spectators and cast alike another thirty minutes or so to take in this beautiful sight as it shrank into the distance.

The technicalities of using the boat to bring the rig down at Barnpool went just as smoothly as the original load transfer - thanks to the outstanding performances of the kite fliers and puppeteers involved. Hours of preparation and rehearsal had paid off handsomely.



Photo David Ellison

The Hatchling—David Ellison

What a success - what a show!

Tim Rohn

It was an amazing experience, particularly on the first proposed flight date when I met her in fully complete flying version. What had I let myself in for? Hey, only a kite! And then Carl comes over and asks me what I thought of her. Well we gelled as a team. Puppeteers and Flyers and did something never done before, into the air and back down without damage. Credit to all. And memories to last.

Bryan Beasley

The puppeteers controlling the huge puppet dragon were astounding in their accuracy of movement and attention to detail. Making the immersive nature of the interactions really quite fantastic.

The kiting team taking the dragon to the sky and dancing with the Pearl were awesome too. Some friends I hadn't seen or flown with in a long time, and some new friends who made the whole experience magical. Squad Goals! This was epic.

Peter Bindon

I felt super proud to have been a part of the great team to make this possible. We came in as last minute replacements so it was a steep learning curve but Stephen and the team made that much easier than I thought. There was a great sense from everyone of wanting to make this a success and a success it certainly was.

Many thanks to all involved who helped to make it so. To see the Hatchling grow and transform through the weekend culminating in getting her to fly across the Sound from Plymouth Hoe and land safely was totally inspiring.

Sarah Bindon

Wow, what an amazing experience that I was privileged to be part of. It was great to be able to work alongside old and new friends that guided us through this fantastic experience. I won't ever forget the roar and cheers from the audience when the Hatchling took off or the cheering and clapping from the puppeteers when we transferred her from the land anchors to the boat. There are so many amazing memories from the event but the standout one for me was holding on to the main bridle line to help her rise gracefully into the night sky before attaching her to the main line.



Bits & Pieces

From National Geographic

This article Titled "Seven of the best family beach huts for hire this summer" includes this gem:

Red Beach Hut, Walton-on-the-Naze, Essex
For a memorable day by the seaside, The Red Beach Hut offers the Practically Perfect Poppins experience. It's easy to spot the hut in Walton-on-the-Naze — it's the only one painted bright red.

Once you've settled in and made your kite from the supplied activity kit, Mary Poppins herself (well, an actor with more than a passing resemblance) appears to entertain little ones with songs before everyone heads to the wide, sandy beach to fly the kite. You can even book a Practically Perfect Picnic to enjoy in the beach hut.

Prepared by Cardamon the Wonderland Kitchen, in Colchester, it's filled with sandwiches, cakes, chocolate and other goodies. If you can tear yourself away from the golden, sandy beaches, the hut is also close to Britain's second-longest pier and a short stroll from the town, which is home to a host of quirky, independent shops.

How to do it: The Practically Perfect Poppins experience costs £215 and includes daytime hire of the beach hut. Red-beach-hut.co.uk

On the subject of Mary Poppins

On AirBnB



Have you ever wondered where it all began? Well it was right here in this garden. This is the home where the author of the Mary Poppins stories grew up & played in the gardens. If you listen closely enough you can hear the young sisters laughing & telling whimsical stories.

You will stay in the cottage that has been lovingly built in the yard amongst the original horse stables, behind the home featured in the movie 'Saving Mr Banks'.

You also book a tour the House whilst you are there.

And finally on the theme

Book a Mary Poppins themed room at Arthouse Hotels.



If you, like most children, spent days of your youth watching Mary Poppins, you will fall head over heels in love with our Mary Poppins inspired room. Based on the 1964 musical that starred Julie Andrews, you will fall in love with the whimsy and wonder of this luxurious accommodation, which sleeps up to 6 people.

Find the room in this London Hotel here: [Art-house](#) or in Liverpool as well.

