

MKF@NEWS

ELECTRONIC NEWSLETTER OF THE
MIDLANDS KITE FLIERS OF GREAT BRITAIN



APRIL 2015



John S
2015

INFORMATION

CLUB FLY-INS

We hold club fly-ins each month (winter included) at various sites. These are informal events and are a great way of meeting other MKF members.

MEMBERSHIP CARDS

Your membership cards can obtain you discounts for purchases from most kite retailers in the UK, and gain you entry to events and festivals free or at a reduced cost. Please keep them safe.

PUBLIC LIABILITY INSURANCE

All fully paid up members are covered by Public Liability Insurance to fly kites safely for pleasure anywhere in the world. If you injure anyone whilst flying your kite the injured party may be able to claim on the club insurance for up to **£5,000,000**. The club has Member-to-Member Liability Insurance. A claim may be refused if the flier was found to be flying a kite dangerously - e.g. using unsuitable line, in unsuitable weather; flying over people, animals, buildings or vehicles. This insurance does not cover you for damage to, or loss or theft of members' kite/s.

BUGGIES, BOARDS & KITESURFING

Unfortunately we are not able to cover these activities within the clubs insurance policy.

'MKFNEWS' DEADLINES FOR 2015+

	MKFNEWS	'COPY' DEADLINE	PUBLISHING DATE
1	12	24 th June 2015	Mid July 2015
2	13	24 th September	Mid October 2015
3	14	25 th December	Mid January 2016
4	15	25 th March 2016	Mid April 2016

The MKFNEWS is pleased to print articles and photographs submitted by any interested party. All submissions are reproduced at the Editors discretion, however the Club cannot be held responsible for any views or comments contained in any such articles.

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*I am sorry but I don't do 'Facebook',
If you want me either email or phone.....I'll get back to you asap.*

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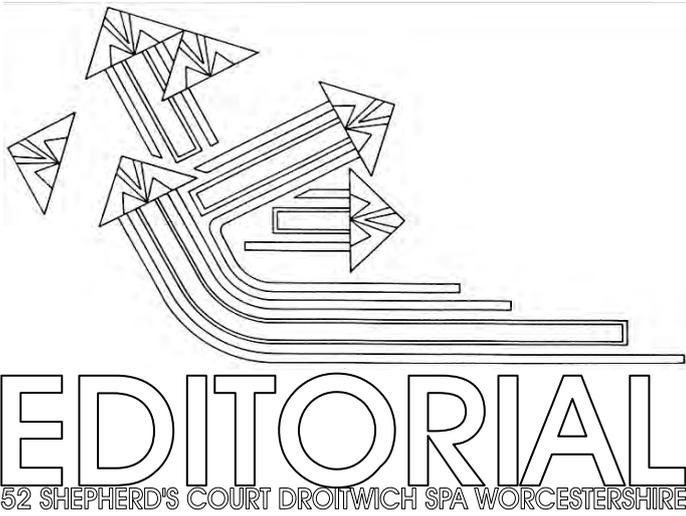


EVENTS CO-ORDINATOR - MKF NORTH

If you could help fill this post please contact the Chairman

EVENTS CO-ORDINATOR - MKF SOUTH

If you could help fill this post please contact the Chairman



After what seems to have been an eternity I'm slowly catching up with everything. Very many thanks to those of you who expressed their concern and condolences, it has made to whole experience far more bearable.

This will be the first 'MKF@NEWS' that you will receive. If you didn't receive this copy then contact me as soon as possible!!!!!! Maybe?

We have endeavoured to increase the news and include as much in colour as possible....

You could always print your copy in black and white if you want to save on ink.....

As a non-email newsletter receiver, please note that at this stage your newsletter is printed in black and white only. I hope that this does not distract too much from the content.

Any queries please contact Bill Souten

The calendar this year is very full with several major events on our door step. I have taken over the organisation of the Leominster and Hereford Festival from Karl and Sara Longbottom. Hope to see you there, and if you fancy helping out over the weekend let me know – all help very gratefully received...

Very many thanks to those who have helped with this edition, especially the American KiteFliers Association for the Flag Kites article.



If every member of the Midlands Kite Fliers found another person to join the club our membership would increase and the future of the club would be financially secure.....



Watch this space, the club has been donated some kites by an old member, who is no longer able to fly them..... we hope to auction them at the AGM in November.....



Congratulations to John Ryan for winning the 'Unofficial Easter Bonnet Competition 2015'
'You had to be in it to win it'

Sept. 22, 1931.

O. E. BRADFORD

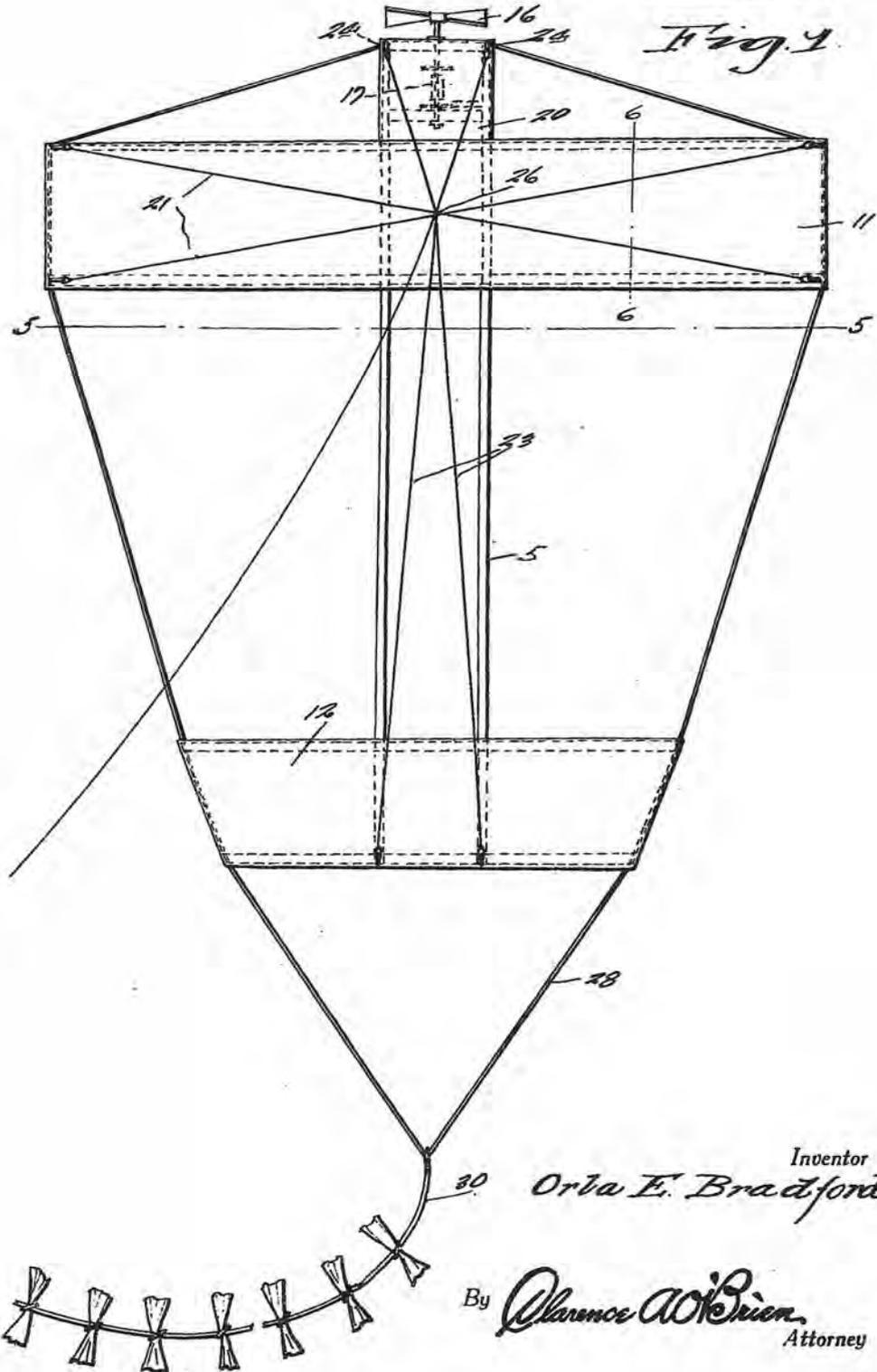
1,824,324

KITE

Filed Feb. 20, 1930

3 Sheets—Sheet 1

Fig. 1



Inventor
Orla E. Bradford

By *Clarence W. Brien*
Attorney

Sept. 22, 1931.

O. E. BRADFORD

1,824,324

KITE

Filed Feb. 20, 1930

3 Sheets-Sheet 3

Fig. 3.

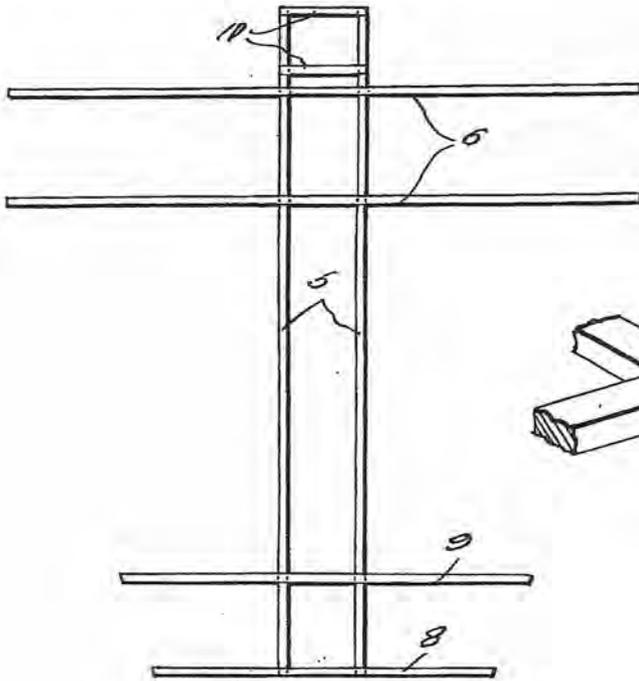


Fig. 4.

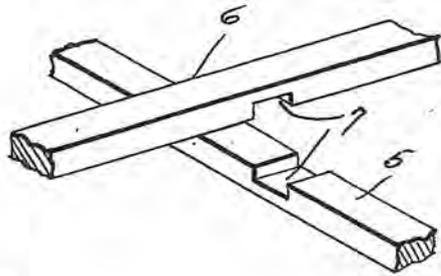


Fig. 5.

