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85p

THE KITEFLIER

NEWSLETTER OF THE

KITE SOCIETY OF GREAT BRITAIN



INCLUDING.
AERODYNE

MIDLAND KITEFLIERS NEWS

ISSUE 34

JANUARY 1988

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THE PICTURE ON THE FRONT COVER IS ONE OF THE KITES USED BY PETER MASON DURING HIS AERIAL PHOTOGRAPHY EXPERIMENTS.

EDITORIAL

Dear Reader,

First of all may we wish you a happy new year - already 1988 looks as if it is going to very busy for kitefliers. The event which promises a lot is Rendezvous York - the Kite Society's first attempt at a conference type event. Please support it as it could lead to bigger things in the future.

On a personal note the editors would like to express their thanks to those people who have written on the birth of our daughter. For those who do not know her name is Tara, born 10th November 1987 at 9lb 15oz!!

We now have an additional book added to our list. How to Make a DEEP-SKY REEL, with Accessories by John Wilding. The author's interest in kites was dampened by the lack of suitable reels which offered the versatility required for the different conditions experienced. This booklet gives full details for the construction of a basic reel made from simple materials. The reel has been designed to be of a convenient size, weight and capacity to handle average size of kite sold. A number of optional accessories are also detailed. Although the booklet details construction using a lathe this is not essential and John has arranged for the metal parts and nylon bearings to be available. Price £4.95 plus p&p. See page 3.

We are also investigating the possibility of obtaining a number of copies of books by Eiji Ohashi direct from Japan. These books will work out at approximately £7.00 plus postage. We may also obtain copies of a book by Axel Voss which will cost around £4.00 plus postage. What we would like to know is, bearing in mind that the books are in Japanese and German respectively, how many people would be interested. Please write and let us know.

GILL AND JON BLOOM

KITE SOCIETY GOODIES

AVAILABLE NOW!

1. Sew on cloth badges. Embossed design in Black and White. Shown opposite in life size. Cost £1.75.

2. Kite Society Button Badges. 2" diameter in various colours with the Kite Society Logo. Cost 30p. (Sorry no choice of colours).

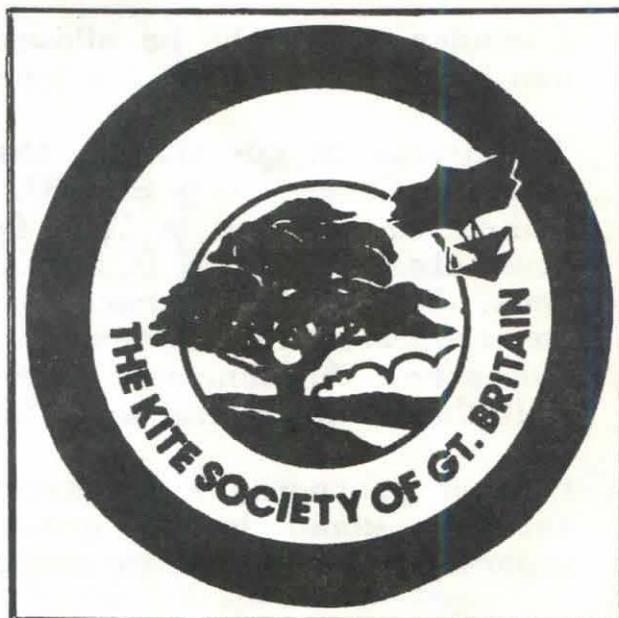
3. Rokkaku Challenge Badges. 2" diameter in various colours with the UK Rokkaku Challenge Logo. Cost 30p.

4. Kite Society Sweatshirts. High Quality, 50% Polyester 50% Cotton mix, crew neck, fleece lined. Available in either White or Grey Marl with a black logo on the left breast. Price £10.00. Sweatshirts are available in the following sizes:-

36" (S), 38" (M), 40/42" (L), 44" (XL), 46" (XXL). Please note that delivery is at least 28 days for sweatshirts.

5. Kites For Everyone by Margeret Greger. This combines her earlier kite making books with much new material and includes designs for more than 40 kites ranging from sleds to facets. Also includes designs for windsocks, parachutes and kite bags. An excellent book for the home kite maker or teacher. Price £5.50. (This book is normally in stock but due to demand may have to be ordered from America - this could mean up to three months before delivery).

6. How to Make a Deep Sky Reel with Accessories by John Wilding. Very comprehensive instructions for making a deep sky reel. Price £4.95.



ITEM	SIZE	QUANTITY	PRICE	TOTAL
KITE SOCIETY CLOTH BADGE				
KITE SOCIETY BUTTON BADGE				
ROKKAKU BUTTON BADGE				
KITE SOCIETY SWEATSHIRT				
KITES FOR EVERYONE				
DEEP SKY REEL				
			SUB TOTAL	
			POST AND PACKING	
			TOTAL	

MAKE ALL CHEQUES PAYABLE TO THE KITE SOCIETY.

NAME: _____
 ADDRESS: _____

Post and packing is 10% of the subtotal for the U.K. and 20% for foreign orders.

LETTERS

From Geoff Warren and Stuart Webb.

I wonder if I might be allowed a little of your space to ask if any reader can help with details of a kite.

The design in question is the Aerocurve, built by Charles Lamson for the Blue Hill Observatory in 1897, or thereabouts. Two photographs of it are in Pelham (1) and one in "The Aeronautical Journal" (2), this paper also gives some dimensions and is one of three references to Lamson in Clive Hart's book (3). Of the others, the one in Scientific American (4) gives no constructional information at all for what is stated to be a Hargrave model; the other (5) concerns itself with Lamson's modified Hargrave kite, the multiplane folding kite and the Lilienthal apparatus.

Further photographs or sketches and some idea of the shape of the "wing aerofoil" would be of great assistance in the reconstruction of this important but apparently neglected design.

(1) David Pelham: The Penguin Book of Kites. 1976. (2) Charles H Lamson: "Lamson's New Kite" The Aeronautical Journal Vol 3 No 1 Jan 1899 pp16-17 (3) Clive Hart: Kites: An Historical Survey. 1967 (4) Anon: Scientific American. Vol 75 Aug 1896 p191 (5) Charles H Lamson: The Aeronautical Annual. Vol 2 1895-7 pp 133-7 "Work on the Great Diamond"

From Geoff Adams.

Have Sanjo Rokkaku will Travel!

All in all I must say I have enjoyed this kiting year.

In the course of taking part in the UK Rokkaku Challenge I have expanded my knowledge of this country and some of its citizens. In the 1st round at Blackheath everyone battled against the elements as well as each other. Prior to the 2nd round I spent a week in the vicinity of the fine city of York - with all it has to offer - before a very enjoyable festival. Shrewsbury proved to be, on visual evidence anyway, a fine flying site and a good place for a suntan and a free beer. Visiting Bristol for the final round I was stunned by the city, the suspension Bridge and the hospitality.