Seen in the Jersey Evening Post

Warnings issued over French kites

EMERGENCY services scrambled to intercept 'three giant whales and an octopus' over the weekend after north-easterly winds blew them in from the French coast.

The visitors to the Island's coasts – originally thought to be two 20-metre whales, a ten-metre octopus and a 30-metre whale – were in fact kites that had broken free from a festival on a beach in Carteret.

Islanders reported seeing the flying objects touching down in the sea north-east of Jersey on Saturday afternoon. The Fire and Rescue Service launched their inshore lifeboat and successfully caught two of the kites, which were drifting in Bonne Nuit Bay, near Cheval Roc.

They were brought back to shore before being returned to their owners in Carteret.

Navigational warnings have been issued for the two kites still at sea, one of which is floating off the north coast. The other was last seen ditched by the Ecréhous reef.

A spokesperson for Ports of Jersey said that the objects presented a possible shipping hazard because of the cables attached to them.

Bits & Pieces



The spokesperson said: 'From a coastguard perspective, this could actually have been a serious issue which is why the navigational warnings have been issued.'

See it at Disney

Disney KiteTails - Opening October 1, 2021

Hearts and imaginations will soar as incredible kites and windcatchers dance through the air to the beat of beloved Disney songs during this high-flying performance at Disney's Animal



Kingdom theme park. Be awed by elaborate, three-dimensional kites of Simba, Zazu, King Louie, Baloo and more as they take flight above the Discovery River Amphitheater—beginning October 1, 2021 during the 50th anniversary celebration of Walt Disney World Resort.



World Sailing Speed Record for a Yacht

SP80 is building a sailboat that it believes can break the world record for a sailing boat and tops out at a whopping 80 knots (148 km/h) if all things go to plan.

The kite captures the power of the wind and, coupled with the main hydrofoil, transforms it into propulsive force for the boat: the kite is the boat's motor. To ensure optimal performances, its size is adaptable according to wind conditions with a surface area spanning from 20m² to 50m².

The rules of the record do not require the attempt to take off or land the kite in autonomy. This means the pilot can be helped by motorboats or a floating platform to launch the kite!

Dutch Kite Museum

Many of you will remember Riks Siemons visiting Portsmouth a few years ago. One of the things he is known for is the Dutch Kite Museum in Ommen, Holland.

Well, the museum now has to find a new home and you can help by becoming a friend of the museum.

What does this mean: "Become a friend of the Dutch Kite Museum"?

The Kite Museum in Ommen is the first and only Kite Museum in the Netherlands and contributes to the cultural offer through preserving, collect, develop and exhibit of kites in the broadest sense of the word. You can find there the largest Kite Stamp collection in Europe. Also, a large book library is there to find inspiration.

Bits & Pieces

The exhibition "De Tijd Vliegt" provides an overview of more than 100 years of Kite History. The Kite Museum has a great educational contribution for primary, secondary and higher education and is an approved work experience for students.

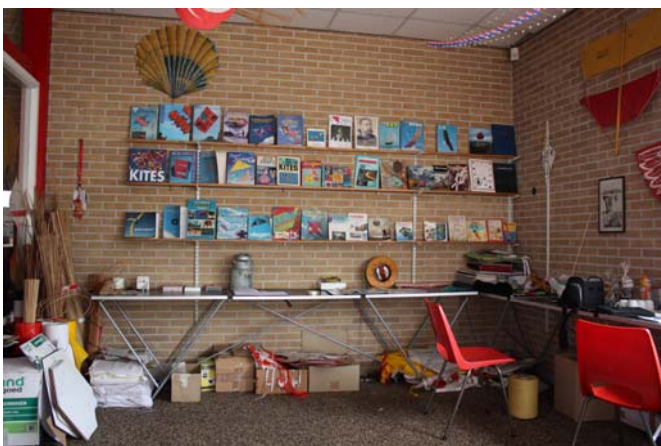


Friends who share our goals can give a donation to support us in our work to preserve the Dutch Kite Museum. By ending of the indirect subsidy of the municipality of Ommen, the fixed costs of the Kite Museum became impossible to be brought up by "Stichting Space Art".