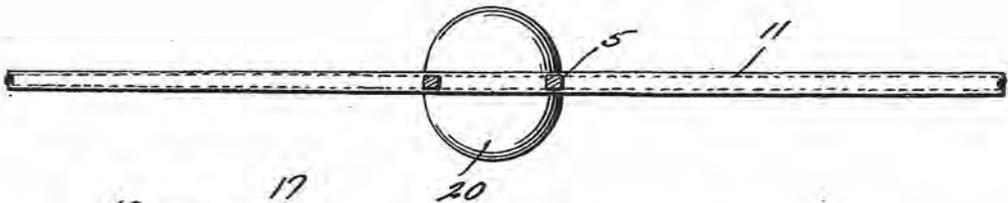
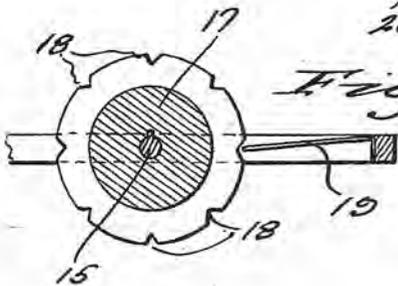


Fig. 6.



Inventor
Ordo E. Bradford

By *Clarence A. O'Brien.*
Attorney

UNITED STATES PATENT OFFICE

ORLA E. BRADFORD, OF BROOKVILLE, KANSAS

KITE

Application filed February 20, 1930. Serial No. 430,016.

The present invention relates to a kite and has for its prime object to provide a kite simulating in shape the monoplane and having means incorporated therein whereby a noise similar to the noise of a motor is made.

Another very important object of the invention resides in the provision of a kite of this nature which is simple in its construction, inexpensive to manufacture, strong and durable, thoroughly efficient and reliable in its use and otherwise well adapted to the purpose for which it is designed.

With the above and numerous other objects in view as will appear as the description proceeds, the invention resides in certain novel features of construction, and in the combination and arrangement of parts as will be hereinafter more fully described and claimed.

In the drawings:

Figure 1 is a front elevation of a kite embodying the features of my invention,

Figure 2 is a side elevation thereof,

Figure 3 is a plan view of the kite frame,

Figure 4 is a fragmentary detail perspective view showing two cross members separated,

Figure 5 is a sectional view taken substantially on the line 5—5 of Figure 1,

Figure 6 is a sectional view taken substantially on the line 6—6 of Figure 1,

Figure 7 is an enlarged view of the upper end of the frame showing the noise making mechanism therein, and

Figure 8 is a sectional view therethrough taken substantially on the line 8—8 of Figure 7.

Referring to the drawings in detail it will be seen that the frame comprises a pair of spaced parallel coextensive rods 5. A pair of spaced parallel coextensive rods 6 cross the upper portions of the rods 5, the rods 5 and 6 being formed with notches 7 so that the rods 5 and 6 may be disposed in coplanar relationship. These rods are fixed together by any suitable fastening means.

The rods 6 extend outwardly from the sides of the rods 5. Rods 8 and 9 are fastened to the bottom portion of the rods 5 similar to the rods 6 but are shorter in length,

the rod 8 being slightly shorter than the rod 9. A pair of spaced cross rods 10 are mounted at the upper ends of the rods 5 above the rods 6. The rods 6 are covered with suitable material as indicated at 11 to form a wing.

The rods 8 and 9 are covered as at 12 to form a tail. Bearings 14 are mounted in the centers of the rods 10 and have journaled therein a shaft 15 which extends above the upper rod 10 and on the upper end of this shaft is a propeller 16.

A spool 17 is mounted on the lower portion of the shaft between the rods 10 and one of its flanges is provided with a plurality of peripheral notches 18. A spring 19 is anchored on one of the rods 5 and extends inwardly to engage with the notches 18 as the spool is rotated thereby setting up noise in simulation to the noise made by an aeroplane engine.

Hood 20 is mounted on the rods 10 to house the spool 17 and the spring 19. Cross strings 21 are anchored to the corners of the plane by means of eye screws 22 or other suitable means. A longitudinal string 23 is anchored to the upper cross rod 10 by an eye screw 24 or other suitable means and to the center of the cross rod 8 by an eye screw 25 or other suitable means.

The strings 21 and 23 are attached together as at 26 and a cord 27 is anchored thereto for flying the kite in the usual well known manner. Tail support strings 28 are anchored to the lower corners of the plane 11 and extend down through the ends of the rods 8 and 9 and are joined below the tail wing 12 to an elongated tail 30 of conventional construction.

The kite is flown in the usual well known manner and the air will cause the rotation of the propeller 16 thereby causing the rotation of the spool 19 to set up a noise simulating the noise of an aeroplane motor and it will be seen that the kite in appearance would seem in the air to simulate an ordinary monoplane.

It is thought that the construction, utility and advantages of this invention will now be quite apparent to those skilled in this art

without a more detailed description thereof.

The present embodiment of the invention has been disclosed in considerable detail merely for the purposes of exemplification since in actual practice it attains the features of advantage enumerated as desirable in the statement of the invention and the above description.

It will be apparent that changes in the details of construction, and in the combination and arrangement of parts may be resorted to without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

Having thus described my invention, what I claim as new is:

1. A monoplane kite of the class described comprising a pair of spaced parallel frame bars, a cross member connecting the upper ends of the bars, another cross member spaced inwardly of the said cross member, a pair of long substantially parallel spaced cross bars below said other cross members to form a main wing frame, a pair of short substantially parallel spaced cross bars, the lower of which is fixed on the ends of the frame bars, and coverings across said pairs of cross bars forming a main wing and a tail wing, the pair of long cross bars being of equal length, and the rearmost of the short cross bars being shorter than its companion short cross bar, the bars being secured together at the points of intersection having oppositely formed notches permitting joining of the bars so that they lie in the same plane, and guy strings stretched from each upper end of the frame bars, to the upper corner of the main wing, through the edge of the wing covering, from the lower corner of the main wing to the upper corner of the tail wing, through the edge of the covering thereof, and hung loose from the lower corner of the tail wing, and a tail joining and depending from the ends thereof.

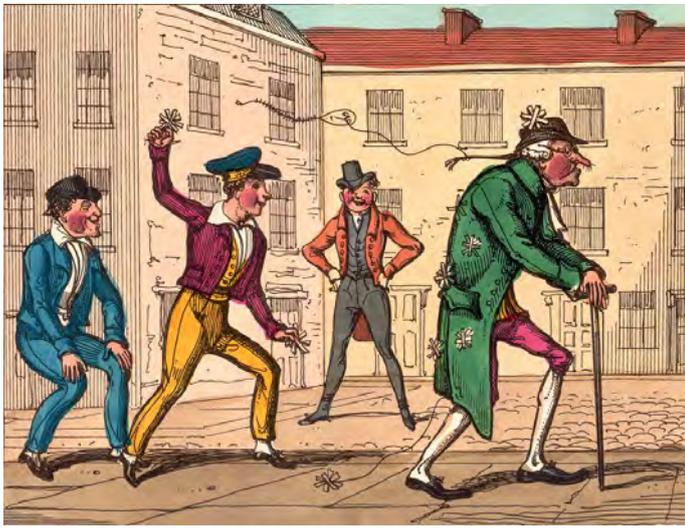
2. A monoplane kite of the class described comprising a pair of spaced parallel frame bars, a cross member connecting the upper ends of the bars, another cross member spaced inwardly of the said cross member, a pair of long substantially parallel spaced cross bars below said other cross members to form a main wing frame, a pair of short substantially parallel spaced cross bars, the lower of which is fixed on the ends of the frame bars, and coverings across said pairs of cross bars forming a main wing and a tail wing, the pair of long cross bars being of equal length, and the rearmost of the short cross bars being shorter than its companion short cross bar, the bars being secured together at the points of intersection having oppositely formed notches permitting joining of the bars so that they lie in the same plane, a sounding device carried by said cross members and the upper end portions of the

frame bars comprising, a propeller shaft journaled in the centers of the cross members, a propeller on the outer end of the shaft and a spool on the portion of the shaft within said cross members, and a spring mounted on one of the frame bars between said cross members extended inwardly to contact a series of spaced notches on one flange of the spool.

3. A monoplane kite of the class described comprising a pair of spaced parallel frame bars, a cross member connecting the upper ends of the bars, another cross member spaced inwardly of the said cross member, a pair of long substantially parallel spaced cross bars below said other cross members to form a main wing frame, a pair of short substantially parallel spaced cross bars, the lower of which is fixed on the ends of the frame bars, and coverings across said pairs of cross bars forming a main wing and a tail wing, the pair of long cross bars being of equal length, and the rearmost of the short cross bars being shorter than its companion short cross bar, the bars being secured together at the points of intersection having oppositely formed notches permitting joining of the bars so that they lie in the same plane, a sounding device carried by said cross members and the upper end portions of the frame bars comprising, a propeller shaft journaled in the centers of the cross members, a propeller on the outer end of the shaft and a spool on the portion of the shaft within said cross members, and a spring mounted on one of the frame bars between said cross members extended inwardly to contact a series of spaced notches on one flange of the spool, and flying gear comprising screw eyes in the ends of the frame bars and in the ends of the main wing cross bars, and a string stretched from each screw eye to a point out from and centrally under the main wing, a flying cord secured at the point meeting of the strings.

In testimony whereof I affix my signature.

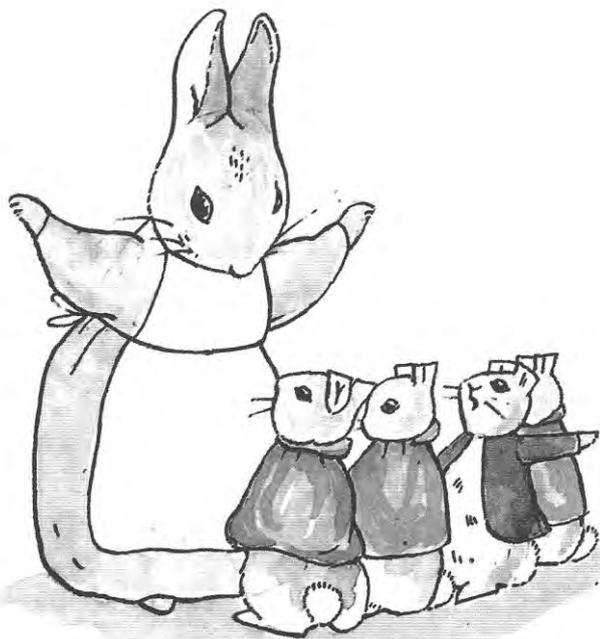
ORLA E. BRADFORD.



