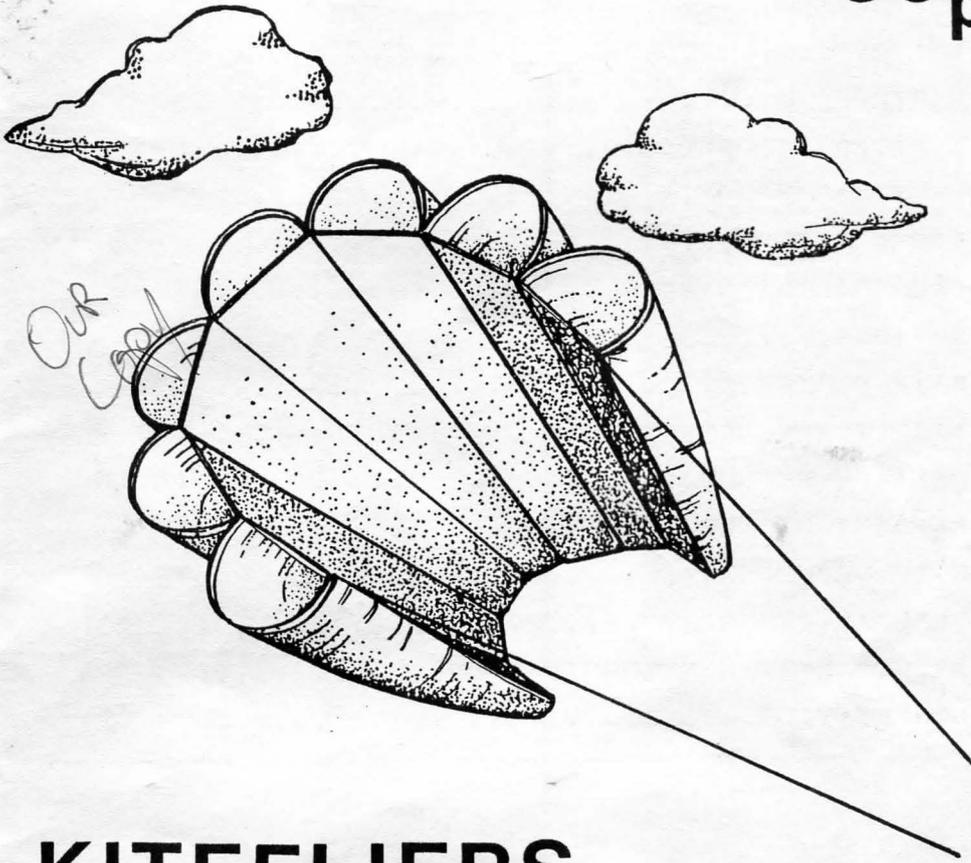


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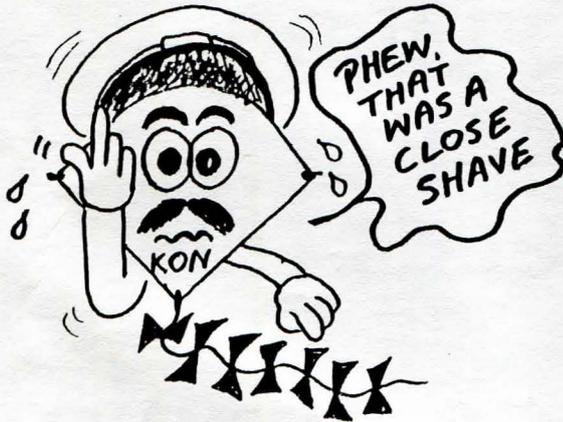


**KITEFLIERS
OCCASIONAL
NEWSLETTER**

ISSUE 8 AUGUST 1981

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(THE KITE ON THE COVER IS A FERRARI RAM KITE)

Another issue of K.O.N.-K.O.N. has survived many hurdles to reach this far and we have asked ourselves many questions along the way. For example, Do we feel that charging has been justified? Certainly we have had some people who have not rejoined, but we feel that these people were no longer interested in kites anymore. Perhaps this is an arrogant view but we feel we have the majority of serious kitefliers because we have been seen to do what we set out to do and, more importantly, we have maintained it.

Recently, in fact at Old Warden in May, K.O.N. reached a crisis point. At last, after 18 months work, Ron Moulton acknowledged the fact that K.O.N. was working by asking us if we would like to combine talents and produce a single national newsletter which would be sent to both B.K.F.A. and K.O.N. members. At first we jumped at the opportunity, mainly, we later agreed, because it appealed to our vanity - to finally be recognised by the establishment. But then we thought more deeply and reviewed the situation in the cold light of day. There were many pros and cons to consider, but, when all things were taken into account the more we thought about it the less appetizing the union seemed.

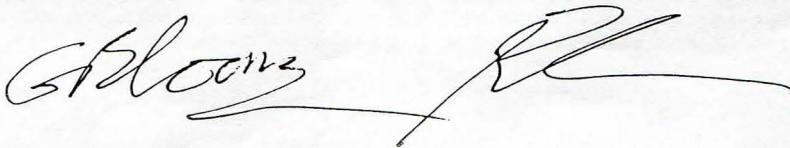
It seems to us that we would be the ones who would be doing all the giving. We think we would have been perfectly happy to do this if we could have a cast iron guarantee that all kites would benefit and, perhaps the most important point, continue to benefit. Somehow both of us had visions of once we let our total control go it would not be long before printing deadlines would not be met etc. etc. etc. Then, people (who are always fickle), not remembering the seven regular issues we had produced, would immediately pull our good name into the mud as soon as things went wrong. At least at the moment we have no one to blame but ourselves, if things do go wrong, but as we work as a team doing every stage of the newsletter we like to think that we are in the best position for fewer mishaps.

So what it came down to was what could Ron Moulton really offer us and our readers. The answer we felt was not a great deal and talks we have had with various people seem to reflect this, although we must be fair and say that not all were against the idea.

We feel that there is plenty of room for both the B.K.F.A. magazine and ours and people should be able to have the choice, even if there is, in some cases, the possibility of repetition.

We feel that we have set the record straight, as rumours have abounded and many people appear to have heard the wrong reason. For example, in the Midland Kite Fliers magazine it is suggested that we did not combine because it would be too much work. We hope that we have set the record straight and would welcome K.O.N. readers thoughts on this subject.

NEXT YEAR WE ARE HOPING TO ORGANISE A TRIP TO THE SCHEVENINGEN
INTERNATIONAL KITE FESTIVAL , IT WOULD HELP IF ANYONE INTERESTED IN
GOING COULD SEND US A NOTE STATING THEIR PREFERENCE TO A WEEKEND
STAY, WEEK STAY, BOAT OR PLANE ETC, ETC.
THE K.O.N. ADDRESS IS 31, GRANGE ROAD ILFORD ESSEX IG1 1EU.