We are eagerly looking for opportunities through funds, institutions and private donations in order to ensure the continuation of this unique first and only Kite Museum in the Netherlands.

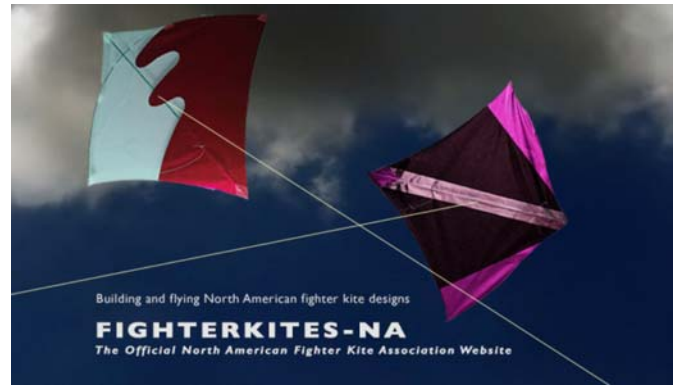
What do you get if you become a friend?

- Free participation in the two Kite Festivals in Ommen (+ consumption / kite workshop)
- Placement of your company logo on the Kite Museum website.
- Tips & tricks regarding Kites.
- Your promotional material expressed during the two festivals.



Fighter Kites

The web site <https://fighterkites-na.com/> is very interesting. The welcome page says:



WELCOME TO OUR GAME!

You're invited to join the fun of making and flying North American fighter kites! They are easy to make and tons of fun to fly. This site has massive amounts of free information about flying and building North American fighter kites, from easy beginner information, to more sophisticated information, all to assist you in your North American fighter kiting journey.

The flight behavior requirements of the aerial games we play with North American fighter kites has always been the driving force of how the kite should perform and therefore informs its design.

All the kite plans, and building techniques are as valid today as they were when the information was originally created. The major North American fighter kite design evolution occurred in the early to mid 2000's with the introduction of new materials. In recent years there have been nominal performance advancements. When there is any new design or advancement we become aware of, we'll post it here to share.

ENJOY!

There is a collection of fighter kite plans, together with hints and techniques on how to build these kites.

Worth a look

Kites for Learning

If you are a teacher, or involved in a children's group then this may be of interest. Provided by Infinite Arts, this is an all in one package to present kite making as a classroom/group activity.

If you sign up then a box of materials and equipment will be sent to you in advance of the session including kite sails, bamboo sticks, kite tails, and flying line.

These were designed to be for an on-line workshop, whilst lockdown was in place, but there are now opportunities for face to face workshops.

Bits & Pieces

Have a look at <https://www.infinitearts.co.uk/infinite-kites> for more information.

Michel Gressier Kite Exhibition

An exhibition of Michel Gressier's kites is being held at Theatre Senart, 8-10 Allée de la Mixité 77127 Lieusaint, near Paris.

The exhibition runs from 1st September until 28th October and features many of his kites—some old and others new. Hosted in the lobby of the theatre it brings together 57 creations: Double-Square, Edos, Multi-Facets, Cassagnes Wheels, Darts and Feathers.

A kite flying session is to be held on Saturday 16th October, Michel Gressier will also be presenting a talk about the exhibition on 22nd October and there are two kite making sessions for Youths on 26th & 27th October.



Chinese Kites—History and Culture

There is quite a good article on China Highlights web site (www.chinahighlights.com/travelguide/culture/kites.htm) going into the above topics.

One of the snippets is about Marco Polo and the Expansion of Chinese Kites.

It was in the city of Weifang that Marco Polo, in 1282, supposedly witnessed the flying of a manned kite.

According to Marco Polo's travel diary, there existed a tradition in Weihai at the time for testing the wind with a kite in order to determine if an imminent voyage would be good or not. This was done by binding a sailor to a large kite to a ship as it "rode with the wind", then casting kite and sailor off the ship into the breeze. If the kite and its passenger flew high and straight, it was a sign that the voyage would be a good one.