I must pay tribute, first to all the people who were involved in the organisation of the Challenge, and also to the kitefliers who took part. As in all these things any amount of organising does no good if nobody turns up.

I feel sure that the competition will be as good next year, better even, as lessons will have been learnt both by the organisers and the flyers (fighters?)

LETTERS

My thanks again and I look forward to 1988 and what it may bring.

P.S. How about a small change in the prizes, giving a small recognition to 2nd and 3rd places maybe, for all the effort expended instead of just winner takes all?

(For details of the 1988 Rokkaku Challenge see this issue.)

From Peter Gray.

After a years subscription (approx) I'm enjoying reading the Kiteflier enormously.

Two minor gripes:-

a) It is sometimes difficult to work out where letters, articles etc begin and end. Could you not make more use of sub-headings and indented paragraphs?

b) Could your contributors, when they use initials as abbreviations, spell out in full what the initials mean at least once in the article, letter or whatever. I am sure that would be a help to other beginners like me.

I have two appeals for help. I recently built my first Rokkaku kite and I'm having a great deal of trouble stabilising it. All it does at the moment is spin one way or the other and I'm loathe to put a tail on it. Any helpful hints? My second request is for information regarding the "hot knife" technique for cutting polythene sheet or ripstop nylon. What is a "hot knife" and where would I get one.

With regard to the incorporation of kite flying into the Federation Aeronautique Internationale (F.A.I.). In his letter Ted Fleming mentions "their (kitefliers) responsibilities towards the administrators" without going into details of what those responsibilities would actually be. Could anyone give details?

Would it also be possible for you to obtain, from those involved in other aero sports, eg microlights, what their experiences have been with the FAI. My feeling is to avoid centralisation but I am willing to be convinced by the benefits if my instinctive apprehensions of "big brother" can be allayed.

(If any one can answer Peter Gray's questions let us know).

INTERNATIONAL EVENTS

World Kiting Festival - 3-6 March 1988. Tasmania. (1).

'88 Japan International Kite Festival - longitudinal Trans-Japan Kite Flying Tour. 30th April - 8th May. (2).

Hungarian Kite Festival - 23rd and 24th April. (3).

Oost Duinkerke (Belgium) 4th International Kite Festival - 7th and 8th May. (4).

Enghien (Belgium) 2nd Biannual International Kite meet - 28th and 29th May. (4)

Scheveningen International Kite Festival, Holland. 18th and 19th June. (5).

Fano International Kitefliers Meeting, Denmark - 18th and 19th June (Provisional). (7).

Cervia International Kite Festival, Italy - 22nd to 26th June. (Provisional). (7).

Labruguire, France - 1st to 3rd July (Provisional). (6) (7).

(1) Further to the registration details, sent with the last issue of the Kiteflier, we have received a registration update and further information leaflet. In general it repeats the details already sent but includes some optional extras for after the main event. Copies are available from The Kite Society - send an S.A.E.

(2) The price for the tour is roughly 100,000 Yen. If you are interested contact Masaaki Modegi, Japan Kite Association, c/o Japan Kite Museum, Taimen- Ken, 1-12-10 Nihombashi, Chuo-ku, Tokyo.

(3) The Hungarian Kite Club is holding its annual festival on the above dates on Obuda Sziget Island in Budapest.

Unfortunately there are no sponsors, so they are unable to contribute to visitors' expenses but they will be happy to meet people at the airport or railway, guide people round the city and find cheap or possibly even free accommodation.

Let them know if you are thinking of going so more information can be sent. Write to Istvan Bodoczky, Kiss Lajos U. 30, H-2092, Budakeszi, Hungary.

(4) For information about this one contact the Nouveau Cervoliste Club Belge (N.C.B.) on 010 656200.

(5) Contact Vlioger-op on 070 858586.

(6) Michel Dusariez has sent us some further information about this.

"As soon as the dates are definitely set for the centenary we will send to everyone concerned a folder including details of the festivities, travel literature etc. We are fairly sure that accommodation will be taken care of by the local residents who will welcome the visitors, free of charge, for the 3 day celebration."

(7) Michael Stelzer, of Berlin, is proposing to do an European Kite tour visiting the kite festivals taking place at Fano, Cervia and Labruguire. For further details write to Michael at "Vom Winde Verweht", Eisenacher Strasse 81, 1000 Berlin 62, West Germany.

SILVER ZEPHYR by DAVID BLOOM

The Silver Zephyr is simply the Zephyrlite 70 described in The Kiteflier issue 25, (October '86) with a silver polyester skin.

These Silver Zephyrs are the fairly high aspect ratio (narrow) deltas which have been magically appearing high up in the sky when nothing else could find enough grip to climb at all.

A revamped version of the Zephyrlite 70 sketch is shown to make it a Silver Zephyr drawing.

The polyester bit sounds technical, but it is just the material used to make the silver survival blankets wrapped round competitors after a marathon. They can be obtained from camping shops, Milletts or Army Stores at around \$2.00. One blanket will make 3 or 4 Silver Zephyrs. This polyester is an extremely strong stable plastic which, with care, can even be machine sewn (with BIG stitches) although I prefer glueing.

Some constructors make the Silver Zephyr by glueing the leading edge spars and spine direct to the polyester, but if extra hems are added, they can be turned into pockets so that all spars and the spine can be replaced if breakage or warping occur.

The Silver Zephyr wing can be made in one piece, and a separate keel attached with glue or tape. I prefer to make two wings separately (they nest better for cutting) and a keel, all with hems for pockets, and using UHU glue to put it together.

This is a light wind kite only, so there should not be any undue strain on glued joints. Following many hours flying, glued joints have stayed stuck.

The 1/2" hems are added to the wings for leading edge pockets also where the keel joins the wings. The keel also has the extra 1/2" to join to the wings, and a bit extra to wrap round the rear end off the spine. This extended rear end of the keel contributes a lot to the kite's stability.

Make the leading edge pockets by creasing a fold along the 1/2" line, place a straight 1/8" spar along the fold line, run a light bead of UHU along the outer edge of the hem and fold it gently over the spar to just touch the other side with the glued edge. THEN LEAVE IT TO DRY. Do not iron it down or the glue spreads to the spar and you'll never get it out. This way, you can replace broken or bent spars at will. If you carry spare spars you can always help your mates out, yours of course will never break!

Incidentally, I have also used 1/8" square spruce (local model shop) very successfully for leading edges and spines, as well as 1/8" ramin dowel; in our area 1/8" square spruce comes cheaper than ramin dowel, but watch out for wavy grain.