LETTERS

From Ken Stevens:-

I do occasionally fly with the odd local (in case I gave the impression I am anti-club) but my main interest is amusing and being amused by those enthusiasts at school and on the local field. Are kite people usually kite onlies or do some of them throw boomerangs (I know some in the Midland group do). Are boomerangs frowned on in the kite fraternities? Do some kites make balloons? I am curious but have never got round to visiting a kite festival yet so I can only get a picture via your magazine and the limited number of enthusiasts I know in person. I was rather concerned (I must be paranoid or suffering from other diverse complexes) that no-one thought I was flippant regarding the dangers re the article I 'banged' up for you, I trust no-one was serious enough not to realise that my life would not be worth living if I allowed anyone in my 'charge' to short circuit the local 120000 plus volt power line.

From Denis Hawkes:-

I have given some thought to an article for you but alas I have come to the sad conclusion that not only am I too inexperienced to offer you new innovations to your skillful and imaginative readers, but I am beginning to think that most concepts of kite designs have been so fully explored up to now that, new ideas are becoming rarer to the point of extinction. The only 'new' designs coming up are just more intricate variations of the standard designs, or combinations thereof. Whilst recognising that these are great fun to make and fly, I believe such simple modifications are simply a matter for individual taste in the end, and best left unguided. I hope that I am wrong, I hope someone discovers a new design with the devastating effect of, say, the Parafoil when first produced. Who knows, after all, at the turn of the century people were saying that painting was dead, with the advent of the camera, but it led to fields of abstract and figurative art previously undreamed of, let's hope the same happens to kiting. However, I do appreciate your effort and time spent putting K.O.N. together, it is a great idea and has brought a breath of fresh air into kiting for me, and I am sure many others. So please keep up the good work and if I do think of something to write I will let you have it straight away. Incidentally a tip you might care to give your readers is that bamboo window blinds make an excellent source of long thin split bamboo when disassembled.

From Paul Chapman:-

Many thanks for sending me so many K.O.N.'s - they make interesting reading, particularly when living in such an isolated spot (kite-wise that is). I had not realised the B.K.F.A. and E.K.A. had such a bad press I do not subscribe to either - but I think that at least Ron Moulton tries - he has looked after our man powered aircraft (well one of my colleagues in our section at work is a M.P.A. builder) well and managed to secure a grant from the R.A.E. Had not realised there was so much politics in the kite world (suppose I should since the knives are drawn everywhere else) - I thought we were all beautiful people "Hello clouds, Hello sky" - A.A. Milne.

YOUR LETTERS ARE ALWAYS WELCOME ON ANY TOPIC IN THE KITING WORLD.

SEND YOUR LETTERS TO:
 K.O.N., 31 GRANGE ROAD, ILFORD, ESSEX IG1 1EU.



A KITER - EXPOSED

The suggestion from K.O.N. reader John Lucas that people who have become kiting enthusiasts should recount the reasons and/or motivations for the development of their interest is I feel an excellent one.

The reasons for peoples actions are frequently more significant than the actions themselves, and can, if made known, bring about a deeper understanding between individuals, particularly those of like interests, and with this thought in mind I will set the ball rolling thus.

I had no interest in kites as a boy, being then of a more atavistic turn of mind and interested in angling, martial arts and shooting amongst other things, but as the years went by two changes gradually took place.

Firstly, an interest in photography developed, which resulted in a deeper appreciation of the beauty of colour and form, this interest in its turn subsequently evolving away from photography to the medium of creative painting, and, secondly, an awareness of the ecological interdependence of life forms and of the paramount importance of learning to live in harmony with the rest of nature, became central to my way of thinking.

The result of these changes was a period of some years during which I was awaiting the revelation of some medium whereby I could express at the same time both artistic creativity and a feeling of unity with the elements, but nothing occurred which was right for me, and this state of affairs persisted until about 3 years ago, and the answer, when it came, did so, as it were, by the back door.

One morning I was presented, while still in bed, with the back of a cereal packet upon which was advertised a cut price "Honey Monster" stunt kite, the suggestion being that we, as a family, should buy one, and this we did, purely for the children, but when it came to flying it, they found it tricky and it fell to fathers lot to get it into its paces.

The first experience of seeing even this humble little plastic gimmick moving against the backdrop of the sky, and feeling the living force of the wind acting upon it, was almost a revelation in itself, and came as something of a shock. Here I felt sure, was the nucleus of the medium which had for so long eluded me, but how to develop it was now the problem.

Since my only experience with kiting at that moment in time was with the principle of the stunt kite, my next step was to buy a Dunford Flying machine, having chanced to see Don Dunford demonstrating one on T.V. one evening. I also managed to track down the odd book, which fuelled the flame further, but I could discover no avenue of contact with others of like mind, until the occurrence of a purely chance meeting, whilst on the way home from work, with Jim Whitehouse who was on that evening testing a small box kite in the park through which I habitually walk to my bus stop. Jim of course introduced me to Midland Kite Fliers, and my real involvement started from there, and very exciting and satisfying it has proved to be. My only regret is that not having my own transport, I find it almost impossible to attend events in not particularly accessible places on Sundays, but that is beside the point.

My interest in kiting is essentially of an aesthetic nature. As I see it the kite as a functional object has served its place in history, though there is of course a future for kite derivations in the utilisation of wind power as a means of energy conservation. I see the kite instead as at one and the same time a form of therapy, and a means of access to a dimension of nature which might otherwise remain undetected and the importance to the human psyche.

It would be interesting to learn what other people think in this respect. Do we see our kiting as an art form? as a science? as a gateway to a metaphysical experience? as a technical exercise? as a bit of fun? or a sum of all? or as something else altogether? I hope this will prompt some other people to set down what they feel.

NORMAN BRAGGER

CROYDON KITE FESTIVAL

Sunday June 14th finally arrived and on this the hottest day so far this year, many people breathed a sigh of relief as this was the day The Croydon Kite Group picked to hold their first festival on the site of the old Croydon Aerodrome. Although many people turned up, the majority were local and in future events we would like to see more support from kite fliers. The Croydon Airport Society were present selling souvenirs depicting the Airport when it was the London Airport.

During the morning there was a lovely display of model aircraft flying on the other side of the field. Although this was nothing to do with the festival it was an interesting and entertaining show. The Riddlesdown Model Aircraft Club had many aircraft on show along with the British Hang Gliding School who had brought along a rather "large kite" and attracted much attention although unable to fly due to a lack of engine (or lack of line as someone said).

Nearly £55 was made for the local P.H.A.B. (Physically Handicapped Able-bodied) club. This was raised by competitions and donations from stallholders and the National Deaf Childrens Society raised a considerable amount of money on their stall.

A display of kite flying on this scale has never before been seen in Croydon and the local public were quite enthusiastic. Even the local police enjoyed themselves. Many people asked when the next festival would be, so we plan to organise one on a larger scale next year.