When he returned to Italy, Marco Polo brought with him a Chinese kite, and soon, thanks to the Silk Road, the Chinese kite became known throughout Europe, and from Europe, it would of course travel to the New World, the Americas.

Istanbul Kite Museum

We have mentioned this in the past but trtworld.com has an interview with the founder, Mehmet Naci Aköz which is an interesting read. www.trtworld.com/life/lifelong-kite-enthusiast-turns-hobby-into-unique-museum-47827



The Ancient History and Enduring Appeal of Flying a Kite.

ONE NIGHT AROUND two millenniums ago, a Han dynasty general sent a square-shaped assemblage of bamboo and cloth into the air above Chu enemy territory at Weiyang Palace in central China; he was trying to measure how much ground his men would need to tunnel through in order to breach their adversaries' defense line. It is one of the most famous early stories of kite flying. Similar devices were later used by other Chinese armies, who launched them after dark in whipping winds, hoping the noise would scare off their foes, or delivered threats via missives tied to their tails. In 1232, according to the Sinologist Joseph Needham, Chinese military kites dropped pages of propaganda into the compound of a Mongolian prisoner-of-war camp, inciting first a riot and then a mass escape....." Read more at

www.nytimes.com/2021/09/29/t-magazine/kites-art-history.html

Flying In Unusual Places by Tony Otis, Nor'Easters Kite Club

<https://sites.google.com/site/noreasterskites/>

For many years I have made the island of Monhegan, Maine, USA, one of my kite flying destinations. I get there, eventually, on a boat that leaves the mainland in New Harbor, and an hour later, deposits me and my bag of kites at the wharf on the island. I stay on the island for two or three days, and somewhere in that date range the weather usually cooperates and I go flying.

To get a feel for why this could be considered an unusual place to fly a kite you will have to consult a map (like Google Maps), and look at the coastal area off the state of Maine in the USA.

Look for the Pemaquid Lighthouse (search it) which is located on the southwestern edge of a bunch of water called Muscongus Bay. Then look south and east about ten miles out, and there is Monhegan Island.

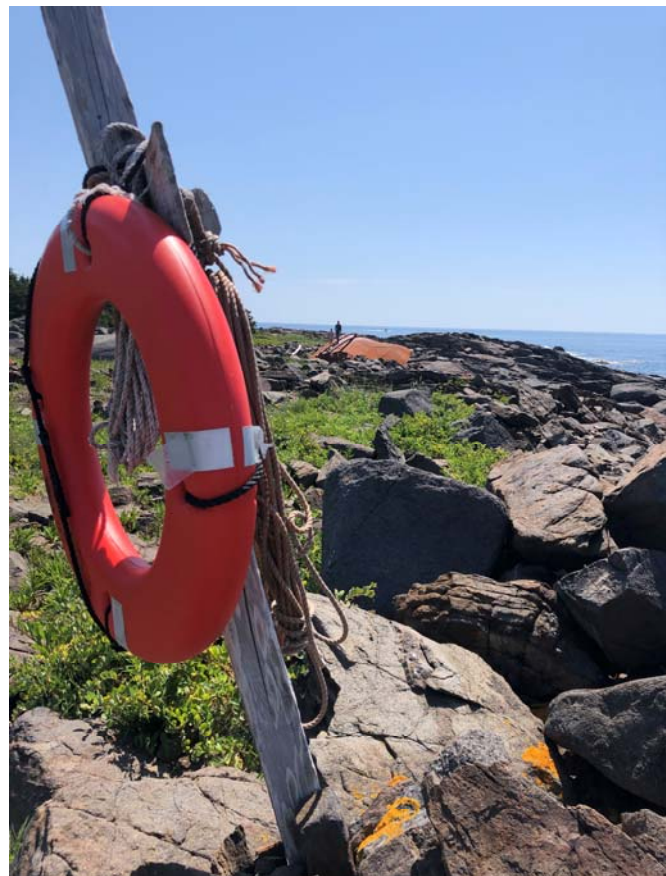
Zoom in on the southern part of the island using satellite view and look for the D.T. Sheridan Shipwreck (it's labelled in Google Maps). Then look for Lobster Point. That's where I fly.