Young pranksters mark April Fools' Day by tying a kite to old man's wig in a circ 1770 illustration. Illustration from Hulton Archive, Getty Images



11-9 © 2012 Mike Baldwin/Dist. by Universal Uclick www.cornered.com uncornered@gmail.com



"Mr McGregor's got a Flymo!"

With apologies to Beatrix Potter.....



CERTIFICATE

The largest kite ever flown, has a total lifting area of 950 m² (10,225.7 ft²). When laid flat, it has a total area of 1019 m² (10,968.4 ft²). The kite measured 25.475 m (83 ft 7 in) long and 40 m (131ft 3 in) wide. The kite was made by Abdulrahman Al Farsi and Faris Al Farsi and flown at the Kuwait Hala Festival in Flag Square, Kuwait City, Kuwait on 15 February 2005.

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KAP Down Under

Roger Reading

Bas't Hoen's Rig

It is Easter 2014, and I am at a Camping and Caravanning Club rally at Evesham. On Easter Sunday, in the main hall, there is a display of aerial photography being mounted by a lady I now know to be Sue Storey. I have had an interest in kites for some time, mainly Revolution four liners, and have made several kites from designs found on the Internet.

In conversation with Sue, I begin to realise that KAP is something I wanted to do, not at the level of sophistication that Sue does, but a much slimmed down version.

Soon after my return home, and following several hours of research on the Internet, I am the proud owner of an HQ KAP 1.6 kite, complete with fuzzy tail, and 300m of 90kg Dacron line.

I have an old Flip video camera which has been in a drawer collecting dust, a dog stake which I use as an anchor for my Revs, a Picavet, (home made) from which to suspend the camera, and loads of enthusiasm. Time to go to my local park where there is a large area where kites can be flown. All my equipment has to be operated by one person, so choice of flying area, ground footprint, kite and line management has to be carefully considered.

Nervously I check the wind speed, 18mph; so; anchor and lay out my line, attach the kite and tail, and test the rig without a camera. The kite flies beautifully. Time to try again with the camera attached, but the Picavet sways alarmingly and the resultant video is virtually unusable. There are a couple of stills I can capture, but overall, I am disappointed. Back to the drawing board. I try various combinations of line length and positioning of the Picavet, but to no avail. I get distracted building a messenger to ascend the line, and attach the camera to that, but that's another story.

At Christmas, I get a GoPro camera with time lapse facility. Again, after reading up on the Internet, I abandon the Picavet and use a simple suspension designed by Bas 't Hoen of the Netherlands. Duct tape is wonderful stuff! The best bit of all is that it works extremely well.



We have relatives in New Zealand, so the kite and associated equipment are packed prior to our visit in January 2015. Upon our arrival, winds are good and so during our stay I go to a large field near Paremata and set up my gear. I anchor a cleat to a railing with a climbing carabiner, pay out the line from a halo reel before attaching the kite, about 25m, and go back and secure the line to the cleat. Back to the other end of the line, attach the camera, set it going (one shot every 5 seconds with a wide angle view), check the angle of dangle, attach the kite and tail and launch.

The kite lifts well and the camera sends pictures to my phone using wifi. I check the view, and it all looks good. I pay out more line and let the wind lift the kite and camera.

After about 20 minutes, I walk the kite down using another carabiner attached to a belt harness, adjust the camera to face the other direction and launch the kite again. This is repeated for different camera angles.

After an hour or so I walk down the kite, turn off the camera, stow the kite, gather my gear and wind in the line. The camera shows 724 stills have been taken. Time to go home and evaluate. I transfer all the shots to my iPad or desktop to see the pictures on a larger screen. Many of the shots are duplicated, so it's a question of choosing the ones with the most pleasing content.



Below, near Plimmerton, just a couple of kilometres north of Paremata.



Taken near Paremata , Wellington. The bright green strip on the right is a watered cricket wicket.



Again, near Plimmerton, facing south.

I like images which show all or part of the kite, as I think this gives a real flavour of how the shot was achieved.

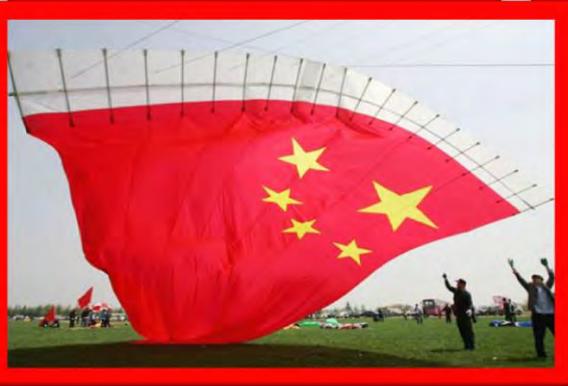
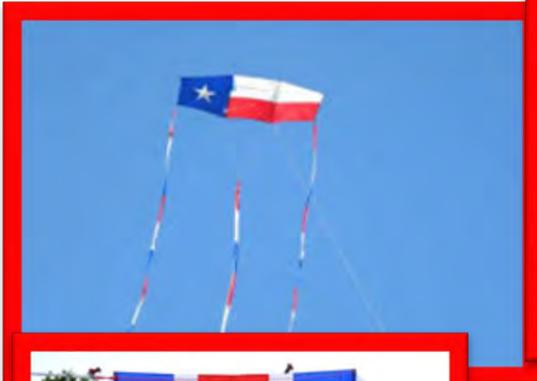
I am delighted with these pictures, which are an example of what I can do with minimal kite equipment and a lot of enthusiasm.



Near Paremata. I can just be seen in the centre foreground next to the car park.

All photos in this article are Copyright
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FLAG KITES



KITE PLAN

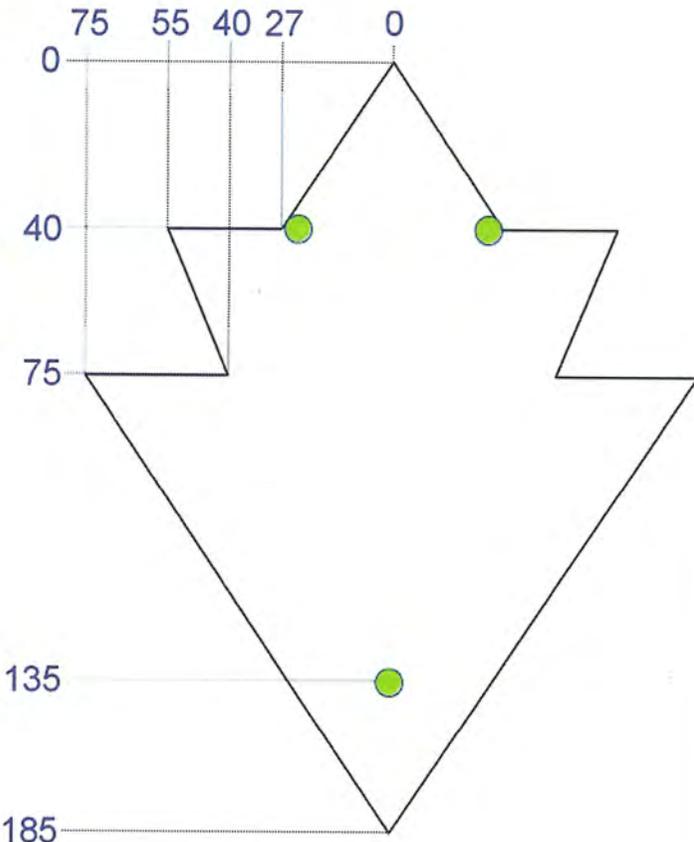
Flag Kite by Ralf Deitrich

The kite we would like to introduce is the result of a kind of sudden inspiration. The shape is well known from classic kites and the large area of the sail allows you a free design. In the beginning, I wished for a kite which was fast and easy to build, packs small, and was easy to handle on the ground. That is why we like to take this kite along with us to festivals. Then, it is just a small step for the next level: design the sail as flag of the country we are visiting.

You will need the following items for your flag kite:

- 185cm ripstop, 150cm wide
- 2 6mm carbon rods, 95cm long
- 1 6mm aluminum ferrule
- 2 6mm carbon rods, 60cm long
- 2 6mm carbon rods, 76cm long
- 2 6mm dihedrals
- 6 6mm nocks
- 10 10mm stopper clips
- Dacron for reinforcements
- 3 loops
- 1 metal O-ring
- 350cm bridle line, 60kg

Cut the sail in accordance with the graphic below (measurements in centimeters). Keep in mind that we have only shown the primary form of the sails. The design is up to you. You'll find more pictures of flag kites on www.dietrich.dk.



Keep in mind that the sections between 40 and 75cm and between the marks 75 and 185cm need to be cut concave. Otherwise, the sail will start floating. The two short sections will be cut within 2cm, the two long sectors with 5cm concave cut.

Another thing to remember: you will not find any seam allowance in the plan, as we normally use seam ribbon. And, there is no allowance added in the graphics for spar tubing as you might like to choose other sizes of rods.

Said allowance is located between the mark 27 and 55cm, and between 40 and 75cm. Using 6mm rods, your allowance will be 2cm. After cutting the sail, sew the reinforcements onto the sail. Reinforcement need to be on all six corners, on the openings of the tubes, and the lower bridle attachment point.



Afterwards, bind the sail's edges with ribbon.

Now, it is time to sew six straps for the nocks on the sail edge.

Afterwards, fold the four tubes to the back of the sail and sew.

Now, you should have finished the spar tubes.



Next step: sew the spine tube. The location of the tubes are depended on your design, but be careful that the sail is not to loose. Then, you will place three loops on the sail where the bridle line will go through. Now, the sail should be done.

Now, fit the spine by using two 95cm spars, two nocks and the ferrule, plus the dihedrals. Hold the dihedrals in place with stopper clips.