Our grateful thanks go to Colin Renwick at the Kite and Balloon Co. Ambrose Lloyd, Wycombe Kites and Allan Martin all of whom donated prizes for the competitions held. Also to the Phillips Group for their donation of a lovely radio (won by a Blackheath Flyer), and also to Ancaster Garages, a local car dealer for their generous support and for presenting us with the "Ancaster Garages Shield" to be awarded annually. This year the shield was won by no other than Gill and Jon Bloom (no it was not fixed) for their lovely "Star" hexagon. Other competitions were won by John White for the largest kite, Angus White for the rate of ascent and a prize went to John and Caroline Rule of Cornwall for the longest distance travelled to the festival.

Julie Williams.

BLACKHEATH SUMMER FESTIVAL

The most talked about subject at this meeting was that good old British standby the weather. Could this really be June 28th. Certainly the weather seemed reminiscent of the Easter Extravaganza at Blackheath. There was a fairly strong wind and it was cold. Arriving early to erect the tent there were a few early birds including Jack Spiers who was doing well with his recycled golf umbrellas. As the day progressed the sky gradually filled with kites many being supplied by Ambrose Lloyd who was doing a roaring trade being the only kite company there. Sights of the day included John Barker's member of the Teddy Bear parachute team fall from a great height and his parachute failing to open. A full size blown up doll complete with bra and knickers hanging on for dear life 500ft up.

MILTON KEYNES AIR DAY

A nice site the Milton Keynes bowl was the venue for the 3rd Milton Keynes air day, this time sponsored by McVities. The air day consists of three types of flying objects, Hot Air balloons, Frisbees and kites. Unfortunately on the Sunday the wind was far too strong for balloons and made the frisbees difficult to control, but was lovely for kites especially stunters. Over from Holland were 20 dutch kites, or as the commentator insisted on calling them, Flying Dutchmen. They had various

(cont)

FERRARI RAM

9

A new kite on the market (illustrated on the cover) - the RAM kite by FERRARI - is particularly satisfying for the first-time flyer as it is designed to take off in the minimum of wind and is spectacular to fly.

Made in lightweight spinnaker nylon, entirely without dangerous sticks or stiffening, the Ferrari Ram will fold right down to convenient pocket size, then inflate to a sail area of 4 sq ft (or over 10 sq ft on the largest model) - ideal to take on picnics or outings.

The Ram consists of seven tubular cells in four colours, stitched together to form an impressive, brightly coloured futuristic shape which is virtually indestructible.

Simple to operate, the body of the kite is attached to a bridle string which joins the line at the bridle ring. No adjustment is needed for different wind speeds, and the direction of the kite is easily controlled by moving the bridle ring to left or right. And although the Ferrari Ram will fly perfectly without a tail, a connection is provided for those who prefer the decorative effect of a tail.

Auto-biographical details of the designer first. He is 43 years old, was born in England of Italian parents. Paulo Ferrari trained as a structural engineer, is married with four children - all boys. He has been a kite enthusiast for about eight years. He has been making kites all that time but it is only in the last four years that he has devoted serious efforts to the design of original kites.

He says; -"My interest at the start was in building very large kites, with the intention of seeing just how large a kite a single man can fly without anchorage. So far I have built a 40ft delta with a sail area of approximately 300 sq ft. I am currently designing a 60ft hybrid with very high aspect ratio wings so as to get the best performance out of the minimum sail area.

While doing this work the stumbling block was the need to design and build frames for the sails. The cost of the frames was over half the cost of the kite and the problems of transportation were making the logistics of flying fairly formidable.

It was for this reason that I turned to the design of inflatable kites. The idea being to see how large an inflatable I could design and build. I had produced some largish parafoils - up to 36 sq ft but found that as they grew bigger the sewing and rigging became increasingly tedious.

I then decided to try to design from scratch my idea of an ideal kite. The following requirements had to be met;

1. It was to be inflatable, not rigid.
2. It was to be simple to build, rig and fly.
3. It was to be stable without a tail.
4. It was to be able to fly in high and low winds.
5. It was to be capable of being scaled up and down in size without a loss in performance.
6. It was to be attractive in shape.
7. It was to be able to be made to display a range of colours.

After about two years of work the segmental Ram is the result. The number of segments can vary between five and twelve depending on the size and proportions of the kite. Generally speaking as the kite becomes larger the segments become proportionally narrower with a greater taper so as to increase rigidity.

The kite is available in three sail sizes; 4 sq ft at £10.00; 7.3 sq ft at £19.00; and 10.5 sq ft at £29.00; the kite is sold complete with spool and pouch containing 300 ft of line. Ferrari Ram kites can be obtained from leading kite shops and by mail order from, Zether Limited, 151-157 City Road, London E.C.1. Prices include VAT and postage and packing.

10 PARAFOIL RIGGING - P. SCARFE

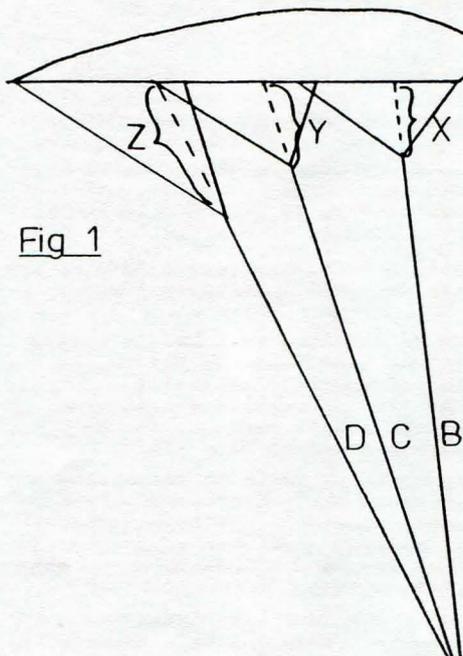


Fig 1

Firstly draw to scale plan (as Fig 1) to establish lengths X, Y & Z by extending shroud lines (mathematical geniuses can work these out by trig) and also centre shroud lengths B, C & D.

Now to establish individual shroud lengths (L)

$$1st) L+X = \sqrt{\frac{(B+X)^2}{2} + a^2}$$

$$2nd) L+X = \sqrt{\frac{(B+X)^2}{2} + 2a^2}$$

$$3rd) L = B + 3a$$

For remaining shrouds substitute Y or Z for X, C or D for B.