The picture below shows part of the path down to Lobster Point. There is a thin red arrow pointing to the flying area. As you can probably tell by looking at the water surface there wasn't very much wind upon arrival here.

The picture below will give you a general idea of what the terrain looks like. It's full of sharp rocks and not much in the way of grassy field. The cross and orange life ring are always there, year after year.



This picture shows the shipwreck. It's been there a while.



Flying In Unusual Places by Tony Otis, Nor'Easters Kite Club

The beauty of this flying area is what happens when the wind begins to flow onto the island, off the water. I have measured the angle the ocean presents to Lobster Point, and it is close to 230 degrees. So any wind from the Northwest, all the way over to the East, will provide uninterrupted flow. This is known as laminar flow wind, and it is the best wind there is for kites. In my opinion. It is the wind I most enjoy flying in, but at my usual flying spot, on Casco Bay in South Portland, laminar flow wind rarely happens.

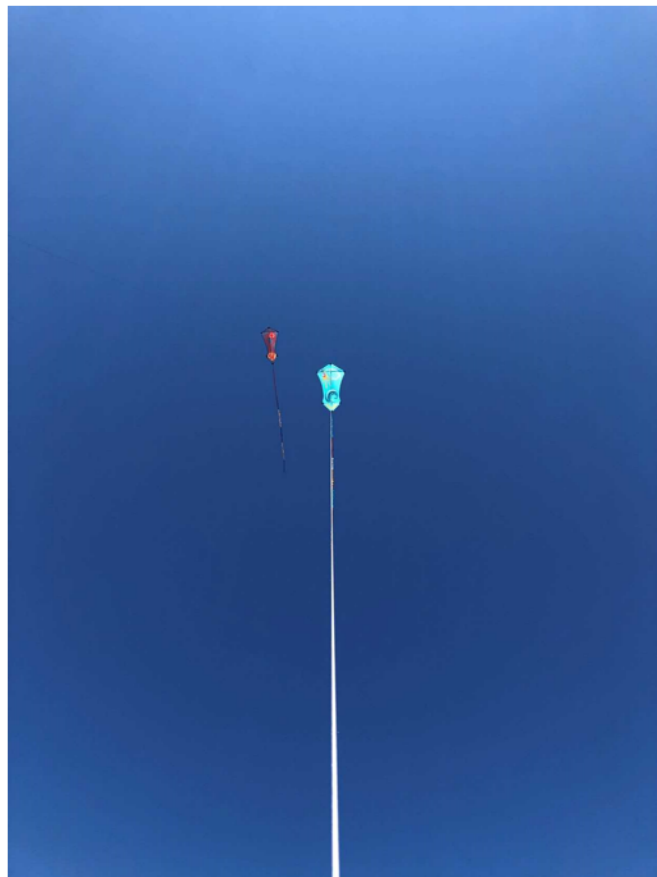
So, imagine my disappointment upon arrival at Lobster Point to find, essentially, zero wind. Not being one to give up easily, I got busy and made ready-for-flying a few kites.

It is not easy to accomplish any sort of long-line -launch at Lobster Cove due to the terrain. Plus, there has to be some wind. When there is wind it is simply a matter of holding the kite up to the wind flow and giving it some line. The wind does the rest. When there is wind.

Eventually though, something happened with the atmosphere (it got warmer, for one thing), and there was wind. And BOY OH BOY! Didn't that make a difference in the day. The first kite up was a low aspect ratio bowed structure about 2.2 meters tall. The second kite up was a similar design (slightly larger) and with different colours. Anchoring the kites down was accomplished with the help of a local rock and some strapping. The next picture shows how that worked.



The last picture shows an imperfect photo of both kites in the air. Neither kite moved more than five centimeters laterally (either side) while they were flying, and the wind was moving around eight to ten mph. Nailed to the sky. You will just have to take my word for that, it really was a perfect wind. Not to mention the balance of the kites was perfect as well.