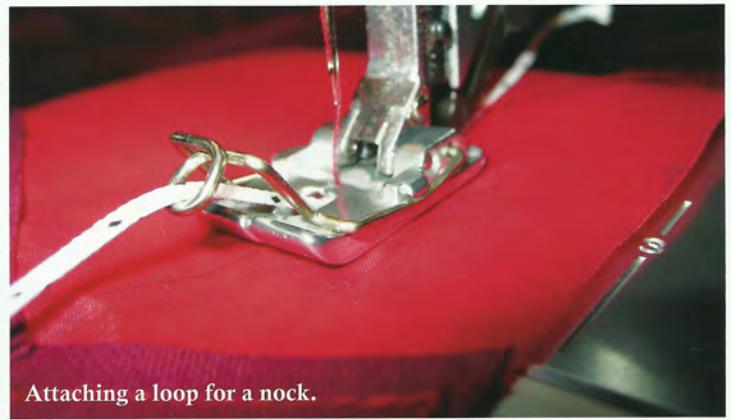
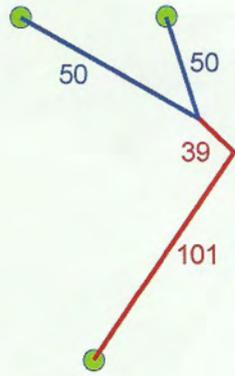
The two 60cm spars are for the upper side strut, the two 76cm spars are for the lower side strut.

The sail should be stretched, but not too hard. Now, the kite should be finished.

Finally, attach the bridle line. Start with the 100cm part, marked as blue. Then attach the 140cm part, marked red. Then set the O-ring on the lower (red) piece of the bridle.

Now, your flag kite is ready for the first flight. The kite requires a tail; I prefer a fuzzy tail. The flag kite flies better in low winds.

Have fun! ☼



Attaching a loop for a nock.



Corner with nock loop.



Corner reinforcement.



Corner reinforcement.



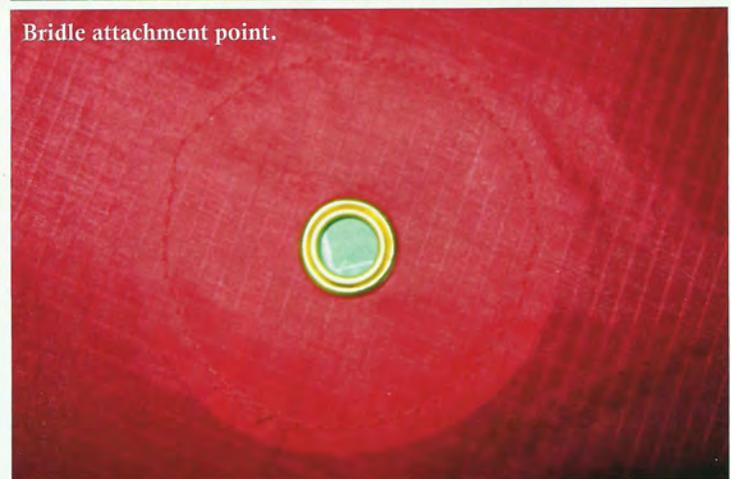
Spine tube.



Spar tube.



Corner reinforcement with edge binding.



Bridle attachment point.

Is our air space at risk?

Is our air space at risk?

Is our air space at risk?

Flying cars set for take-off by 2017 – with pilotless models to follow
Car-and-plane hybrids could be flown legally within two years – but they won't come cheap.



The sky above us could feature flying cars within two years, with pilotless planes following soon after, according to a company which is developing a flying car.

Speaking at technology festival South by South West (SXSW) Juraj Vaculik, CEO and Co-Founder of AeroMobil, said he believes his flying car called the AeroMobil 3.0 will be ready to take to the skies in 2017.

AeroMobil was founded in 2010 in Slovakia by Vaculik and CTO Stefan Klein. Having first appeared in the form of the AeroMobil 1.0 concept, the vehicle is now in its third iteration. The AeroMobil 3.0 has room for two passengers and can park in a regular parking space before transforming into a plane with a top speed of 100mph.

[Related story: Flying car takes to the skies]

The vehicle is made from steel framework with a carbon coating, and completed a successful flight in October 2014.

According to Vaculik, flying cars are the solution to traffic problems.

"We need to move traffic from a 2D space to a 3D space," he told technology website

Engadget.

AeroMobil will spend the next two years continuing to work on the flying car, searching for the right parts that will also pass tough safety requirements.

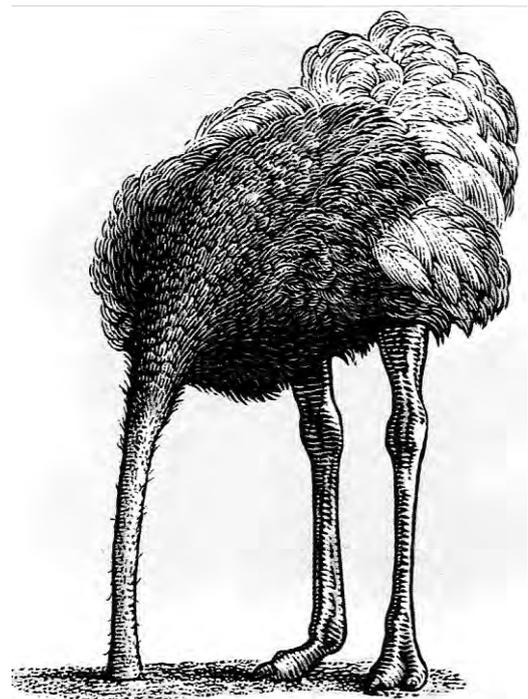


There's no news yet on how much the car will cost, although Vaculik confirmed it will be over a couple of hundred thousand euros (around £143,000) - a price similar to a supercar and certainly more than most ordinary people can afford.

If the idea of flying cars sounds futuristic and logistically complicated, AeroMobil's next project is even more interesting - the company is planning on developing a four-seater version of the flying car which wouldn't even need a driver.

What do you think about flying cars? Interesting, pointless or just dangerous? Let us know in the Comments below.

By Hannah Bouckley





Leominster/Hereford Kite Festival 2015

Saturday 18th July and Sunday 19th July 2015

The Leominster/Hereford Kite Festival returns! It's a laid-back friendly festival showcasing some of the best sport and single line kites. It's for kite enthusiasts and for the public to come along and watch – and to bring along a kite and join in.

The festival is at Berrington Hall, a National Trust property near Leominster, a few miles north of Hereford city.



Location

Berrington Hall nr Leominster, Herefordshire HR6 0DW

From Hereford, head north on the A49; Berrington Hall is 3ml north of Leominster on the west side of the A49.

For more info, click on [The Berrington Hall website](#)

The flying site will be on the lawns leading down to the lake.

PUBLIC ACCESS: Members of the public are welcome to come along, watch or fly a kite. The site is on National Trust property, so there is an admission charge, which also includes the Hall and Gardens which are well worth a visit.

KITE CLUB MEMBERS: Please contact Bill Souten in advance for a car pass otherwise the National Trust will ask you to pay for admission.



Programme

We'll be running this as a very informal fly-in - so come along and do your thing!

There's plenty of space for flying. All events are subject to wind, so the programme will be flexible.

The fly-in starts at 12.00 and runs until 5.00pm (ish).

Camping



Camping will be available at the site, only for Kite Club members. Please note that this is a National Trust site, so camping must be booked in advance. Please call Bill Souten on 07840 800830 or e-mail bill.souten@mkf.org.uk.

Camping available Friday (access from 5pm), Saturday and Sunday nights, but campers must leave before 10am Monday morning. Cost of camping £5.00 for one night, £10.00 for two or three nights.

As it is a National Trust property no fires or BBQ's on site.

The camping/parking passes entitle the named holder to two complementary tickets to visit the Hall.

Saturday evening we are planning a meal for all the flyers - curry from the local Indian restaurant is the most likely option.



Usual arrangements for toilet facilities - we have access to the Berrington Hall facilities during the day, portable toilets overnight - but please note there are no showers on site.

There are some other camping sites locally if you want to extend your stay in Hereford, and plenty of B&B options if you don't fancy camping.



Contact details

Bill Souten – Midlands Kite Fliers
52 Shepherds Court, Droitwich Spa,
Worcestershire, WR9 9DF
07840800830 or bill.souten@mkf.org.uk



Previously

Up to 2014 the festival has been organised by the Hereford Kite Association. Thanks to Karl and Sara Longbottom, who have decided to take time out for travelling. www.longbottom.org.uk

Hereford Kite Association c/o Airdynamics. PO Box 22, Hereford HR4 8UW, United Kingdom

Telephone: +44 (0) 1432 379250
Peter Taylor: 07720 034566 or peter@airdynamics.co.uk (www.airdynamics.co.uk)

OFFICIAL MIDLANDS KITE FLIERS CAR PARK PASS

 National Trust

Berrington Hall NT, Leominster, HR6 0DW

KITE FESTIVAL

MIDLANDS KITE FLIERS CAR PARK PASS

Valid for 18th & 19th July 2015

PLEASE PARK IN THE DESIGNATED AREA
PLEASE DISPLAY ON FRONT WINDOW SCREEN



S **MKFGGB**
MIDLANDS KITE FLIERS OF GREAT BRITAIN

K
Y
L

A **P** **E** **D** **A** **L** **E**
COMMUNITY COUNTRY PARK

R *Come and fly with the Skylarks*

KITE FLY-IN
SUNDAY 7th JUNE 2015

Fly-in Co-ordinator - Bill Souten
email bill.souten@mkf.org.uk - 07840800830



The 'Midlands Kite Fliers' meet at Cofton Park on;

- Sunday 3rd May - No Fly-in
- Sunday 7th June
- Sunday 5th July
- Sunday 2nd August
- Sunday 6th September
- Sunday 4th October
- Sunday 1st November
- Sunday 6th December

In the event of poor weather conditions the fly-in will be cancelled.
It is always advisable to check that the event is happening before travelling any distance
All our 'fly-ins' are Civil Aviation Authority and Birmingham City Council approved.

EXKITEMENT

Sunday 4th October 2015

Apedale Country Park, Apedale,
nr Newcastle under Lyme,
Staffordshire, on the B5367

with the
Midlands Kite Fliers



CROOME N.T. - Croome D'Abitot, Nr High Green, Worcester, WR8 9DW.
Step into what remains of a secret wartime air base, now our Visitor Centre, where thousands of people lived and worked in the 1940s. Walk through a masterpiece in landscape design, which is 'Capability' Brown's very first. Over the last 17 years we have painstakingly restored what was once a lost and overgrown 18th century parkland and we're continuing this work today.
Find Croome Court, the home of the Earls of Coventry, at the heart of the park, which has been patiently waiting for its revival. Its time has come in 2015 as Croome Redefined starts to pull this glorious yet faded house back from the brink. Explore un-restored spaces and the intricate repair works which will see the house change forever.