SILVER ZEPHYR by DAVID BLOOM

To attach the keel, lay one wing down flat, position the front of the keel 5 7/8" behind the front point of the wing, and glue the hem of the keel to the joining hem of the wing. LET IT DRY.

Lay the second wing over the first and position temporarily with masking tape.

Run a light narrow bead of UHU along the upper joint (above the spine line) touch the other wing to it, and LET IT DRY.

Lay the spine in position, run another light bead of UHU along the lower edge, touch together over the spine, and LET IT DRY.

These "LET IT DRY" sessions are important, if they are neglected, the parts may move and cause unwanted flight variations.

To close the pockets on the wing tips, nose and tail of the spine, fold the polyester over the spar end and secure with a narrow strip of carpet tape. For replacing spars, the tape peels back without damaging the polyester to allow access to the pocket.

At the front of the leading edge spar, a few stitches across the seam taped over afterwards will prevent the spar from wandering.

It could be quite an advantage to reinforce various areas of this kite using a vinyl freezer tape, (less prone to damage from damp) available from freezer centres or Lakeland Plastics Ltd., Ambleside. Vulnerable areas are:- leading edge from nose to just beyond the start of the leading edge spar, front edge of the keel, up under both wings and across the junction of wings at trailing edge.

Carpet tape patch reinforcements for stretcher bar eyelets and also for the towpoint eyelet.

The 3/16" diameter stretcher may seem too frail, but don't beef it up or restrain it, it is a safety link; if the wind gets too strong, the kite may be wrecked or break away, but before that happens the stretcher will bend and break, bringing the kite down safely.

If you wish to scallop the trailing edge feel free, it looks nice but is not essential. All my recent Silver Zephyrs have had straight trailing edges and they fly beautifully.

I usually fly the Silver Zephyr on 8 pound line; when flown in a light breeze it will take off easily from your hand and take line as high as you like.

AERIAL PHOTOGRAPHY by PETER MASON

The starting point for the project was the discovery, in a local second hand shop, of a large roll of ripstop nylon, the sort used in the making of spinnakers on sailing yachts. I bought the nylon, and obtained from the library an excellent book on kite construction, "Kites", by Ron Moulton.

From plans in the book I constructed a 10 foot span delta soaring kite, and the test flights impressed me with its' stability and performance in very light winds, more resembling a balloon than a kite, flying vertically overhead, and even further into wind.

Next, I scaled the plans up and built a 12 foot span delta, the largest size that I could fit inside my car. At this point I thought about the possibility of fitting a camera to the kite, and after some loading experiments, established that the kite would easily lift 4lbs in a 5 m.p.h. breeze.

The school photography club's FED 4L 35mm rangefinder camera was borrowed to test the practicality of the idea; a simple camera holder was snipped out of thin tinfoil, and suitably secured with elastic bands and sticky tape, and with focus, exposure and self-timer set, the carrier was fitted to a brass eyelet set into the fabric keel of the kite, just above the bridle point. The launch sequence was then devised and rehearsed with the assistance of some enthusiastic pupils.

As the self-timer had a very short delay, approx 6 seconds, it was necessary to get the kite up to its' operating height quickly, so the line was laid out downwind, and the kite held in a nose-high position ready for lift-off.

The kite was launched, and after a steep climb and fifteen seconds of flight, the kite was recovered and the camera re-set. This procedure was repeated 15 times, the camera having to be manually wound-on and the self timer re-set after each exposure.

The film was then developed, with rather disappointing results. All but three of the frames were un-recognisable blurs, due to the camera swinging from its single fixing point. Of the three reasonably sharp pictures, two were of clouds, and one of a group of footballers on the school field.

A further disadvantage of the single fixing point became clear the next day, after 5 or 6 flights in gusty conditions, when the camera parted company with the kite at 200 feet and plummeted to earth, impacting the hard-packed turf of the school field with a thud that was audible 50 yards away... The camera was prised from the 1 1/2" deep hole, and removed from the carrier. The camera was still intact, and on checking it I was pleasantly surprised to discover that apart from a mis-aligned rangefinder mirror and non-functioning light meter, the camera was in good working order! I wrote to the importers of the camera, explaining what had happened, and they very kindly offered to check and repair the camera free of charge, in spite

AERIAL PHOTOGRAPHY by PETER MASON

of what could probably be termed 'severe mis-use!'.

Back to the tin-snips, and in half-an-hour the Mk. 2 version of the carrier was ready, two quarter inch bolts secured with butterfly nuts held the carrier against a plastic plate sewn into a pocket in the keel, the base of the carrier held tight to the keel by means of a 'D' ring fitted over the camera retaining screw. This one wasn't going to fall off!!

The results of the next sortie justified the design change - the photographs were all sharp, although the horizon was tilted at 30 degrees, as the kite was still climbing steeply as the shutter fired. This problem could only be overcome if the shutter could be activated after the kite had levelled out at the top of its' climb. Back to the drawing board again, and the Mk. 3 carrier, a much heavier and more complicated affair, as it was to carry my Pentax MX plus autowinder and radio control receiver, battery pack and servo. Provision was also built into the carrier to enable the camera to be swivelled downwards for vertical shots.

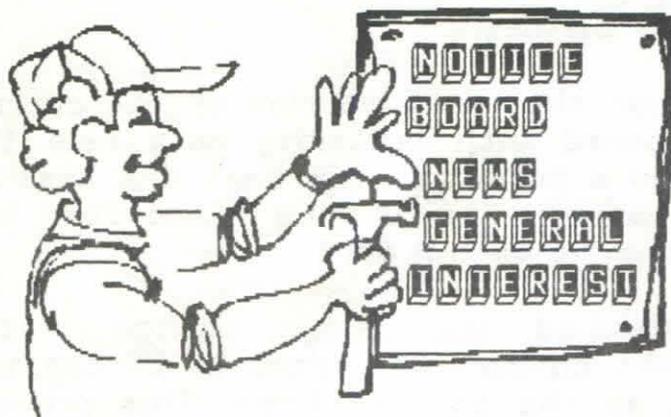
As this camera and gear would probably not 'bounce as well as the FED' belts and braces were in order, three fixing bolts, safety line from the camera to bridle point, twin clips on the bridle, and some 150 lbs. kite line!. The weight of the airbourne outfit came out at just over 3 3/4 lbs, which represented a sail loading of about 1 1/2 ozs. per sq. ft.

The resulting photographs were well worth the time spent developing the system, and the end result is an airbourne system which is simple to set up and operate. The loaded kite lands 'hands-off' at a forward speed of about 6 m.p.h. in nil wind conditions, and in a light breeze can be pulled down into your hands. The system is subject to certain limitations, it is essentially limited to rural or semi-rural areas, requiring a fairly large unobstructed area for launching and retrieval, but within these limits consistent results can be attained.