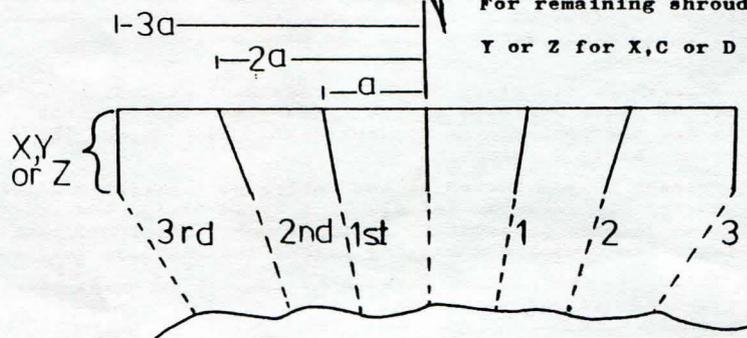


Fig 2

I think I've come up with a reasonable system for shrouding a parafoil, so there is a minimum of adjustment on first flights. After building two small parafoils and giving up in frustration after months of trimming to try to get them to fly reasonably, overhead as Pelham and Kitecraft say they should (also Tsutomu Hirio and every other kite book which carries the design) but nobody tells you how to bridle them, Pelham's the best but vague, Hirio has an excellent plan. Firstly it must be appreciated that whilst an aerofoil can be curved through its spar, the chord must be flat and the 'wing' should not be twisted for it to work efficiently. So if you can work out the shrouding mathematically and you are reasonably accurate in your kite making and measurement of shroud lines, you should be home and dry. All the photos in various books show the inner keel taut and outer keels flaring. So working on that premise I worked out the following system. I did cheat by putting small lead lines to each group of shrouds to facilitate adjustments to the angle of attack more easily.

REVIEWS (cont)

These stunter kites manufactured by the SkyBird Company of Manchester, come in seven, eight, nine and eleven foot spans. I sent for the eleven foot model in answer to a small advert in the Daily Mail.

After two weeks a small tightly rolled black plastic packet arrived, something like a dust bin bag with stamps on. Surely this wasn't the eleven foot 'Adults only' monster in the advertisement? A word of warning here. I opened the packet with scissors and cut a neat vee in the centre panel - since patched up with a disc of ripstop with the kite number on it.

The kite itself, is basically delta shaped with a curved leading edge and no wing spreader bar. All the glass fibre rods push together easily, except the rear centre spar which just jammed and needed a little filing. The rod is heavy but easily filed, being now too loose.

In the packet along with the instructions were a pair of red plastic handles and some very thin twine. This is much stronger than it looks - being about thirty pounds breaking strain on my scales, but isn't very nice to handle. I wanted to change the centre of gravity but brass rings wouldn't stay in place. I have since rerigged with hundred pound breaking strain soft nylon cord and have no more trouble.

Flying the kite is easy and it will perform quite well over a wide wind speed range. There is quite a bit of inherent stability - too much for a stunter I think. So a very long arm is needed for any sort of quick response. In the instructions they suggest two people (friends), one holding a handle each and pacing backwards and forwards. See what I mean about long arms?

During flight the kite appears large in a light breeze; shrinking to about half size when diving. The glass fibre rods are very tough (I wouldn't fancy being struck on the back of the neck with this little lot) but spares are available from the makers of the kite if needed.

Although the kite is somewhat crudely made, it's cheap for the amount of material involved, nylon cloth being used for the sail panels. They are heat sealed on the edges.

I have sent for two of the smaller models as all sizes will fly together if the small kites go above the large ones and the distances apart are correct. They have just arrived - even more excitement!

Sky Bird Stunter Kite

Special Offer
 21 WINDCOLORES & COLOURED PANELS £5.90
 NO DOUBLE REFUND IF NOT SATISFIED. FRAMED GLASS RODS

8 MONTH GUARANTEE NYLON CLOTH SAIL
 Set of 2 handles 20" - 200% of Span. 70p
 80% 14" 25p. Cloth bag 15p

We believe the best performance of these kites is achieved when you don't begin assembly until 21 days before you need them. If you see a better priced kite for another manufacturer of roughly similar size within one month of purchase, send us the name and address of the dealer and we will refund. Limit one refund per kite.

OTHER MODELS AVAILABLE
 7ft w/s 8 panels £4.90. 7D w/s 5 panels £2.80
 8ft w/s 7 panels £7.50. 11ft w/s £10.80

SHIPPING

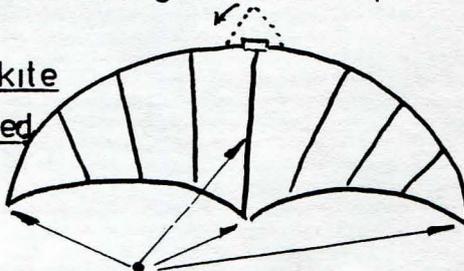
Large (18in x 18in x 12in) brightly coloured nylon cloth kite with heat sealed edges. 80% £4.80.

Please add 10p towards cost of post and packing.

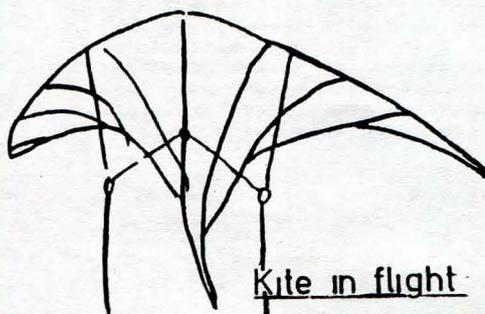
No money needed, send Cheques.
 P.O. to SKYBIRD KITES (1972-73)
 8 CHEQUEERS RD. MANCHESTER M20 1DT

surplus material goes over top of L.E.