MIDLANDS KITE FLIERS OF GREAT BRITAIN
52 Shepherds Court, Droitwich Spa, Worcestershire, WR9 9DF.
email: chairman@mkf.org.uk - 07840800830



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email: chairman@mkf.org.uk - 07840800830



Shropshire Kite Festival 2015

20th & 21st June
Lacon Childe School
Love Lane
Cleobury Mortimer
DY14 8PE



raffle
kite stall
competitions
camping on site

www.skybums.com

01939 234486

kites@skybums.com

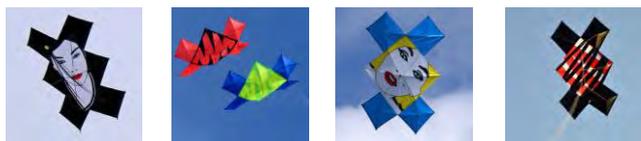
SKY BUMS 3DO DESIGN CONTEST

Sponsored jointly by Sky Bums and The Midlands Kite Fliers this contest is to design your very own version of one of Paul and Helene's '3do' kites on the sheet provided.

All entries are to be sent to Paul and Helene, either by post or email to arrive by Monday 11th May 2015. The winning entry will be announced at the New Shropshire Kite Festival in June 2015. The prize will be **your** kite expertly made by Paul and Helene to **your** bespoke design – truly a one off special.....

The Design Sheet can be photocopied or scanned, and you can enter as many times as you like.....

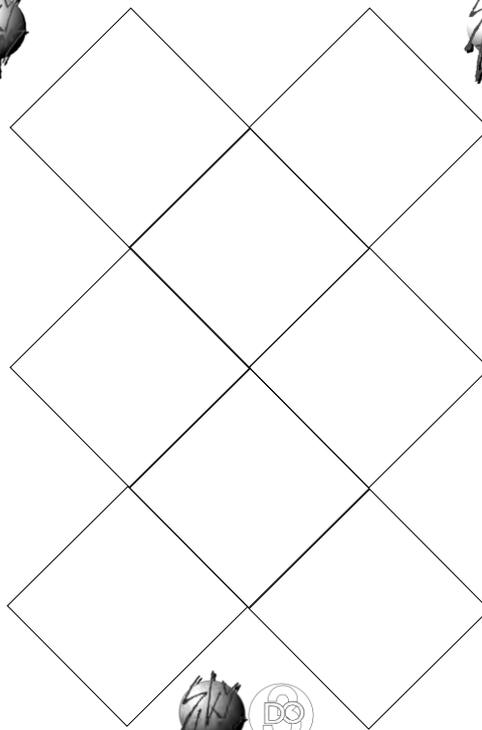
Judging will be by Paul and Helene and a group of influential kite experts who in turn will have to provide the beerfor the organiser. hic



Sky Bums 21 The Grove, Wem, Shropshire, SY4 5EH.
kites@skybums.com

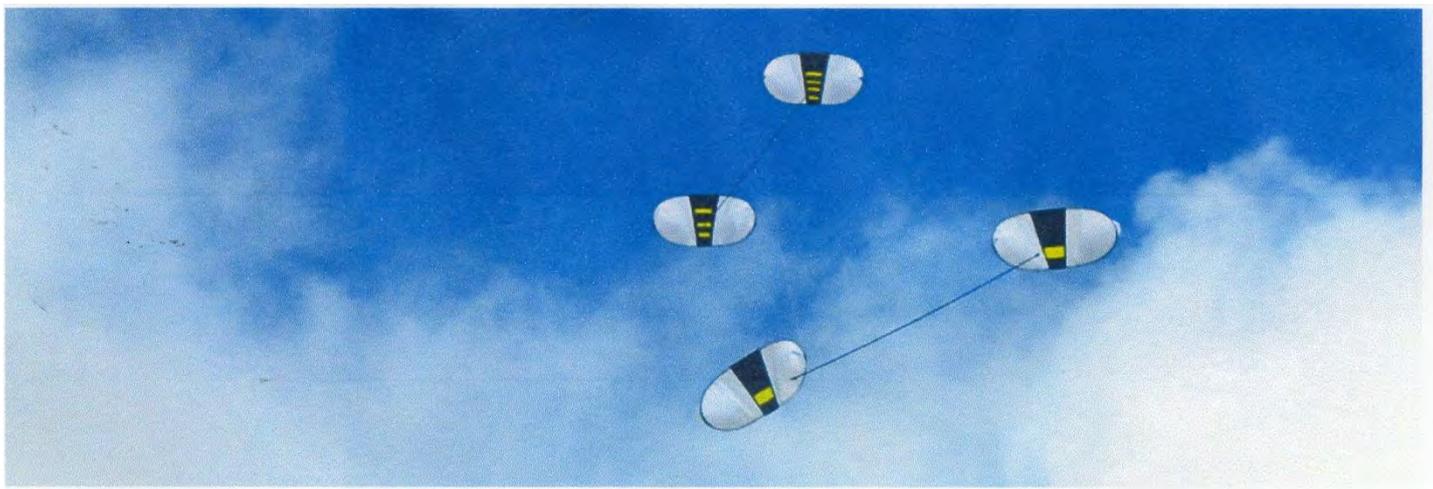
MKF : 52 Shepherds Court, Droitwich Spa, Worcestershire, WR9 9DF.
bill.souten@mkf.org.uk

SKY BUMS '3DO' DESIGN SHEET



NAME ;
CONTACT TELEPHONE ;

COMPETITION DEADLINE MONDAY 11th MAY 2015



TWO BEES OR NOT TWO BEES (or plan Bee)

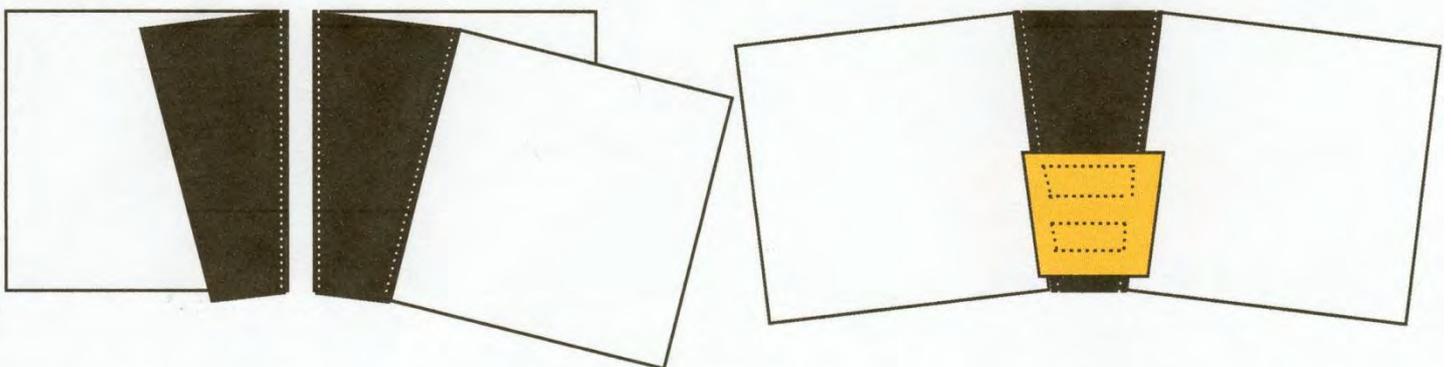
Sky Bums first used this as a workshop kite at Margam Festival in 2014. Two carbon framed stylised bee yakkos flown from either end of a carbon spar in much the same way as Chinese swallows. This project requires simple sewing and basic applique.

CUTTING

For two bees you will need to cut four white 35cm squares for the wings, two black shapes 35cm high 20cm across the top and 10cm across the bottom for the body. You will also need some scraps of yellow approx 15cm wide for the bees stripes. You will need two 8cm strips of 5cm wide dacron (or 8cm by 10cm pieces of ripstop) for reinforcement.

SEWING

Start by sewing white squares to either side of the black body. Allow approx. 1cm then turn the resulting seam over onto the black then sew along its length. You will end up with a cover shown below right.

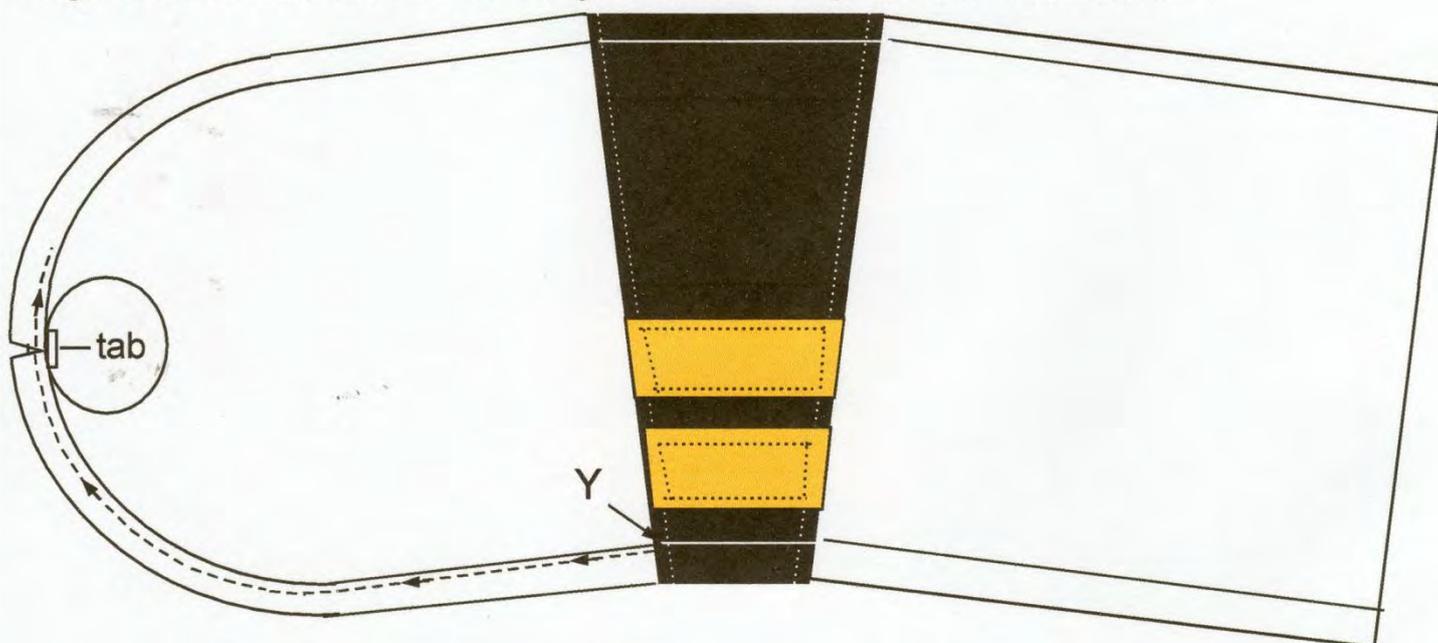


Place the yellow scrap onto the back of the kite then mark and sew stripes (your choice as to how many). Cut away the excess yellow then turn over and cut out the black leaving yellow stripes.