An additional attraction to flying at Lobster Cove is the walking back to the hotel part. Along the way, up the path and a few hundred meters past the trees and brush, sits a brewery, the Monhegan Brewing Company. And there you are.

Tony Otis

Westbrook, Maine, USA

Nor'Easters Kite Club

<https://sites.google.com/site/noreasterskites/>

<https://sites.google.com/site/noreasterskites/Home/present-day-photos>

<https://sites.google.com/site/noreasterskites/Home/the-zen-page>

Pothecary Corner—Allan Pothecary

Just the one

A few years back I used to write for a variety of American kite magazines as well as here. Of course there was a bit of a language barrier but I think they forgave me.

One of the things that does transcend all continents and whatever the native tongue, is kites and people's different ways of looking at them - that's universal!

This can be defined through experience, skill levels in design, manufacture or flying capability.

One of the magazines tried to direct my soliloquies strictly to the higher end, and by that I mean more what people aspire to rather what they can afford or are capable of, rather like people who buy sport car magazines and hunger after the dream vehicles depicted by glossy images therein.

Well that would have seen me quickly get in over my head and dry up with nothing much to say.

There's just the one sky and we all have our own way of filling it.

I tried explaining that there were a sight more readers wanting to read the news of what was going on in the real world but my words were lost in the vast water divide between us and I left him to fill his own magazine.

So then. Here I am still waffling on each quarter trying to take a broad picture of what may interest the readers here and letting you know what comes across my desk.

There's a broad amount this time so I will get stuck in.

Tails to tell

In the last issue I mentioned the lovely, 80 ft long coloured tube tails we got from Kiteworld and, I don't know why, but I didn't also mention the 80 ft black and white tails.



We tested them behind our, conveniently, black and white "Fellow", team kites.

In our years of demonstrating at various events around the world we opted away from tubed tails because, although, in our opinion, they look better in the sky than ribbon (flat) tails, they were invariably heavier to pull and, therefore, needed more wind, thus limiting their usability.

Good tracking

However, we were pleasantly surprised at how light these were and the way they left tracks in the sky as they followed the pulling kites.



We did not expect, either, to be able to get them back in the brightly coloured, easy to spot amongst the rest of the gear, bags from whence they came.

We did! Maybe not as neatly as they were packed by someone in the factory but they didn't have a swirling wind to contend with on their workbench.

Maybe a tad on the pricey side? but if you have ever tried making something of this size and quality then you might want to match your time and effort against it.

Late in the day?

It seems to have taken rather a long time for someone to realise that there was a market for such long tails light enough to be used behind sport kites but I wonder if there are as many sport kite flyers these days that are looking for this type of thing.

On the other hand, of course, if it encourages people to take up dual line flying then so much the better!

Although there are many flyers who have delved into precision flying (as well as tricks) they are only a small percentage of flyers who understand the delicacies of the moves and figures created and the hours of practice that go in to all of them.

Pothecary Corner—Allan Pothecary

Our experience has been that the average audience much prefer to see the spectacle of tails - OK, to the skilled flyer that's a bit like a top chef being asked to cook a steak or lamb "Really well done!" But the applause is welcome anyway.

Let me please encourage any flyer to indulge in the thrill of flying one of these tails behind their kite and if there's two or more of you then just - WOW!

Hook up

Just to repeat some advice from earlier that you should not attach the tail to the bottom of the kite as it the drag will change the angle of attack and the kite will not fly as well.



Instead you should attach it by looping a short piece of line around the centre T and timing it to that.

Also please be careful and remember that the tail will be trailing out up to eighty feet behind the kite so you could be flying over roads, trees, hedges or even hitting people passing by. It's a good idea to position your kite on the ground first and then string out the tail to see where it might go.

Dragon for Juveniles

Many boys around the age of four to ten (and those from 60 onwards!) seem to develop a passing interest in dragons.