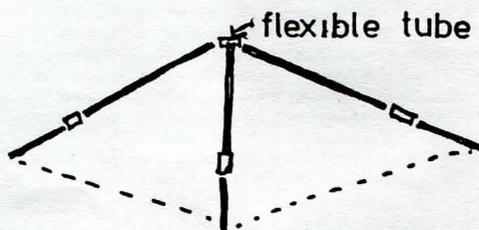
View of kite assembled



sail is glued to spars in these places



Kite in flight

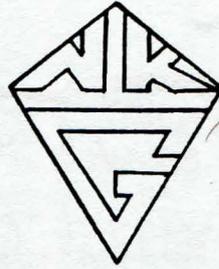


spars in natural state

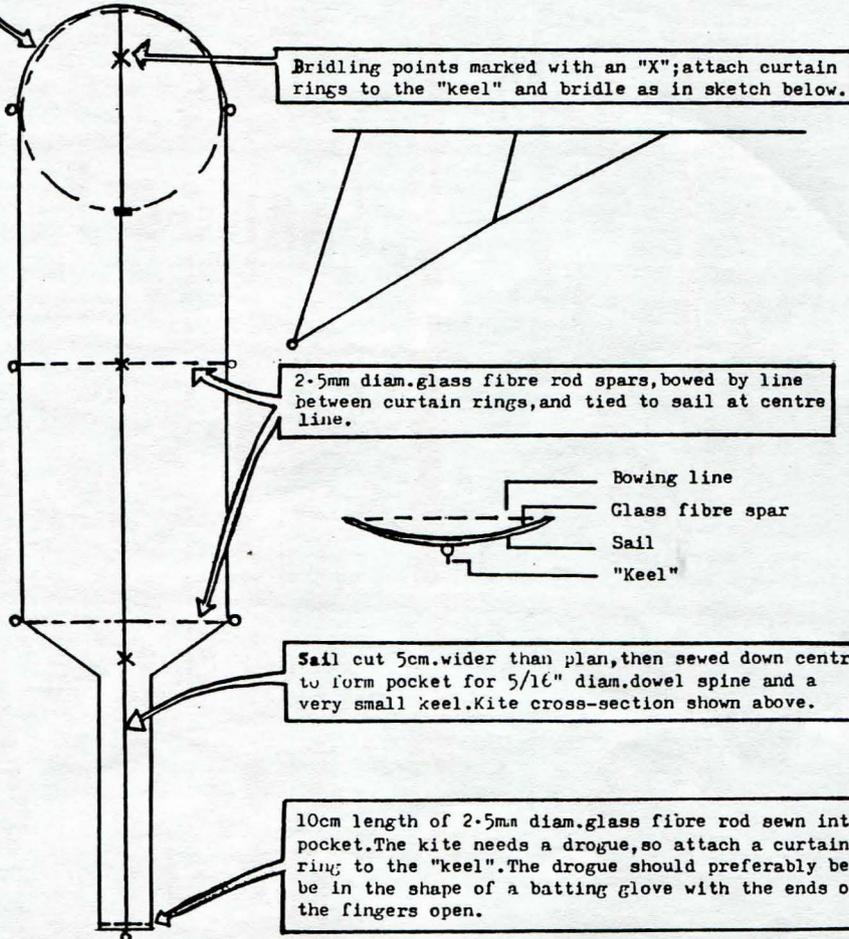
R.P.

CRICKET BAT KITE

Colour Scheme: Main body white, or dye the ripstop a sandy colour with "Dylon". Black handle, and most bat makers have a brightly-coloured logo which can be reproduced using spirit-based felt-tipped pens.



Curved nose formed from 2.5mm diam. glass fibre rod running in a pocket formed by folding over the edge of the sail. Ends of the glass fibre rod plug into a length of aluminium tubing fixed to the sail. The glass fibre ring is bowed by a line running between the two curtain rings shown.



Ian Walton, Northern Kite Group.

SCALE: 0 10 20cm.



CONTINUING THE DELTA WORKSHOP THEME WE HAVE THE FOLLOWING ARTICLES.

John Green has contributed some notes on the Delta and it's derivatives. Despite being introduced to 'proper' kites by seeing a modern delta (apron) in flight high and steady above Sheffield I only turned to deltas after trying most other configurations with varying degrees of success. My first attempts at delta construction were disastrous, and in retrospect these were mainly caused by unsuitability of available materials, and in particular a lack of ripstop in local shops. Spurred on by knowing that such kites flew very well and looked spectacular in the sky, I experimented with different materials and shapes. I had had some experience of building modern tailless aircraft as a youth back in the fifties so resolved to apply myself to swept back wing shapes for kites. Trying and altering each successive kite in turn it soon became apparent to me that optimum sweepback for my high aspect wing kites was critical for best performance and this became one of several design tools open to me. With the knowledge already gained in the use of polyester-cotton cloth, I stuck with this material to finish up not with the typical light wind delta kite, but more birdlike swallow tailed kites, with abbreviated area of sail and good medium to heavy weather performance and durability.

INTRODUCTION TO THE SNUB NOSE. For absolute performance the noses were abbreviated to give a more crescent shape and zero nose divergence from true flying direction. Quickness of response to wind direction changes was much improved with less inertia of central longeron too, and this was a bonus feature. To gain extra upper windspeed range I used rubber springing at the end of the spreader bar and depending on sweep back angle used and prevailing weather conditions could tailor flight characteristics, finally adjusting by the amount of slackness/sail billow at the spreader bar position.

STRENGTH TO WEIGHT RATIO/SOPHISTICATED MATERIALS/OPTIMUM KITE SIZE
Having tried narrow winged delta variants in a range of sizes from seven feet wingspan up to seventeen feet wingspan, I gradually conceded the point that big kites need more sophisticated materials to maintain good shape of sail in rising wind conditions, and finally settled on optimum sizes commensurate with the use of standard dowel and regular sailcloth of around 10½ to 12 ft for most normal purposes.

PARALLEL DEVELOPEMENT OF LIGHT AND ULTRA-LIGHT WIND DESIGNS.
Maintaining the theme of snub nose/low overhand/low inertia I stayed with the snub nosed concept based upon the standard apron delta, and incorporated a king post stretcher between the bottom of the keel and a slotted wood or wire pillar controlling possible folding flat and luffing dives which normal deltas are subject. This was very successful in practice and improved the overfly and glide characteristics beyond belief. An ultra light drinking straw and tissue weight plastic series followed for calm air flying in deep valleys etc. and these too proved most useful in extending the available flying hours.

TRIMMING HINTS. Sometimes a promising delta may tend to crab to one side or the other even in light breezes and this may become worse as the wind increases. Most obvious thing is to check that both wings are identical by folding up the kite like a butterfly and carefully doing a visual check. If the outer end of the wings can be opened to permit the spars to poke out then you can try fixing the cloth to the spar with a rubber band about an inch in from the end of the dowel. The effect of this is to reduce lift on this side of the kite by reducing the effective sail area, and it also induces a slight amount of drag on this side too, thus swinging the kite round slightly and at the same time lowering that wing nearer the true horizontal.

DELTA WORKSHOP (cont)

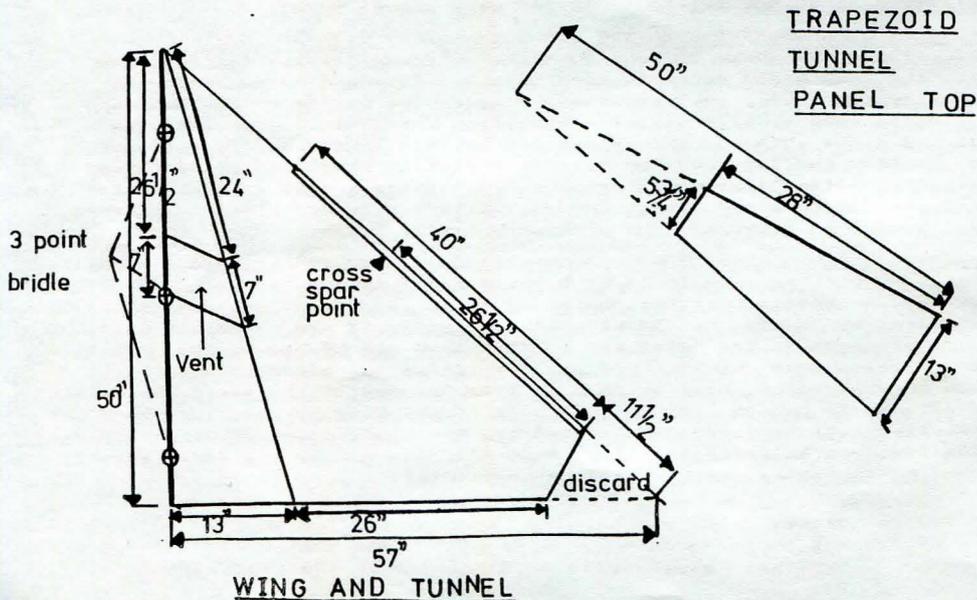
ADDING PAYLOADS TO DELTAS Don't be tempted to attach payloads to the keel towing ring on a delta or you may find you have a glider and plenty of slack line around your neck. Lights, payloads etc, may be attached more towards the rear of the kite and an effective load is a rolled up length of plastic streamer released by a burning bit of model aircraft burning de-thermaliser fuse tucked in a small rubber band around the roll. Banners can be attached at least 50 ft down the line and thereafter cause no trouble. Rule of thumb for windsocks on delta lines is that they should be no greater in diameter than one eighth of the wing span and no longer than twice the wingspan if performance is to remain virtually unimpaired.