Before you sew you need to make two tabs. Cut a 10cm x 5cm length of white. Fold in half lengthways then fold into three. The sew along the length. See below. Cut two tabs approx. 3cm long.

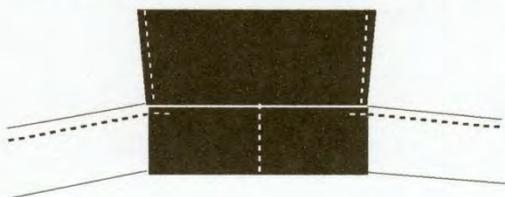


Mark lines 2cm in from the top and bottom of the kite. When you turn the edge over to the line and sew you will end up with a 1cm sleeve.



Fold over the bottom edge to the marked line and start sewing along the wing from the edge of the black (marked Y in the diagram above) towards the end. Before you reach the end place one of the tabs between the two layers as shown. Once the tab is sewn in fold the top seam over then bring round to the tab and continue sewing. Do the same at the end of the top seam, adding the tab before folding the bottom seam and bringing round to the top seam. Continue sewing until you reach the edge of the black.

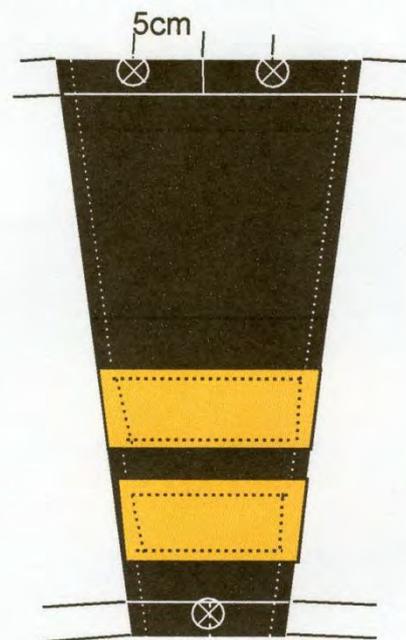
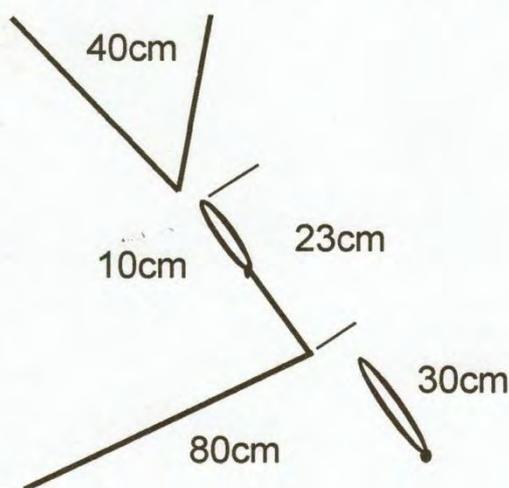
Next take the 8cm long piece of dacron and fold in half length ways (or the ripstop folded in half then in half again to give a double layer). Place over the bottom of the black section and at the mid point sew up and down from the bottom. Then sew 1cm in from each edge as shown. This leaves a gap for the spar to be inserted.



Insert the one end of the 2mm carbon spar (approx. 1.7m long) and feed round the entire sleeve then cut so that the spar ends are either side of the sewn middle section of the dacron. End caps can be added.

RIGGING

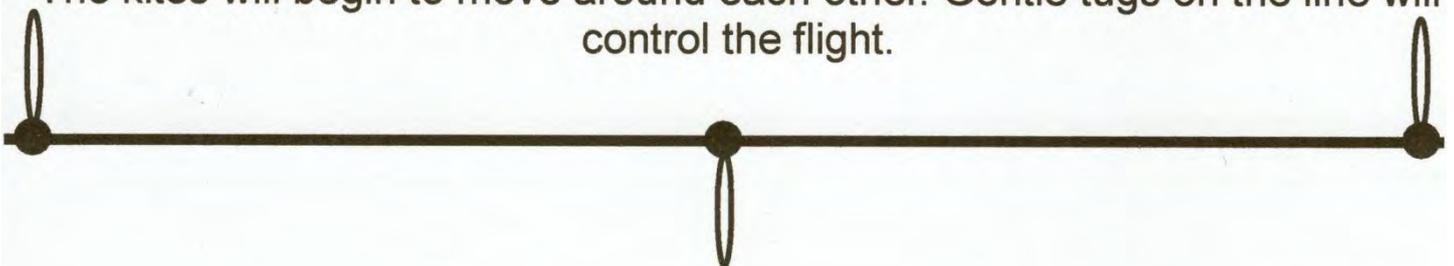
The rigging line should be about 50lb breaking strain and be able to hold a knot. Cut 1 x 40 cm, 1 x 80 cm and 1 x 30 cm. Seal each end with a lighter. Mark the mid point of the 40 cm length then, using a large eyed needle, thread either end through the top sleeve at 5 cm from the midpoint, around the spar and tie. Take the 80 cm length, turn over 10cm and tie an overhand knot creating a loop. Take this loop and larkshead onto the the mid-point of the 40 cm length. The other end is threaded through the sewn mid-point at the bottom of the kite then back through slightly lower down and tied. Fold the 30cm length in half and tie the two ends with an overhand knot to create a loop. From the join between the 40 cm and 80 cm lengths measure 23 cm and mark. Larkshead the short loop at this point.



If you have made two bees you can fly them together on a bar.

THE BAR

Cut a piece of 4mm solid carbon 1.1m long. Fix a grommet at the midpoint then another grommet just in from each end. Tie a loop of line 20cm long securely around each grommet and larkshead the swivel end of a snap swivel onto each loop (see below). Fix the flying line to the centre point and a bee yakko to each of the others. Launch both kites and let out line gently. The kites will begin to move around each other. Gentle tugs on the line will control the flight.



SKY BUMS WORKSHOP
MARGAM PARK 2014



Folding over the top seam.



Joining the ends with a tab.



Marking where the stripes will go.



Sewing the stripes.



Adding the Dacron



Add the bar and ready to fly.



Group shot showing variations.

MIDLANDS KITE FLIERS CLUB FLY INS

RUFFORD ABBEY COUNTRY PARK

OLLERTON, NOTTINGHAMSHIRE, NG22 9DF

SPRING KITE WEEKEND

Saturday 16th & Sunday 17th May 2015

SUMMER KITE WEEKEND

Saturday 8th & Sunday 9th August 2015

ONE SKY ONE WORLD

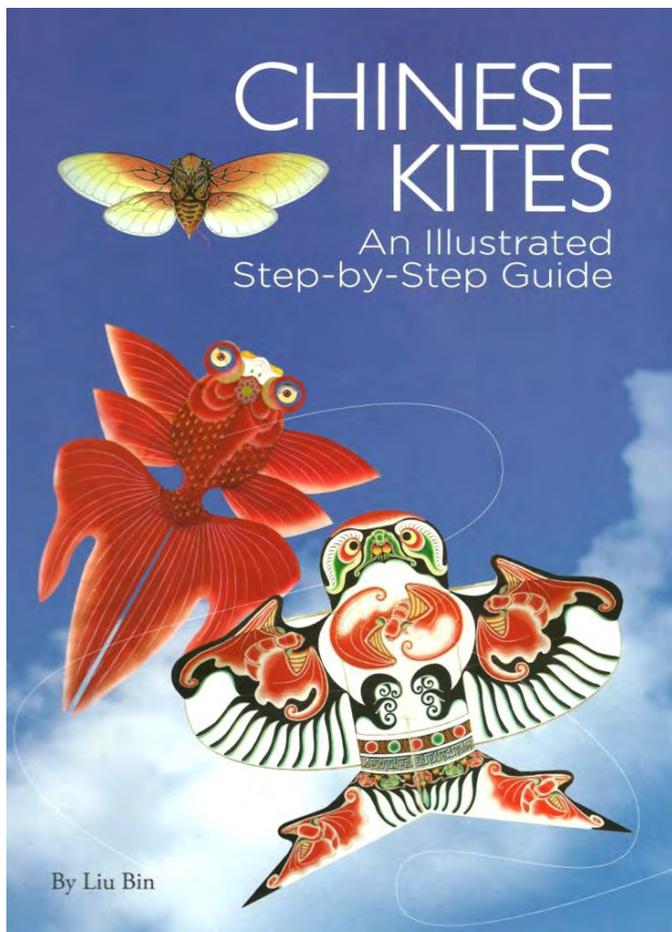
'PEACE' KITE DAY

Sunday 11th October 2015

MIDLANDS KITE FLIERS

Fly-in Co-ordinator - Bill Souten

email bill.souten@mkf.org.uk - 07840800830



After mastering the traditional art of kite making, Liu Bin has put a significant emphasis on the introduction of modern computer art technology into kite making and the melding of graphic patterns from various Chinese art genres into kite designs to uplift their artistic value.

In this book a master kite maker gives an expert's overview on the history, categories, aesthetics and crafting of Chinese kites. With rich illustrations and detailed instructions it describes the A to Z of Chinese kites, including the making of the frame, painting and pasting the sail, tying of the bridle lines and flying tips. From the patterns and designs on the painted sails the reader gets an idea of the Chinese culture of auspicious symbols. Following the step-by-step guides in the book the reader will be able to create eight kites, including phoenix, goldfish, eagle and swallow kites.

All of the above was taken from the book's dust cover.

This is the first kite book I have purchased for a very long time, what a delight. Clear, incisive and a real pleasure to have in my collection...

Bill Souten

Published by Better Link Press, 99 Park Avenue, New York, NY 10016, USA. 2015 \$27.95 USA
ISBN: 978-1-60220-014-2

Easily obtained from Amazon for just £13.75....