Anyone possessing a 35mm camera with automatic exposure and integral autowind, such as the Konica, could probably work out a lighter and simpler system, though it is possible to reach the stage of 'diminishing returns' with a system so light that blurring would be caused by excessive movement, due to lack of inertial damping.

Postscript.

Soon after the above was written, I acquired secondhand, for £12.50, a Russian LOMO 135BC 35mm camera, which has a clockwork driven film transport, 8 frames to a winding, and weighs 18 ozs., just under half the weight of the Pentax set-up. This allows a much lighter and simpler carrier to be used.



Spotted in the Daily Mail's Guinness Book of Records Fact File the following snippet.

"The earliest description of a Radio transmission system was written by Dr Mahlon Loomis (U.S.A.) on 21st July 1864 and demonstrated between two kites more than 14 miles (22Km) apart at Bear's Den, Virginia in October 1866.

Jack Crouch recently sent us some samples of Tyvek which he has for sale. (Tyvek is a spun polymer film - a synthetic paper. Very durable and able to be sewn in the normal manner).

Available in many colours (including silver and flame orange). Price 70p per metre (postage paid) width 56". Send an S.A.E. for samples.

If interested contact Jack Crouch, 829 Belmont Road, Bolton, Lancs. BL1 7BU.

Ron Dell has sent us the following piece of news.

"You will be sorry to hear that Dave Ingledew of D.I.Kites, due to other commitments, has ceased trading in kite material and making kites. A sad day for kite flying but he has promised not to disappear altogether

and will attend festivals etc., But all is not lost. Pat and Ron Dell have taken over his stock of material, ripstop, handles, rings etc., and are now doing both mail order and attending kite festivals. Ripstop is available at £1.75 a metre (plus postage). They also have dowel and fibreglass. For more details contact Pat and Ron Dell, 2 Garfield Road, Ponders End, Enfield, EN3 4RP. Telephone 01 804 9080.

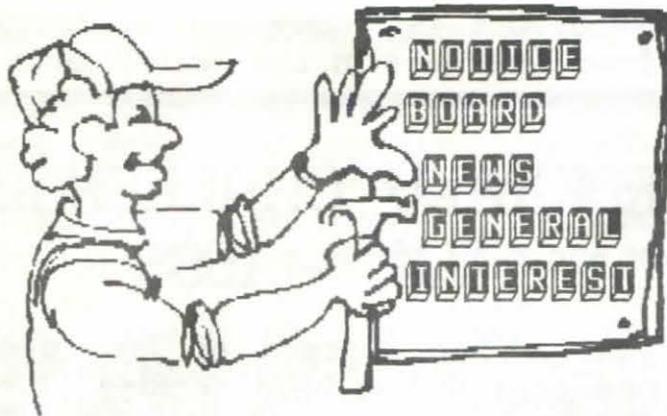
Spotted in the Nigel Dempster column in the Daily Mail:-

"Miffed at not being invited to meet the Duke and Duchess of York when they visited the Museum of Army Flying recently, benefactor Sam Cody is withdrawing his collection of flying memorabilia - said to be worth £1 million - from the Hampshire museum.

"Grandson of the Colonel Cody who was the first pilot to fly a powered plane in Britain, 68 year old Mr Cody says he was promised an introduction to the Yorks when they opened an extension 11 days ago. But he missed out on the royal reception and dinner, so now has given three months notice of his intention to withdraw the collection which includes his grandfather's prized Michelin trophy for flying.

"We've always regarded My Cody as one of our friends but we had no control over the invitations' says a sad museum spokesman. But Mr Cody replies 'It was the least they could do to invite me'".

John Spendlove has sent us a sample of his Kite postcard for 1988. It shows (in black and white) two Yakko



like kites. They are available from John at 10 for £1.00 (including postage). For more details contact John Spendlove, 10 Higher Bank Road, Fulwood, Preston, Lancs, PR2 4PD

Readers may remember Mike Timmins Tail Piece article which appeared in the last issue. The plan uses plastic strapping in the construction of the drogue. Well John Barker has a source of such strapping in odd bits and may be able to give small amounts away at festivals. Contact us if you are interested in obtaining some.

We have recently had a short note from Doug Hagaman. Doug (in our opinion) produces the finest parafoils that are available and he mentions that he is now building kites during the winter. He suggests that as the exchange rate is so good at the moment if anyone is interested now is the best time to buy. Doug can be contacted at 6739 26th Avenue N.W., Seattle, WA 98117 U.S.A. Phone 206 789 9215.

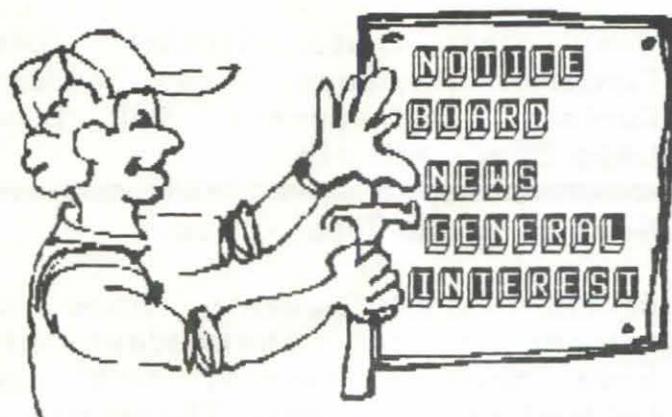
As we have recently discovered Boots baby range has as one of its logos a bear flying a kite. This means that the following items can be bought with kites (note this may not be all that is available!):-

Baby Sleep Suits, Stretch Suits, Flannels, Bibs, Cups, Plates, Saucers, Curtains, Bed Covers, Wall Paper, Lamp Shade etc etc.

News of a new local group:-

Recent related events since last summer in the Thamesdown area have brought several local kite enthusiasts together. There was an exciting display by a Japanese Kite Maker as part of Wroughton Science Museum Open Day. A "fly-in" occurred in a field nearby. The Link Art Studio hosted a very successful exhibition of Stephen Brockett's superbly made kites. Steve, from Wales, also ran an all-day workshop making ferocious "fighting" kites. Interest was so great that the event was over-subscribed. Local experts Ron Gunther and Neil Harvey supervised a workshop at the Jolliffe Studio in November and a dozen people went away with kites tucked under their arms. Ron from Purton, was profiled in a local newspaper and has a kite with 120 feet of sail to his name.