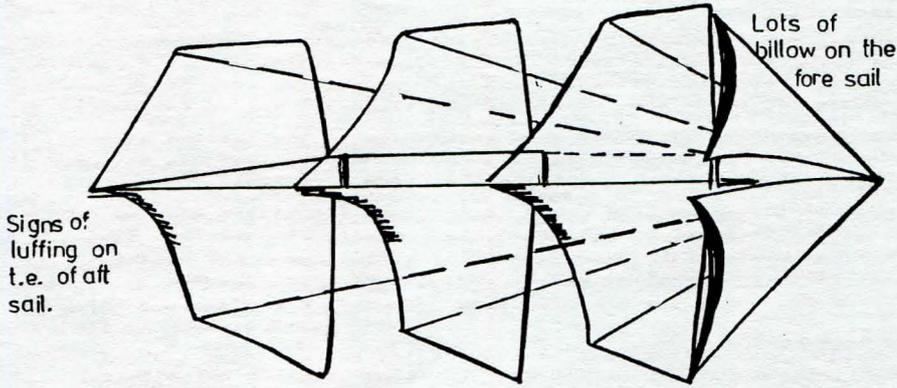
VENTED TUNNEL KEEL

Here is an interesting Delta derivative that invites still further experimentation. The tunnel idea, originally thought up by Martin Powell, allows for fine tuning the kite for prevailing wind conditions by using a bridle. By venting this tunnel configuration I found a substantial gain in the kite's overall flight characteristics. First, the vent provides for an increase in stability as the air flow is directed past through the V keel. Secondly, by cutting the vent across the stress line of the cross spar, I found that the wing fabric will camber slightly. This shallow air foil further enhances the total performance of the kite. I have built several scaled down versions in plastic and all fly beautifully.

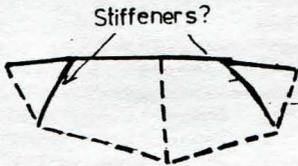
The construction is straight forward. Begin with the fabric folded in half. After cutting, hem trailing edge, then sew in wing spar and keel sleeves. Next sew in trapezoid panel between wings on line marked. Last cut out vents with a soldering iron so all edges are heat sealed.

DESIGNED BY HANK SZERLAG OF THE 5/20 KITE GROUP. REPRODUCED FROM THEIR MAGAZINE.





P. CHAPMAN



I challenge you to tell me more of this triple winged marconi rig. The photo is circa 1900 - 1910 obtained from _____

It looks so good that I may get round to building one - note the king posts on the spine and the general direction of the rigging.

In the photo the kite is flying sideways so it could have been a bit unstable - has anyone got a write up of the early kite experiments of the 1900s?

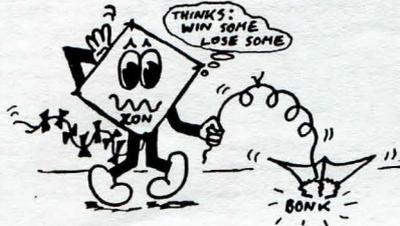
Looking at the photo again - the tips may not be braced to the tip of the keel but may have stiffeners.

COMPETITION RESULTS

AS MOST PEOPLE SEEMED TO HAVE FOUND THE REQUIRED 24 DIFFERENCES (IN FACT MOST PEOPLE FOUND MORE) WE HAVE NOT BOTHERED TO PRINT THE DIFFERENCES.

THE WINNERS ARE:

- 1st. LEN PATTEN WHO WINS FIVE YARDS OF RIPSTOP.
- 2nd. EMMA HALE WHO WINS THREE YARDS OF RIPSTOP.
- 3rd. PHIL SCARFE WHO WINS TWO YARDS OF RIPSTOP.



KITE GROUP NEWSESSEX KITE GROUP

Their annual summer season of events have gone off well, with various meetings being very well attended. Their joint festival with the B.K.F.A. at Woburn was very well attended, although most kites were frightened off by thunderstorms - some kites or lunatics will fly in anything!

Clive has been doing his usual good service among the various kite festivals as the P.A. man, and loyal supporter Lionel Lowe has attended some of the E.K.G. festivals despite the price of petrol!

Membership of the Essex Kite Group costs £1.50 for adults and 25p for juniors (under 16 years of age). For this you will receive Kite Wings the group magazine. For further information write to:- Brian Edgley, Treadwheel, Sturricks Lane, Gt. Bentley, Colchester, Essex, CO7 8PT.

MIDLAND KITE FLIERS

The M.K.F. now have a twentyfour hour answerphone where any messages left will be answered within 24 hours, the number is 021 554 8949.

Their monthly flyins for August and November have been moved to Chasewater in Staffordshire, this is mainly because boomerangs have been banned in Walsall; boretum, their normal site.

One of their members Peter Seddon is suggesting, in their latest magazine a Project H.A.K.E. (High Altitude Kiteflying Experiments), he suggests that the whole club becomes involved in these experiments thus spawning ideas and spreading costs. Let us hope that projects like H.A.K.E. mean the next project K.A.R.A. succeeds.

Membership of the Midland Kite Fliers costs £4.00 for adults, £2.00 for juniors (under 16) or £6.00 for a family. For this you will get the club magazine four times a year and have insurance cover at all club meets. For further information write to Bill Souten, 76 Oxhill Road, Birmingham B21 9RH.

BRIGHTON KITE FLIERS

Their main activity this year (apart from the festival) was Project K.E.R.A. (Kite Endurance Record Attempt) Greg Locke and team achieved a new British record of 108 hours 46 minutes and 19 seconds. The kites were flown off the Palace Pier, Brighton and the kite that achieved the best result was a Wycombe Fringed Delta. Kites were flown in winds of up to force 8.