Liu Bin, born in 1977, is a member of the Beijing Kite Flying Association and a transmitter of the Coa Xueqin tradition of kite-making, which has been named a 'Intangible Cultural Heritage' item in China. In 2005 he established Liu's San Shi Zhai (Three-Stone Studio) Kite Culture Centre in Beijing ([www. bjkites.com](http://www.bjkites.com)). Lui Bin has benefited from working with great masters, first his grandfather Liu Hui ren, whom he followed since childhood, then Tang Jinkun in 2006, and in 2009 Kong Lingmin.



Golden Cicada Kite by Liu Bin



PUBLIC STATEMENT: 1400 Monday 13 April 2015

CAA House, our head office in Kingsway, London is due to reopen on Tuesday 14 April. The office has been closed since a fire in an adjacent service tunnel on Wednesday 1 April. All staff were safely evacuated but significant damage was caused to the surrounding area.

Since the incident we have continued to work with relevant authorities and our contingency plans were implemented successfully to ensure that the work of the CAA continued as normal from our Gatwick base.

We have now resolved the remaining issues and are pleased to confirm that London-based colleagues are due to return to CAA House on Tuesday 14 April.

Thank you for your patience during this time.

This fire did affect the Midlands Kite Fliers in that one of our kite flying height applications failed to be processed. However in these difficult circumstances it is very understandable, they are always very helpful in everything that we as a club have asked of them. Many thanks to the C.A.A. and David S. Miller in particular for all the work they do on our behalf.



News from Manni Kluge - EMKAY Kites4U

As you might know, health reasons kept me from properly looking after Kites4U for the last 2 years. Sadly the webshop suffered as well from not receiving much attention. I have now started to update and added new products to the webshop at www.kites4U.co.uk. I am not done yet and more kites especially inflatables and line laundry need to be added. As some of you have already found out, I stock a selected range of George Peters, Dan Leigh and other Into The Wind kites from the US. As always in the past I can supply you with a wide range range of climax kite lines in various length and strength and plenty of accessories. Sadly not too many new kites will be made available from my European suppliers this year. Currently I am awaiting stock of a few new larger single kites from HQ . As not all kites are listed on my webshop, get in touch if you are looking for something special. You can find more details on www.kites4U.co.uk. Wishing all of you many happy kite days.

Best wishes Manni Kluge

EMKAY Int Ltd
Registered in England No: 4995145
18 Water Lane, Threackingham, Lincs. NG34 0BE

IT ALL STARTED WITH A SIMPLE ENQUIRY

Are you holding any form of historic kite days this year?

I have Green's Cody (Paul Chapman has told me it's from their "Pioneer Range"), and I was wondering if anyone at MKF could give me directions as to how it should be bridled?

I received the kite (well-flown) as a sail and a collection of spars; I've never seen it fully-assembled.

If anyone could help, I'd be much obliged, and could attend Calke Abbey on the 12th for a training class!

Many thanks.

Paul Mellows

(Member - White Horse Kite Flyers - no-one in Swindon can help at the moment, as they've not seen one!)

Thursday 2 April.

Hello Bill.

Thank you very much for your speedy reply.

According to Paul Chapman, it seems I have the No.2 version of the white one pictured in your magazine. It was originally sparred (well, it *came with*) bamboo spars, but these have warped and split with age, so I've replaced them with wooden dowel for now, although I have bought glass tube if the dowel won't cope with the wind loading and stresses.

I attach pictures of the one I have (for guidance, the front bracing spars are 2.4m long), but which I'm reluctant to fly until I understand how it was originally bridled - it has been "messed-around with" by previous owner(s).

Anyway, I look forward to seeing you at Calke Abbey, and many thanks for your help thus far.

Regards,

Paul Mellows

Wellingborough



Tuesday 21 April.

Hello Bill.

Thanks for the chat we had up at Calke Abbey the other Sunday. Anyway, today has been the first day I've managed to get my Green's Cody into the air - it flew without any messing-around - so I'm quite happy to fiddle with things now I know the basic kite flies.

As you can see, I replaced the bottom two longerons with glass fibre tubes as Paul Morgan suggested. (If you remember, I did say I was going to spar the whole kite in glass fibre, but the weight was a bit too much.) Anyway, given the stresses applied to those two spars, I thought that was a good idea. I have yet to try bridling from the front and back edges of the **front** cell only (thereby keeping it a four-leg bridle), but which Paul said would decrease the pull of the kite.

Dave Buckland gave me the name of Dave Holt of Northern Kite Group. Now Dave Holt used to bridle kites for Dave Green around 20 years ago.

Having had a chat with Dave Holt, he concurred with the thoughts that the initial bridle legs should run from the front of both cells on each side of the kite. He also confirmed that the kite as supplied by Green's didn't have split-rings, as mine originally had.

The attachment points at the front of the bottom longerons are a bit of a mess, but I have no specific information how it was done originally. Paul Morgan suggested that the top wing tensioners can be adjusted to "wash-out" the wing, such that it stops the kite flying overhead and "overshooting" the wind. Again, I haven't tried that yet.

When I mentioned the wing tensioners to Dave Holt, he didn't remember fitting them; however, I will send him some pictures now it's done, and

they may refresh his memory. Of course, they may not be original to the kite as initially marketed by Green's.

Paul Chapman (Cody archivist) said it'd be a good idea to tie the cross spars together, and that has proved excellent advice, as it has stopped the excessive bending (and snapping) of the spars on a dodgy landing.

I'm very grateful for your input, which has enabled me to get this middle-aged gal back into the sky!

With all good wishes,
Paul Mellows





THEN SUCCESS!!*!

This has got to be the sort of activities that 'Kite Clubs' do to help members and friends. Ed.

Post Script.....

One thing I was thinking about adding to the article you're proposing is that if any readers actually have a similar kite, I'd love to see it, or a close-up picture of the fixings on the bottom longerons. Even Dave Holt (Northern Kite Group) didn't specifically remember bridling my sized Cody, when he worked on behalf of Dave Green, so I'm still no-nearer getting answers to specific questions. Contact Paul Mellows at a1littleplum@hotmail.co.uk

SKY ARTists



7th Putrajaya International Hot Air Balloon Fiesta 2015

is back this year with exciting shape & sizes of hot air balloons for the seventh year. This annual Putrajaya International Hot Air Balloon Fiesta expected to receive more than 200,000 both local and international visitors. This exciting fiesta is dedicated to all age groups and provides a fun day out for everyone and the perfect spot for parents to plan out their school holiday destination.

Visitors are invited to this free event to get a chance to experience in the fiesta's eight areas. Hop in the tethered **balloon rides**; enjoy **picnic style breakfast** while balloons fly over you; for the adventurous at heart.

More info: <http://www.myballoonfiesta.com/>
Official

Facebook: <https://www.facebook.com/myballoonfiesta>

Official Instagram: <http://instagram.com/myballoonfiesta>

Van Gogh Balloon

Headlining the balloons is a first-time feature in Malaysia, the Van Gogh balloon. This special hot air balloon that will be celebrating its 150th anniversary, pays tribute to the famed post-impressionist European painter who played major influence on 20th century art.

Flight

First Aero Weekly in the World.

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport.

OFFICIAL ORGAN OF THE AERO CLUB OF THE UNITED KINGDOM.

No. 28. Vol. I.]

JULY 10TH, 1909.

[Registered at the G.P.O.
as a Newspaper.]

[Weekly. Price 1d.
Post Free, 1½d.]



"Flight" Copyright Photo.

AT THE KITE-FLYING ASSOCIATION'S MEETING.—Launching Gamage's "Scout" kite (top), and competitors preparing their kites for flight.

KITE-FLYING AS AN ART.

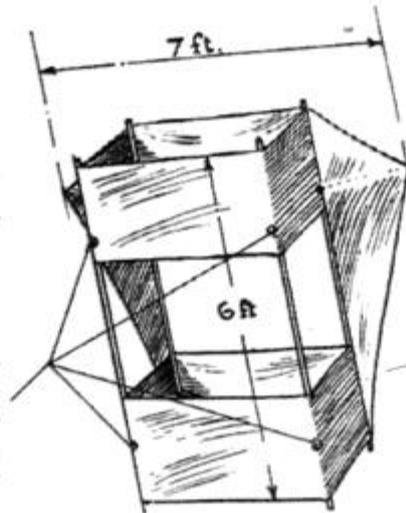
THE COMPETITION OF THE KITE-FLYING ASSOCIATION OF GREAT BRITAIN, HELD ON WIMBLEDON COMMON, JULY 3rd.



"Flight" Copyright Photo.

A lady competitor with her double [box-kite at the Kite-Flying Association's meeting, and preparing the Brodgen Burma kite.

UNDER the influence of the awakened interest in flight, one of the most fascinating games of our childhood bids fair to become the sport of scientists, for kite-flying is not only a pastime which gives those who practice it an open-air amusement, but it is an occupation for the leisure hour which can be productive of much useful information to the observant mind. The little boy who flies a kite well knows, although he may not understand their import, many aspects of real flight, which may quite well remain hidden for a long time, even from the experimenter with a full-sized flying machine. Under the aegis of the Kite-Flying Association of Great Britain, the pastime is receiving encouragement which it well deserves, and that the movement has a vitality which is worth developing may be judged from the enthusiasm displayed at the Association's competition, which was held



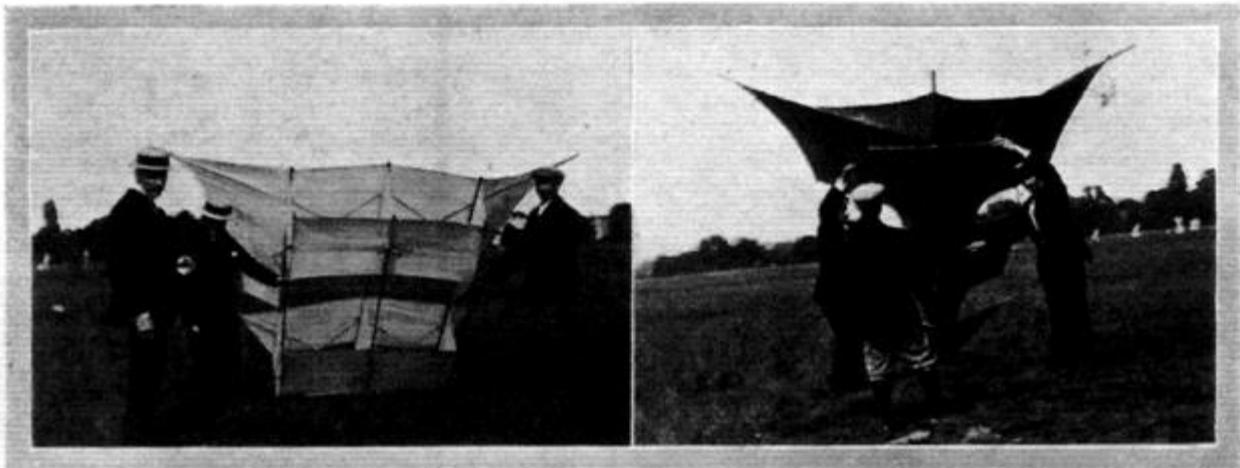
"Flight" Copyright.