So, with all this apparent interest, it was decided to form a kite group to bring together not only enthusiasts in the Thamesdown area but in the region around too. The next nearest groups are as far away as Southampton, Bournemouth, Blackheath and Birmingham, so there is an obvious need for the formation of a similar group in this part of the country. The group, which has decided to call itself the Wyvern Kite Flyers, had its inaugural meeting at the Jolliffe Studio on January 12. They will be meeting regularly at the Jolliffe to discuss kite-flying and kite-making, to



identify local and regional flying sites, to arrange "fly-ins" and excursions to meet up with other groups, and plan a special kite festival for the area this summer. Anyone of any age with a degree of skill is welcome to join and further details can be obtained from the Jolliffe Studio. Ask for Mel Jones on Swindon 26161 ext. 3096.

Incidentally, there is another kite-making workshop at the Jolliffe planned for Saturday 13 February. Prices are £5.00 (£3.00 concessions) which includes materials. As sewing machines have to be used for the sort of kite being made the workshop is restricted to those over 12.

We have had a couple of requests from our readers for kite makers and flyers in particular areas. Due to the data protection act we are not allowed to give them names but we can put their name in the magazine for people to write to directly. So here we go:-

Duncan Burn, 14 Ellison Close, The Pippins, South Wigston, Leicester, LE8 2QH wants fellow kitefliers in the Leicester area.

L S Ward, 26 West Crescent, RAF Swanton Morley, Dereham, Norfolk,

NR20 4LH is interested in hearing from kitefliers in the Norfolk area.

ROKKAKU CHALLENGE U.K. - 1988

Due to the success of last year's challenge it has been decided to run the events again this year. The current plan is to hold just the team event but if sufficient interest is indicated for an individual event we will also organise this.

The rules will be as for 1987 and the venues planned for heats are:-

Blackheath Easter Event - 3rd and 4th April - two heats over the two days.

York Festival of Kites - 29th and 30th May - two heats over the two days.

Shrewsbury - 3rd July.

Festival of the Air, Washington - 30th and 31st July.

Wroughton Flying Day - August.

Bristol Kite Festival - 3rd and 4th September - two heats over the two days.

Rather than require pre-entry (which did not work last year) entries will be taken on the day. If you require a set of rules then please send an S.A.E. to The Kite Society.

KITE CALENDAR FOR 1988

JANUARY 24TH	Harlow Common	Harlow Common, Potters Street, Harlow, Essex. E.K.G.
FEBRUARY 7TH	Thorndon Park	Thorndon Park, near Brentwood, Essex. E.K.G.
FEBRUARY 14TH	Grafham Water, South	Adjacent Plummer car park, Cambs. G.O.K.F.
FEBRUARY 21ST	Southweald	Southweald country park, Brentwood, Essex. E.K.G.
MARCH 6TH	Great Bentley	Great Bentley Green, Colchester, Essex. E.K.G.
MARCH 13TH	Priory Park	Bedford. G.O.K.F.
APRIL 3RD & 4TH	Easter Extravaganza	Blackheath, London. B.K.A. *
APRIL 4TH	Godsworthy	Porc Hill, Godsworthy, Nr Tavistock. D.K.F.
APRIL 10TH	Great Bentley	Great Bentley Green, Colchester, Essex. E.K.G.
APRIL 10TH	Ferry Meadows	Peterborough. G.O.K.F.
APRIL 24TH	Harlow Common	Harlow Common, Potters Street, Harlow, Essex. E.K.G.
MAY 1ST	Old Warden Aerodrome	Nr. Biggleswade, Bedfordshire. B.K.F.A. *
MAY 1ST	Walsall Arboretum	Walsall, West Midlands. M.K.F.
MAY 1ST	Godsworthy	Porc Hill, Godsworthy, Nr Tavistock. D.K.F.
MAY 8TH	St. Neots	Riverside Park, St Neots. Cambs. G.O.K.F.
MAY 21ST & 22ND	Brighton Festival	Waterhall Playing Fields, Patcham, Brighton. B.K.F. *
MAY 28TH	Rendezvous York	York, K.S. *
MAY 29TH & 30TH	York Festival of Kites	Knavesmire Race Course, York. J.R. *
JUNE 5TH	Walsall Arboretum	Walsall, West Midlands. M.K.F.
JUNE 12TH	Priory Park	Bedford, Peterborough. G.O.K.F.
JUNE 19TH	Godsworthy	Porc Hill, Godsworthy, Nr Tavistock. D.K.F.
JUNE 26TH	Summer Rally	Blackheath, London. B.K.A. *
JULY 3RD	Petworth Park	Kite Day, Petworth, West Sussex. J Mersey. *
JULY 3RD	Walsall Arboretum	Walsall, West Midlands. M.K.F.
JULY 3RD	Shrewsbury	Shrewsbury. M.K.F. *
JULY 10TH	Grafham Water, South	Adjacent Plummer car park. Cambs. G.O.K.F.
JULY 23RD & 24TH	Wessex Kite Festival	R.V.C.P., Netley, Southampton. W.K.G. *
JULY 30TH & 31ST	Festival of the Air	Washington, Tyne & Wear. A Sutherland. *
JULY 31ST	Godsworthy	Porc Hill, Godsworthy, Nr Tavistock. D.K.F.
AUGUST 7TH	Walsall Arboretum	Walsall, West Midlands. M.K.F.
AUGUST 14TH	St Neots	Riverside Park, St Neots. Cambs. G.O.K.F.
AUGUST 28TH	Godsworthy	Porc Hill, Godsworthy, Nr Tavistock. D.K.F.
AUGUST 28TH	Bournemouth Festival	Hengistbury Head, Christchurch, Dorset. W.K.G. *
SEPTEMBER 3RD & 4TH	Bristol	Ashton Court, Bristol. M.L. *
SEPTEMBER 4TH	Walsall Arboretum	Walsall, West Midlands. M.K.F.
SEPTEMBER 11TH	Ferry Meadows	Peterborough, Cambs. G.O.K.F.
SEPTEMBER 18TH	Godsworthy	Porc Hill, Godsworthy, Nr Tavistock. D.K.F.
OCTOBER 2ND	Old Warden Aerodrome	Nr. Biggleswade, Bedfordshire. B.K.F.A. *
OCTOBER 2ND	Walsall Arboretum	Walsall, West Midlands. M.K.F.
OCTOBER 9TH	One Sky - One World	Everywhere. Co-ordinated by The Kite Society.
NOVEMBER 6TH	Walsall Arboretum	Walsall, West Midlands. M.K.F.
DECEMBER 11TH	Grafham Water	Adjacent Plummer car park, Cambs. G.O.K.F.

EVENTS MARKED * ARE MAJOR KITE FESTIVALS ALL OTHERS ARE LOCAL FLY-INS. BEFORE TRAVELLING ANY DISTANCE CONTACT THE ADDRESS BELOW.