Membership of the Brighton Kite Fliers costs £1.50 for this you get at least two copies of the group magazine and various other discounts. For information write to Greg Locke, Flat 1, 6 Norfolk Terrace, Brighton,

BLACKHEATH KITE ASSOCIATION

Their two festivals (Easter and Summer) have both gone off well and they are now forging ahead with plans for next year when the kite festival will be the European Kite Extravaganza at Easter Weekend. This will include the Kite Fighting Championship which this year was won by Adrian Ezra, 2nd was G.M.R. Schroder of Holland. The Stunt competition was won this year by Tim Sandford, second was George Bedwell, unlikely to be repeated next year due to lack of support but there is talk of an inter-club competitions - so get building!

Membership of the B.K.A. costs £1.00 for adults, 50p for juniors. There is no formal magazine but you do receive minutes of the club committee meetings. For information write to B.K.A. 29 Wellington Street, London SE18 6PW.

CROYDON KITE GROUP

Their first kite festival went well (see report in this issue) and like Blackheath are planning for bigger and better next year, but certainly for a first festival it was very well organised - congrats.

There is no membership fee and for further details write to Julie Williams, Croydon Kite Group, 9 Northumberland Court, 22 Normanton Road, South Croydon CR2 7AR.

GREAT OUSE KITE FLIERS

The G.O.K.F. Have produced their second magazine and it is obvious that they are doing well. Their club funds are growing and they are discussing club badges insurance etc. Certainly an up and coming group.

Membership of the Great Ouse Kite Fliers is £2.50 adults, £1.50 (under 16), £4.00 family. For further information write to P. Messenger, 12 Clover Road, Eaton Socon, St. Neots, Cambridgeshire.

WESSEX KITE GROUP

This is a new group only started this year. They have no formal magazine or meetings and membership is free. They are organising their first kite festival at Stoney Cross in the New Forest area, on the 15th August 1982.

For further details of the Wessex Kite Group write to P.O'Driscoll, Wessex Kite Group, 11 Bursledon Road, Bitterne, Southampton.

NORTHERN KITE GROUP

N.K.G. is still attracting a steady flow of new members, and have continued with their regular programme of monthly flyins and quarterly newsletters. The flying meetings have been remarkably well attended despite the foul weather, and they have seen a variety of new kites and windsocks. The latest edition of "Kite" contains an article by Paul Chapman on kite aerodynamics and the next one will include full details of Mike Wares aerial photography system. They have held a number of kite-making sessions and given some kite flying demonstrations. The main result seems to have been to fill most of the trees in the North of England with black plastic sleds! Lots of them attended Weston Park and found it was an enjoyable day "mainly because the sun shone. Not much wind".

Membership of the Northern Kite Group is £4.00 for seniors and £1.00 for under 16's. It will include some form of insurance cover and four issues of 'Kite' the N.K.G. magazine. For further details write to Ian Walton, 11 Inchfield Close, Norden, Rochdale, Lancs. OL11 5SB.

CORNWALL KITE FLIERS.

In their last magazine it was stated that the fees would have to be increased to cover the cost of the newsletter production. Sadly their membership has dropped from 38 to 22. After discussions the club officers agreed to carry on their jobs for another year.

The fees for 1981 are £3.00 a year plus £1.00 for additional members at the same address. For further details write to John Rule, Cornwall Kite Fliers, Tremain, Meaver, Mullion, Helston, Cornwall.

KITE GROUP NEWS (cont)

AUSTRALIA

We have recently received some of their newsletters which are produced monthly. The group centres around Royal Park in East Kew Victoria. At each of their flyins they hand out information sheets concerning different problems with kites or how to make kites. They had 115 people at the January fly which is a lot more than we have seen over here. The newsletters are very chatty and the information sheets useful.

WASHINGTON KITEFLIERS

Their latest newsletter is full of the Pacific Science Centre exhibition at which there were around 100 kites on display and that was not their usual quota. They sold trash bag kite kits and also had a master kite builder table where various kitemakers showed the technicalities of kite building. They also gave guided tours of the kite display.

TORONTO KITEFLIERS

The latest Toronto kitefliers newsletter contains details of a couple of festivals being held. Some of the proposed events are 'Heaviest Puller - for the macho kiteflier', 'Highest flying angle - for the scientific kitemaker', 'Most original kite assembly and take down', 'Bulls eye parachute drop' (particularly appropriate now considering the interest in Teddy parachutists), 'Best 15 minute kite - unprepared material with no precutting allowed'. These are just some of the events and shows a more competitive spirit amongst kitefliers in Canada.

AMERICAN KITEFLIERS ASSOCIATION

Details of the 15th annual Smithsonian festival appeared in the A.K.A.s latest magazine received recently. There are 23 separate categories of trophies. One of the winning kites is a Lobster parafoil made by Curtis Marshall and in black and white it looks very spectacular. It must be something to see in flight.

In the 'Word From Our Leader' Bevan Brown talks about several aspects of the A.K.A. They have found a volunteer for editor, Brooks Leffler. Also a support services agreement has been made. The support company will handle such things as membership, financial and other routines.

The A.K.A. news will also start advertising to a limited extent, adverts being taken from member companies. They will be advertising to the mutual benefit of A.K.A. and Kitelines. Each magazine carrying the others advert for members or readers. Bevan says that they now have a good working relationship.

One further thing, the A.K.A. convention will be taking place in Houston Texas on the 15-18 October.

DUTCH KITE GROUP

We recently received their latest two magazines. Amongst them are some very good constructional details of a Cody, which despite being in Dutch are very easy to understand. If only more plans were like that. There are some very good tips and construction hints. Also there are some very interesting kite designs which are innovative.

We recently received a Skycraft catalogue from Nick Morse. Other than showing the kites that Nick now makes it had the following piece.

Exhibitions. Skycraft has a collection of ethnic, scientific and exotic kites - many valuable and unique - which have been formed into a comprehensive and historical collection. Originally created for Sandersons the interior decorators it comes complete with informative text and many historical photographs. It is easily adapted to suit any venue and can be hired complete or in part.

This would be perfect for interesting the public.

A new outlet for kites has opened up in Germany. They sell most of the famous kites, i.e. Nick Morse, Pete Waldron, Dunfords, Flexifoils, Spectra Star etc. The address for anyone who is interested is Christopher - Der Drachenspezialist, Uerdinger Strabe 103a, D-4005 Meerbusch 3/lank-latum.

Out soon 'K.O.N. Book Of Kite Designs'. To celebrate K.O.N.'s second anniversary. Expected price around £2.00. Contains around 15 kite designs.

Seen in the Midland Kite Fliers magazine the following piece.

"'Kites, a collage of kitemakers and kitefliers' is a new Arts Council film directed by Simon Heaven. This 28 minute colour film endeavours to deal with most aspects of kites and kite flying. The film can be hired from Concord Film Council Ltd., 201 Felixstowe Road, Ipswich, Suffolk, IP3 9PJ for £8 plus carriage and VAT."