Therefore, with our grandson in mind, we were grateful to get our hands on an easy to fly, single line, Dragon kite - Hey, why not combine the two after all?

I say easy to fly; well it should have been but things don't always come out of the bag in the way they were intended.

There are only two white, fibre glass spreaders to connect with no heavy stretching and pulling required in assembly.

Even I couldn't get this wrong could I?

A quick standing launch and it flew away reasonably well, until the nose suddenly dipped and down it came with no chance of recovery.

A couple more attempts and I was soon looking at the bridle to see if it had been possible that it may have slipped.

I was hoping not because the line was hopelessly thin and I don't do fiddly!

Long story short and I noticed that the centre dihedral had slipped up and changed the shape of the kite.

I also noticed that there was a stopper to prevent the 'T' piece from slipping down but not from moving toward the nose as was the case here.

I had a conversation with the manufacturer, re-monstrating that the average parent/grandparent would probably have binned the kite rather than embarrass themselves further or be at their limit of an impatient child before they solved the problem.



How many times have we heard the story "Oh I bought a kite once and I couldn't get it to fly!"

Changes coming

The guys back at base have taken my findings on board and all future kites and any reruns will have the modification plus another we discussed at the time.

I would still recommend this kite as a solid little flyer and now you know the modification you

Pothecary Corner—Allan Pothecary

might be able to help struggling flyers or maybe take a look at some of your own kites that could, maybe, perform better?

To a young 'un this will look quite dramatic in the sky and the twister instead of a tail is a nice change.

The girls seem to be in to Frozen or unicorns but our granddaughter has grown past that stage so I gave her one of our smiley kites and was quite joyed to see her get a sudden appreciation of being able to stand still and fly the kite by slowly paying out the line in stages feeling the strength of the breeze as she went.

Turn it Over

One of the first things we like to teach when coaching beginners to fly dual line is how to turn the kite over when it has hit the ground.

This can save a lot of time and enables the flyer to be independent I.e. not having to rely on someone's patience to stand there, avoiding being hit about the head whilst the pilot learns how to keep the kite aloft.

It also allows me the chance to stay with the flyer instead of trying to relay instructions from 30 metres away.

Those that have been through this exercise with me will be smiling as they read this and, I hope glad they made the effort to understand this.

It first requires an understanding of the wind window and how its position can be changed by the flyer moving from side to side and the importance of doing it properly to avoid damage to the kite.

You'll soon get it

The muscle memory of this manoeuvre comes quite quickly, puts a smile on the flyer's face and a little spring in the stride so to speak. In words, the turn over starts with the kite on its leading edge with nose pointing toward the window.

Next, pull the top line and release the bottom and the same time all in one smooth motion perhaps, sometimes, with a slight step backward.

The other way to remember which hand to pull is that if the kite is that if the kite is pointing to your right then you will need to pull your left hand and, of course, pointing left then pull right.

That is really all there is to it but I would not expect a learner to get it from that and therefore have produced a video to help.

I have used picture within picture in the video so that you can see my hands and the kite at

the same time and be able to comprehend what is happening.



I am grateful to have been contacted by flyers all around the globe saying that the video has helped - that's great encouragement to do more instructional stuff in future.

At the moment the video is on our Facebook page and can be seen by going to your favourite search engine and typing closeencounter-skitesyoutube.

I will get around to putting it on our website one day too!

Hoffmann's Canard

We have owned a yellow one of these for a number of years and it always grabs attention from passers-by and kite flyers alike when we fly it.

Now, I am very pleased that we also own one the same size Hoffmann's Canard following the recent release of the long vaunted, green version.



The only difference I could find between the kites was the centre ferrule for joining the spreaders is now metallic rather than plastic - you see? - They do take notice of my suggestions sometimes!

These kites are very good and stable from low down, way up to soaring and, therefore, I had no hesitation flying the pair close together and making a video whilst gathering thoughts for use in this article.

Pothecary Corner—Allan Pothecary

Unfortunately in the efforts to get that perfect angle for the camera, there had to be a couple of coming together but Marilyn kept filming to collect some nice footage for the "Out takes" section of the video which usually get more comments than anything - Bah!