E.K.G.	34 MORTIMER ROAD, RAYLEIGH, ESSEX
G.O.K.F.	10 LAXTON CLOSE, ST. NEOTS, CAMBS. PE19 3AR
B.K.A.	78 DONGOLA ROAD, LONDON N17 1EE
D.K.F.	"JU LES GLA", EAST WAYTOWN, GOODLEIGH ROAD, SNAPPER, BARNSTAPLE, NORTH DEVON
B.K.F.A.	WOLSEY HOUSE, WOLSEY ROAD, HEMEL HEMPSTEAD, HERTS.
M.K.F.	29 BRADBURY ROAD, SOLIHULL, WEST MIDLANDS B92 8AE
K.S.	31 GRANGE ROAD, ILFORD, ESSEX, IG1 1EU
J.R.	JIM ROWLANDS, 50 OLD BRUMBY STREET, SCUNTHORPE, DN16 2AE
W.K.G.	16 BRACKLEY WAY, HAMMONDS GREEN, TOTTEN, HANTS. SO4 3HN
M.L.	MARTIN LESTER, 40 CITY ROAD, BRISTOL BS2 8TX
B.K.F.	53 NEW ROAD, SHOREHAM BY SEA, SUSSEX.

We have had a number of requests for details of the location of the Devon Kitefliers fly-in site at Godsworthy. The flying site is on the A384 at Porc Hill between Tavistock and Two Bridges. If you need a map then send an S.A.E. to the Kite Society for a copy.

YORK FESTIVAL OF KITES 1988

Plans are already well in hand for the 1988 York Festival of Kites - which even at this early stage looks set to be the best yet!

The event has been bought forward a week from its normal time slot and will take place on 29th and 30th May, Bank Holiday Sunday and Monday.

The festival itself will, of course, follow a pattern of displays, competitions, novelties and amusements. Regional groups have already been invited to make a contribution to the festival in the form of a display. The Blackheath Kite Association really showed the way last year with their imaginative "Franklin and son" pageant. York Kite Fliers are making an attempt on the world endurance record. What is your group doing at York this year?

The main feature of the Festival will however be the British (if not European) Stunt Kite Championships. Those of you who have never seen choreographed sky ballet should prepare themselves for a truly mind blowing spectacle of sheer beauty, to send you running to the strings of your stunter kite just itching to have a go. If you would like to try and show off your skills send an S.A.E. for rules of the contest.

Because of the difficulties experienced in previous years, those wanting hotel accommodation are requested to make their own bookings. I have prepared a short list of guest houses and hotels near the racecourse with an indication of price. Book early! Again an S.A.E. will bring it to you.

As yet no entertainment has been organised for either Saturday or Sunday evenings. I would however, like to try something different this year. Perhaps a Ceilidh? a private visit to one of York's tourist attractions? Let me know what you would like to do.

Contact one of the addresses below.

York Festival of Kites, York Kite Fliers, 2 Dewsbury Terrace, York.

J. Rowlands, 50 Old Brumby Street, Scunthorpe, DN16 2AV.

RENDEZVOUS - YORK

As you can see from the above the York festival is being held on the 29th and 30th May. To make most of the weekend we suggested to Jim that it would be nice if the Kite Society had a mini convention on Saturday 28th May. Jim has come up trumps and has found a room in a local sports centre just five minutes from the Knavesmire flying site. The centre also has a cafeteria so snacks are available during the day. The room is located at the Priory St. Sports Centre and will be open from 10.00am.

The idea is to have a "pop-in" day with a few timetabled events e.g. video,

RENDEZVOUS - YORK

film shows or talks. (Martin Lester and Jim Rowlands have already agreed to do a short talk). The remainder of the time will be left free for people to come and look around and chat. However, to fill the time we need the active participation of the readers.

So far we have the following activities planned:-

Best Kite Photograph(s) Competition.

The idea is that we can have a good display of photos in the room to provide talking points and interest. There will be two competitions. One for the best single kite photo and one for the best set of kite photos, (2 or more prints, but not more than 5 prints). The photographs can be either black and white or colour, any print size is permitted.

Best Kite Aerial Photograph Competition.

As for the previous competition there is one for a single print and one for a set of prints.

Kite Stalls.

Readers are invited to write in if they would like to come along and sell kites and/or kite related items. Note this is subject to a first come first served basis and confirmation from the sports centre that selling will be allowed.

Readers are also invited to let us know if they have a special interest about which they are willing to give, either, a formal talk or a small display and be present during the day to talk to interested parties.

In addition if anyone has a set of slides, videos or films which they are willing to loan to us please let us know.

This is the first time that this type of day has been organised in this country. Please give it as much support as possible to make it a success. If it goes well other similar events will be organised in the future.

The above list is as far as we have got to date. If you have any ideas then let us know.

Entries to the photography competitions above should be sent to the Kite Society, 31 Grange Road, Ilford, Essex IG1 1EU. Entries should be received by 9th May 1988. Please mark clearly your name and address and the subject matter on the reverse of the photographs. All photographs will be returned at the festival. If you are unable to attend please enclose return postage with the entries.



MKEXTRA

MIDLANDS KITE FLIERS NEWS

29 BRADBURY ROAD SOLIHULL WEST MIDLANDS B92 8AE



At the eighth Annual General Meeting of the Midlands Kite Fliers on the 8th November 1987, the club was very sorry to lose the services of Mike Hale, Rena Souten, and Bill Souten.

The new officers are :

DON ECCLESTON - CHAIRMAN
CHRISSIE KUHN - TREASURER
DEREK KUHN - SECRETARY

All future correspondence for the Midlands Kite Fliers should be addressed to :

29, BRADBURY ROAD,
SOLIHULL,
WEST MIDLANDS
B92 8AE.

The contribution made by the retiring officers to kite flying in general and the Midlands Kite Fliers in particular has been inestimable.

As a mark of our gratitude, the retiring officers have been accorded the status of Honorary Presidents to the club. We thank them for all their endeavours, and wish them many hours of carefree kite flying.

Derek Kuhn
Secretary, M.K.F.

As I mentioned at the A.G.M., the newsletter needs your articles.

Several people have commented that the M.K.F. contribution has appeared rather thin of late. The best solution to this problem is for the M.K.F. to write some articles to put into it ! It therefore seems reasonable to ask members to scrawl a few lines which might be of interest to the rest of the kiting community.

Now, everybody has tales to tell about kites, kiting, and the people who fly kites. These are interesting, unusual, sometimes hilarious, and occasionally downright terrifying. You may not know many kiting yarns, but there is one kite story which is always interesting, invariably amusing, very personal, and inevitably delivered with an air of wry resignation at the loss of all your free time.

I refer, of course, to the tale of how you, dear Midlands Kite Flier, came into the Kite Flying community. Do you remember flying a kite as a child, or was your first kite really bought for a son or daughter? Were you coaxed into it by an already dedicated kite enthusiast, or were you 'just passing by' ? Maybe a kite workshop kindled your interest, or did you realise that there had always been a great kite-shaped void in your life which was suddenly revealed ?