British kiting lost one of it's real characters with the recent death of Dick Godden. Perhaps best known for his meticulous workmanship and vast fund of kite lore, Dick was one of the original members of the Round Pond Group in the early 1920's. A man of many skills and interests, Dick was never happier than when he was making or flying kites and recently he had come up with an amazing design which combined a rhomboidal box and Cody type wings, naturally enough Dick called this a "Gody" and as with all his kites it was very well made. If anyone is fortunate enough to own one of Dicks kites, treasure it for you possess a kite made by a Master Craftsman who will sorely be missed.

In the March issue of Professional Photographer there is a short article about Tom Pratt's aerial photography system. Tom won the Aerial Photography competition of the Cerf Volant Club de France. In it there is the winning photograph, and pictures of the system used. He used a selection of twin keeled deltas from Dunford, a winch having just over 400 ft of line with a breaking strain of 200 lb, a Pentax with a 28mm Takumar lens, the camera carriage, this is attached to the line after the kites are flying. It also provides means for pointing the camera in the desired direction. The kites that were used consisted of two 2500mm and one 3000mm. The system only allows for one shot to be taken at a time and therefore the camera has to be wound down each time. This takes about three minutes.

Kites are now being sold at the exclusive stores of Kensington, London. Both Harrods and Barkers are now selling kites supplied by The Kite Store for Harrods and The Kite and Balloon for Barkers.

GENERAL INTEREST(cont)

Recently we acquired some information on Amphi-Kiting Ltd. Basically it shows how one simple kite design i.e. the Stewkie can be (with a vivid imagination) expanded into various uses.

The information suggests four uses - Skyting, Amphi-kiting (consisting of an Amphi-cart and Amphi-pod) and Lifekite. Skyting is to quote 'A great new sport for skiing cross country on snow or grass using kite power'. Amphi-kiting is a brand new sport for land or water. This basically consists of a land yacht or a modified surf shoe depending on which surface you are on. The Amphi-pod seems all ready to take over where windsurfing leaves off according to the information. The Lifekite is an aerodynamic balloon which acts as an aerial reflector which can be tracked over 100 miles on the larger version. The larger kite is inflated with helium and comes complete with a Beta light, this requires no batteries and lasts for 15 years. The smaller kite is inflated with carbon dioxide, reducing performance slightly, but both kites will fly in force 9 in a stable manner and it is stated that they will fly in force 10 although they will not be so stable (not surprising really!). The lower limits for the larger kite is force 1, the smaller kite force 2. Both have automatic self levelling devices to alter the angle of attack to the wind speed. Unfortunately the only piece of information missing is the price - they must be too good to be true!

However, if this project can really get off the ground it will certainly be a big plus for kites. So lets hope Keith Stewart pulls it off.

On the above note an article appeared in the New Scientist in May. In the article it says 'Prompted by a sailor on deck, or stimulated into automatic action by contact with seawater, Stewarts kites inflate with helium and soar to where the wind blows strongest. Sensors in the kite feed an on-board microcomputer with all the necessary data for push button controlled sailing; the distribution of gas in the envelope can be altered to change its shape; and when the wind strengthens deck crew can trim the kite or haul it back onboard.' The article goes on to say that he has provided kites to pull up to 10 tonnes and 'Stewart says that he has the technology for craft up to 150 tonnes. Within 10 years, he reckons, ambitiously, this technology can be extended to suit 10,000 tonnes or large crude carriers.

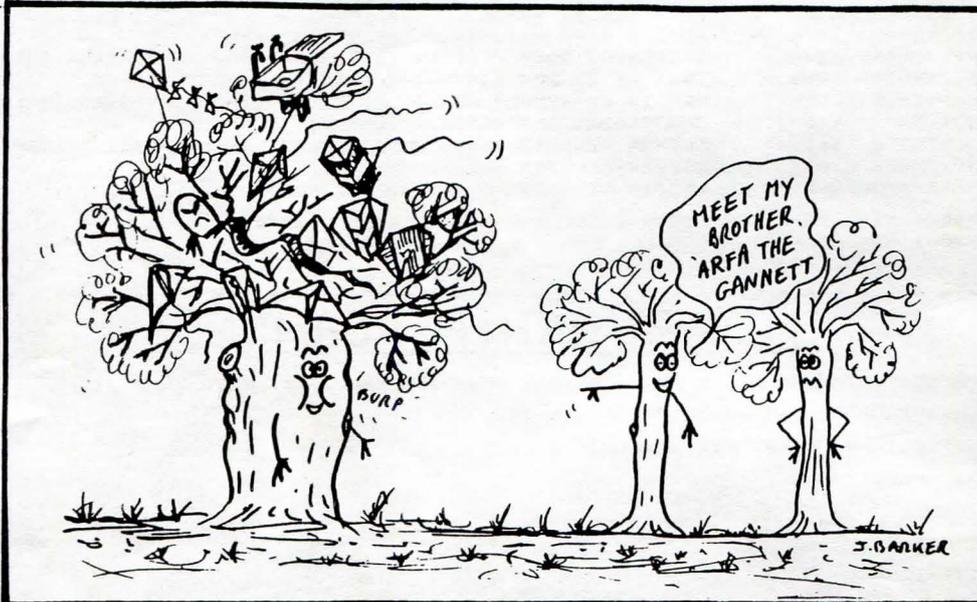
Seen in Adeptus of Tottenham Court Road, London. Kite Lights. They consist of a bowed square kite of ripstop nylon with a lamp holder fitted on a bracket behind. The asking prices are 18" square £9.95, 2' square £12.95, 4' square £29.95.

An offer from Norman Bragger. Braided line at £5.68 per kilo. including postage, VAT, handling etc. The lengths per kilo are; 94 kg 1968 feet, 141 kg 1312 feet, 185 kg 918 feet, 220 kg 768 feet, 380 kg 407 feet 408 kg 361 feet. If you require any of this line please contact Norman Bragger, 34 Fosseyway Drive, Erdington, Birmingham, B23 5JY. 021 350 6435.

From the makers mouth - a new large size Flexifoil. The kite is around 9 foot wide with the standard spar having an extension in the middle, and standard depth. The price is rumoured to be around the £50 mark. More later.

COMPETITION

ALL YOU HAVE TO DO IN THIS COMPETITION IS TO SPOT THE 12 DIFFERENCES BETWEEN THE TWO CARTOONS BELOW. MARK THEM WITH A CROSS USING A BALL POINT PEN. FILL IN YOUR NAME AND ADDRESS AND SEND TO K.O.N. 31 GRANGE ROAD, ILFORD, ESSEX, IG1 1EU BY 31st AUGUST. 1ST PRIZE 5 YARDS RIPSTOP, 2ND PRIZE 3 YARDS RIPSTOP, 3RD PRIZE 2 YARDS RIPSTOP.



NAME
ADDRESS