With video hardly hitting our YouTube channel, the "S" (small version) came in to stock.

The S version has a single spar as a spreader, holding out the sail as it measures 190cm and 112 cm high compared to 295 x 165 on the larger model and, oddly at first, therefore comes in a longer bag.



The large centre tail is 6 metres on the small Canard and 9 metres on the large giving excellent presence in the sky.

The wind range claim is different although we were in only a moderate breeze and there didn't seem to me any difference between the two - 7 to 24mph for the small compared to 4 to 18mph for the large.

I have to say that I definitely wouldn't feel comfortable flying the bigger delta at over 18mph.

Stacking was obvious

Having this collection the obvious thing was to stack them.

We tried two first with the smallest kite nearest so that the flyer could still see it.

There were no studious calculations as to what distance there should be between the kites I just cut off a short length from a spare line and with the union of a loop in the line and a carabiner through that and then the loop in the back of the kite and around the spreader (sounds more complicated than it is) we were away!

The first launch looked really good - very smooth and graceful with both canards in harmony - very pleasing!

Occasionally though, the front kite would just, sort of, hang because the larger kite seemed to be pulling harder so a swap around was made and we rigged up the other large, yellow kite to fly as number one.

I didn't bother to measure the lines to match as the light and the wind were beginning to disappear but I shortened the top line on a subsequent flight and it worked better.

I will experiment more next time.

We didn't get a constant straight line right through the three but pretty good and that just allowed all of them to be viewed from the flyer's standpoint.

As we intended to tie them off to anchor anyway this was a minor point.

When we had our first Hoffmann's Canard Delta some four or more years back I did report on our flying it without the main tail in a low wind but I can see little point in this unless it is the only kite you take with you that day and you get bored and fancy having a play.

It's like buying a new shirt and jacket and when you get out, taking them off and parading around in your vest, Mmmm - nice!

Pothecary Corner—Allan Pothecary

Overall view? Very pleased, they seem well made enough to last and we can't wait to get out and show them off again.

Soft 6 Metre Swirls

The most asked questions after I published a video of our 6 metre swirls which, of course, said what they were and that we used either a 3 metre KAP or a 1.7 HQ sled to lift them? - "How long are they?" and "What did you use to lift them?".

My answer was "Do you mean the 6 metre swirls or the 3 metre KAP or the 1.7 Sled?"

The other question are always "How much" or "Where can I get them?" to which the standard answer is that we don't sell kites and they should contact their favourite kite trader.

Let's face it they have probably been on line already and just fishing to see if I have found better prices.

Well sorry folks but we're all in the same boat when it comes to bartering for a good deal.

It's odd, you may think you favour the same supplier but how many loyalty cards do you have in your wallet?

I'm off at tangents again!

Love 'em

These swirls are amazing, we love 'em.



Marilyn is not a fan of tubes and turbines but she really likes these.

Did I mention, they are 6 metres long?

They have great presence in the sky but, considering their size, have a lower pull than expected and do not need big lifters.

Never underestimate the power of sleds and our 1.7 HQ did a sterling job in only a moderate breeze.

It was good to see that the swirls have been fitted with decent spinners that worked properly and the bridles did not twist up and spoil the open mouth or the action of the spin.



Again we were both surprised and pleased to see how well they packed down small in to their bags making them a must to take out every time.

We don't attach any laundry permanently to the lifter line so flew each one on its own line and slipped a carabiner through the loop where the tow point is and then over the lifter line.

Not only is this safer but it allows simple height adjustment to space them evenly - a must for those who suffer with OCD!

As always, there is a video to find on our Facebook page and on YouTube - in fact there's one for all the kites in this article - it's worth a look.

Next time

There are more kites to tell you about but I will leave them until next time hoping that the easing of restrictions have allowed kiting adventures for others to write about and help our hard working editors to fill this particular magazine and more for the next one.

Allan and Marilyn
kitedisplays.co.uk



tug.com