This is the article I want you to write for the newsletter. It need not be very long : one side of A4 paper (this size) is fine. I will endeavour to type it out neatly and correct the spelling and grammar if necessary. I cannot promise when it will be published : it depends on how many replies I get and how many pages we are allocated.

If you cannot remember how you became involved with kite flying, perhaps you could write an article on how somebody else did it !

So, there it is - "How I Got Started". Please forward your contributions to me before the next A.G.M.

On the subject of contributions, the newsletter always needs kite plans. If you have come across a good kite plan recently, send me the details. Even better, if you have made an interesting or unusual kite recently, or even one that flies, send me those details also. I can do the drawing and dimensioning if necessary, but I do need a clear sketch and concise instructions. If you are in any doubt, look at how plans usually appear in the newsletter, and use the same approach.

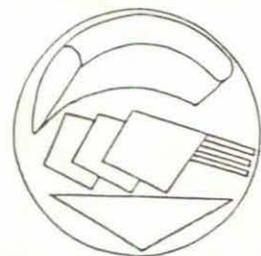
All kite fliers are welcome at the regular fly-in held on the first Sunday of every month at Walsall Arboretum, just to the North of Birmingham.

N.B. The Shrewsbury Festival will be on the 3rd July 1988.

HAPPY NEW YEAR -- TIGHT LINES

Derek Kuhn

AEROPLANE



BRIGHTON KITE FLYERS

A HAPPY AND PROSPEROUS NEW YEAR TO YOU ALL

THE RED HILL FLYING SITE.

This site will be out of use for some time due to its use as a burning area for trees etc. All dates referring to it will use THE DYKE itself unless the wind is westerly, whereupon hang-gliders will be airborne and we will use a small area approximately half way between the Red Hill and the Dyke. Members are welcome to ring Greg for a local met report prior to setting off to attend.

'FORCE 12'

This was recorded on the Royal Sovereign Lighthouse in the early hours of Friday, 16th October 1987. Sussex, Kent and Surrey bore the brunt of the hurricane. Had it happened during daylight hours, many more people would have been killed or injured.

When daylight broke, there was a scene of devastation. Many roofs, walls and windows of homes, business premises and schools were torn apart. Cars parked in tree lined roads were squashed when trees were blown over like match sticks. The tree population has been considerably reduced. At first it was thought that 250,000 had come down, but now it is reckoned that over a million have been uprooted or badly damaged - many of which had blocked roads and railway lines. Members of the Gurkha Regiment assisted electricity board engineers by removing trees that had brought down power lines.

Kitefliers attending this year's Petworth Kite Festival, on July 3rd, will find many magnificent trees, some 100-150 years old, now lie crest-fallen. The sea spray, which had penetrated as far as 20 miles inland from the coast, has killed foliage and flowers. Jack, of Jack & Jill windmills at Clayton, has been damaged. This white mill had just been restored to its former glory by a team of enthusiasts who, on checking the mill at 5.30 in the morning, found the sail brake in the OFF position and sparks flying from the mechanism. With cooling buckets of water and the brake ON further damage was averted. Probably the only people to welcome the gale were anglers whose favourite wreck yielded a 44lb cod among a successfully huge catch.

SUSSEXDOWN FETE. Update.

The Winter issue of 'Air Mail', the journal of the RAFA has a report on the above, the second held at Parham Park, which proved to be the best. A grand profit of £6000 was made. Other details included " The Brighton Kite Flyers gave a spectacular display and Teddy Bears were dropped by (with!) parachute from the kites."

- CONGRATULATIONS TO GILL AND JON BLOOM -

THEY HAVE SURPASSED THEMSELVES BY CREATING A LOVELY LITTLE BLOOM

** ** * TARA. * * * **

SILVER ZEPHYR by David Bloom.

First seen at Old Warden; Autumn 87; copies of the plans for this delightful ultra light to light/medium wind kite are available from Greg.

An exceptionally cheap but lovely flier, it is both easy to make and fly especially when all about you are down.

PROJECT CTO

Work is currently under way to get together the necessary equipment to enable a safe and responsible attempt on the record for Traction by Sea.

At this time the only outstanding items are - 1) a satellite navigation system (required on loan); 2) 6-800 metres of 2000Kg cable (either Braided Dacron or Kevlar) and 3) 56 hours of Force 5 to 9 Westerly to South Westerly winds; and as I write, a lovely low is pushing in from the SW that promises 3 to 4 days. It is Xmas Eve!!!!

The attempt will be made using a high powered, hi-tech kite and control system to tow a yacht whose sails have been removed and whose engine, spars, and standard running rigging have been sealed.

The run will most likely take place over a long weekend and probably sometime before the Festival.

This attempt will not detract from the jaunt across to Dieppe, nor on the still pipelined west to east crossing of the Atlantic. In respect to the latter, I understand that the 78 foot trimaran will definately require an ultra special kite, probably manufactured by Greens of Burnley from a revolutionary material supplied by a Swiss company. It will probably be the first self-powered kite, in that it will generate its own controlling power. It may well be that some of the trans-atlantic principles will be proven during both of the major 1988 trips.

1988 and the Future.

It is intended to increase the number of flying sites local to members, and to this end members will be receiving packs of posters they can complete and distribute locally. These will enable greater numbers to be aware of kiteflying and the club.

It is also probable that more suppliers and stockists will be approached for discounts covering not only kites and kitemaking materials, but also other aspects that may be attributable to the sport and save members money. It would be nice if just some of the members could come up with some ideas of which shops, stores etc we should approach.

STORES - STORES - STORES.

We have received the latest catalogue from Pat and Ron Dell. They are now officially doing mail order. Prices are for parts etc., but no details on their range of kites as yet. Pat assures me that the high standard of one-only designs will still be available in 1988, details to follow.

Greens of Burnley are about to fly even higher with their 1988 range. Even the trees are whispering that there are bigger things in the wind and it is to be hoped that we can find a scoop.

Paul Morgan has been sending out his new catalogue. I seemingly was not on his VIP list but he assures me that a copy is on its way - no doubt full of his inimicable goodies. More later.

I should have asked John Barker for a cartoon,

and not relied on members contributions.

MEMBERSHIP RENEWAL IS DUE BY 30th APRIL 1988.

Member's Name _____ Signature _____

Address _____

Membership Fee	-	£5.00	Circular Club Badge plain	£1.30
Insurance Premium	-	£2.50	Circular Club Badge with name	£1.45
BMISS/CAA Certificate	-	£0.25		
UK Teddy Bear Guide	-	£2.68		

BMISS Badges - Hand crafted especially for BMISS by THE expert, John Barker.

Launch Crew	£0.50	DZ Team	£0.50
Loony Fringe	£0.50		
Kamikaze	£0.50		

TOTAL Enclosed £_____.

Cheques / POs should be made payable to "The Brighton Kiteflyers"

BRIGHTON KITE FESTIVAL

SATURDAY 21st & SUNDAY 22nd MAY 1988.

WATERHALL PLAYING FIELDS - PATCHAM, BRIGHTON, EAST SUSSEX.

Signposted from A23/A2038 and A27/A2038

Height clearance to 3500 feet AGL - Competitions, prizes and trophies.

Refreshments - Children's Entertainment - Kite sales by The Dells & Morgan Kites.

Fastest kite to 3000feet. SAT AM

Rokkaku Solo Challenge. SAT AM

The Best Asymmetric Kite. SAT PM

Most Impressive Kite Made on the Day from supplied materials. SAT & SUN

Greatest Load Lifted by Single kite. SAT PM

Single Line Fighting Kite Challenge. SUN AM

Dual Line Stunt Kite Challenge. SUN AM

Rokkaku Team Challenge. SUN PM

Best Kite of the Fest.

Young Kiteflyer of the Festival.

Best at the Fest.

Brighton Kite Flyer's Trophy.

Prizes donated by Morgan Kites, The Dells and local sponsors.

This is a Festival Fringe Event and is supported by Brighton Festival.

There will be a 20p entry per person/kite; 50p per team; for each competition. These monies will go to 'The Festival Fund'. This Fund will be used to support that charity or charities that is most recommended by all the kitefliers at the Festival.

Entry and competition details - SAE to Greg Locke or obtain copies on the day, at the Festival.

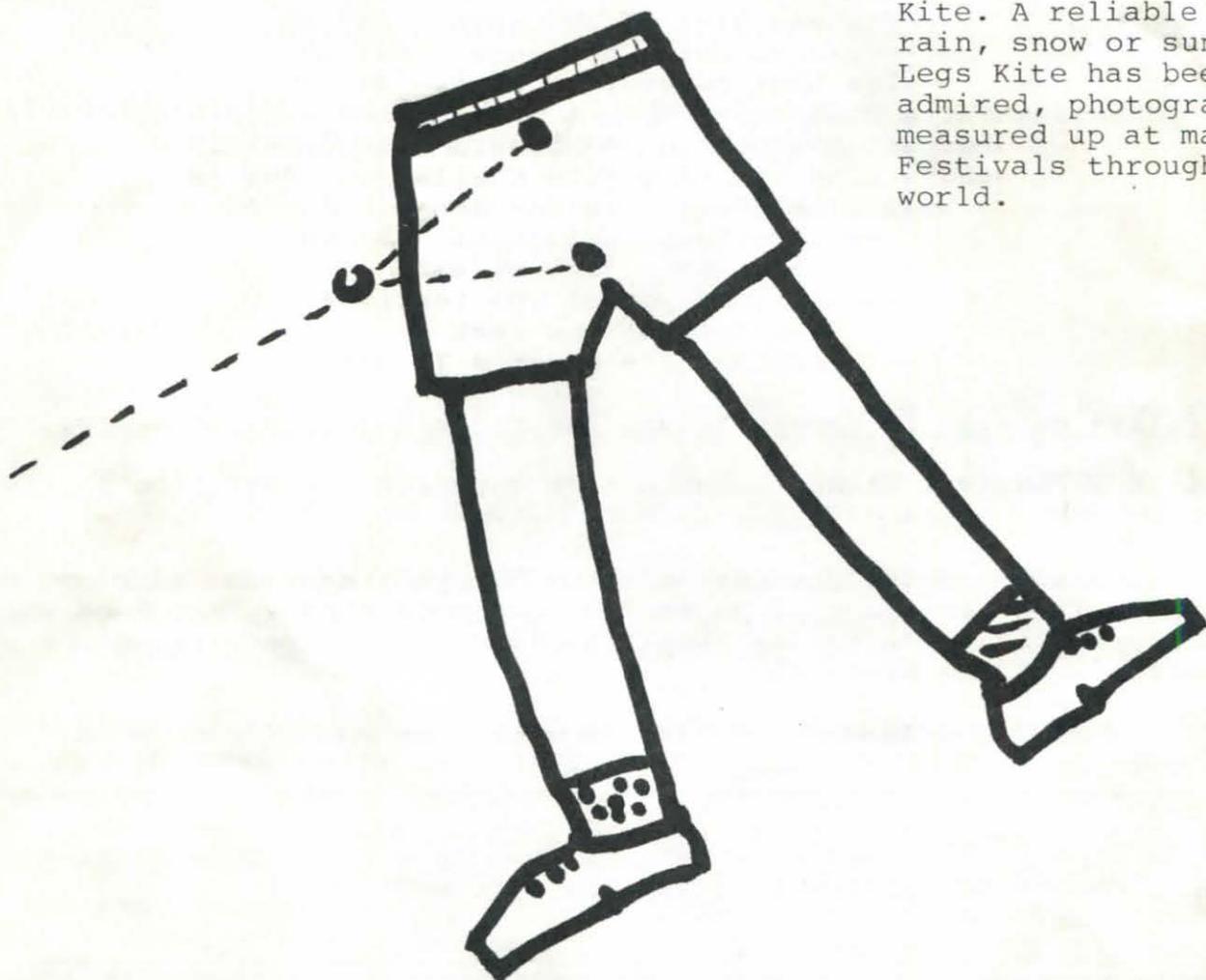
Limited camping facilities will be available on a first come first served basis upon return of application. (Should suit everyone!)

NAME _____ Address _____
Type-Mobile Home /Double Decker Bus /Coach(sans horses) /Dormobile /Coach with horses /Caravan /Caravanette /Frame Tent /Tent /Pup Tent /Igloo(limited stay) /Fly sheet /Groundsheet /Rubbish sack /Bin Liner /Carrier Bag /Paper Bag /Other(Specify) Delete that which is not applicable and enhance that which should be applicable if all the portents prove OK. Number of Persons to be showered /to be lood/staying/possibly A small donation to 'The Festival Fund' would be appreciated.
If you require concrete and absolutely final confirmation of acceptance of booking, please send SAE capable of enclosing a half inch square piece of paper with YES or NO on it. NO JIFFY Bags or canvas sacks that you have 'just run up' or bags to run away with.

New

Martin's Lester's Legs Kite

Be the envy of all your friends with the new, limited edition Legs Kite. A reliable flier in rain, snow or sun the Legs Kite has been admired, photographed and measured up at many Kite Festivals throughout the world.



As Seen All Over the
World

All eleven Martin Lester Kites available here.

Prize of small Space Shuttle to first written list
of all eleven received