The winning kite, designed and constructed by Mr. W. Barton. It is a large box kite with diagonal fins.

on Wimbledon Common last Saturday, July 3rd.

Purpose of the Test.

There, on the open ground in the vicinity of the old windmill, came some fifteen members of the Association, to say nothing of others outside the official lines, to test their skill in the handling, and also, it may be remarked, their judgment in the choice, of a kite. The competition was simple in the extreme, but doubtless as effective as can be expected for a beginning. At least, it aimed at some definite object, which was to encourage automatic stability by keeping the kite aloft for an hour at a restricted altitude of 600 ft., or rather, to be more correct, on the end of a line 600 ft. long, for the actual altitude attained with that allowance of string formed one of the



"Flight" Copyright Photo.

AT THE KITE-FLYING ASSOCIATION'S MEETING.—A box-wing kite (on left), and preparing to launch a "Burma" kite.

several headings under which marks were allotted. It was not the mere keeping aloft alone that satisfied the judges, but the steadiness with which the kites rode the wind that they took also into account, and by comparison

with the sleepy steadiness of some of the "old stagers"—the term sounds appropriate, though it has nothing to do with old fashion in this case—the least signs of sprightliness were sufficient to meet with the utmost disfavour.

Importance of Stability.

Stability in a kite is of importance both for meteorological work, where the kite has to carry recording instruments of some delicacy, and for man-lifting purposes, where it has to maintain an observer in the air

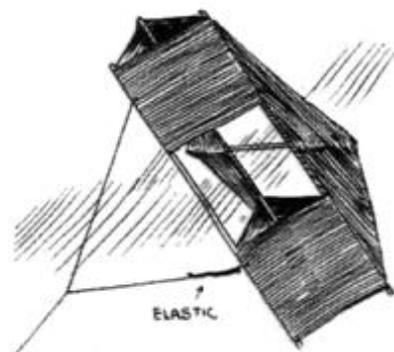


"Flight" Copyright Photo.

Secretary Akehurst (holding line), of the K.F.A., and Major Baden-Powell, the President.

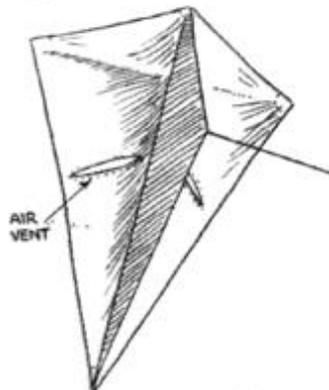
under such conditions as make it reasonably easy for him to perform his appointed task. And in both cases stability implies a high degree of automatic action, and not merely that which results from a skilful hand on the string.

This point among others was exemplified on Saturday, for among the competing devices were two kites of a type with which many extraordinary manoeuvres can be carried out by those skilled in their manipulation, of which, it may be remarked, not the least difficult is keeping the kite still. This latter performance was, to an extent, successfully accomplished by one competitor, but not by the other, but even in the former case the stability was not of that steady-as-a-rock variety which seemed to characterise some of the heavier modified box-type kites, which would remain up aloft for a comparatively indefinite period just as if they were hanging from a string instead of *vice versa*.



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One of Gamage's scout kites, showing the position of the elastic in the bridle.

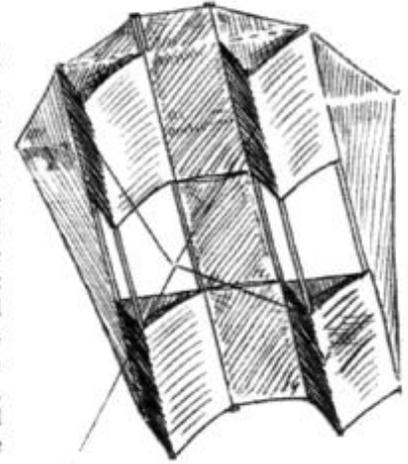


"Flight" Copyright.

The "Finbat" war kite, the features of which are a keel and two air vents.

Box-Kites with Fins.

In referring to box-kites, it was an interesting and noticeable fact that there was hardly a simple box-kite in use, every kite embodying this principle being modified more or less by the addition of some form of extension, which may range from a pair of diagonal fins, as in Mr. W. Barton's kite, which won the first prize, or a



"Flight" Copyright.

Second Prize. The Brookkite, one of the largest in the competition.

complete set of four fins, as in Messrs. Gamage's quadruplane, to a kite like the Brookkite, in which the box-member is triangular in section and quite small in comparison to the surface area as a whole. All these kites can be made to possess great automatic stability, and many useful purposes may be performed with them in consequence, not the least practical of which is the use which has latterly been made of kites for the holding aloft of advertising banners. Throughout the afternoon, for example, the Kite-Flying Association themselves had their banner thus wafted in the breeze, as a land mark.

The String and the Bridle.

Proceedings commenced early in the afternoon with the staking out of an enclosure, wherein competitors were supposed to be comparatively free from the spectators, whose too close proximity is apt to have rather annoying consequences before the general muddle of kite-string and clothing which often ensues therefrom is disentangled. On the whole, perhaps, the allowance in respect to space



"Flight" Copyright Photo.

Major Baden-Powell (on right) and Col. Fullerton, the judges at the Kite-Flying Association's Meeting.



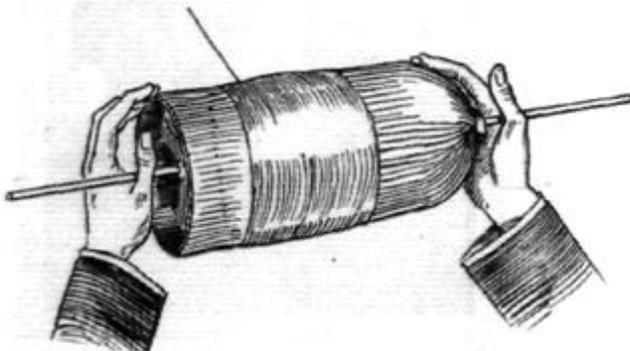
"Flight" Copyright Photo.

Frank Slatter, the youngest boy scout, and his "Scout" kite.

was hardly liberal enough, but details of organisation such as these can only be gained by long experience. The first operation, so far as the competitors were concerned, was the measuring off of the prescribed 200 yards of string, each competitor being, of course, expected to bring his own cord. Some of the kites, it was observed, had a strip of elastic or a spring fitted in the bridle, to give a certain amount of automatic regulation of attitude under variations of wind pressure when the kite is aloft. The attachment of the bridle and the "steepness" at which it is braced constitutes the ruling factor, or one of the ruling factors, in the normal position at which the kite flies under given conditions, and those who employ the elastic bridle-piece consider that they can secure automatic stability therewith under conditions which would not otherwise be possible.

Winding-in.

Hardly less interesting than the kites themselves were the various devices used by the competitors as reels for holding the string. In only one or two instances was the simple old-fashioned square frame considered adequate to the occasion. Several of the competitors employed a cylindrical drum having a hemi-spherical end which some of them were able to wind, by a flick of the fingers, with



"Flight" Copyright.

A winding spool, showing how it is held. The position of the cord should be noted as the winding up is performed by a flicking action of the right hand in a downward direction.

great dexterity. Another, who evidently regarded kite-flying as an essentially mild form of sport, had a winch rigged up on the back of a folding chair, on which he could enjoy a peaceful hour or more if need be with the post-prandial pipe.

It would be unfair to suggest that the day was far short of perfection, for the wind was decidedly fresh and had just that occasional kick in it which the officials desired, even if the competitors had been content without. After the kites had remained aloft for an hour, the order was given to haul them down, and the judges then proceeded to allot marks for weight and portability. Most of the larger kites were ingeniously constructed with detachable stretchers of wood or bamboo, so that they could be either folded or rolled up into a small compass. During the actual trial, observations were made to determine the relative heights of the kites by measuring their angles to the horizontal at the anchorage of the string, and this factor, together with the others mentioned, constituted a system of marking on which the handsome trophy presented by Major Baden-Powell, the President of the Association, was awarded. The prize went to the highest aggregate marks, and was won by Mr. W. Barton, a veteran kite-flyer over seventy years of age, who is to be congratulated, not only in having won the prize, but in having made his own kite in the first instance.

KITE-FLYING—OFFICIAL RESULTS.

Judges.—Major Baden-Powell, Col. Fullerton, Mr. C. Brodgen, and Mr. W. Bovill.

Place.	Kite.				Marks.				
	Competitor.	Make.	Type.	Area. sq ft	Angle.	Stability.	Port-ability.	Con-struction.	Total.
1	W. Barton	Owner	Box and fin	34	20	18.6	7	9	54.6
2	Brooke and Gilman	Brooke	Brookite ...	58	19	16.6	8.5	9	53.1
3	W. Jones ...	Gamage	Quadraplane	43	15	16	9	8	48
4	A. Brown	—	Burmah ...	55	12	18	8.5	8.5	47
5	H. Hughes	—	Indian ...	7	10	14	8	7.5	39.5
6	Major Fink	—	" ...	1	13	10	3	4	30



"Flight" Copyright Photo.

"Spooling" at the Kite-Flying Association's Meeting.

PADDY



This striking kite is a design by Willy Kocht. This German kite-flyer has designed a lot of beautiful kites. He often uses weaving/plaiting in his designs - a construction method which he made popular. This model is derived from the diamond kite and is meant for light winds (2 to 5 on Beaufort scale). For those new to kiting, this model is a bit more difficult to make. It is fairly complicated and it is therefore impossible to write precisely about all its operations.

MATERIALS

c1.5 metres of black ripstop for the edges (borders)

c1 metre white ripstop for the (main) surface
your choice of different colours for the woven part and appliqué

Black sail edging ribbon

1 piece 6mm RCF 1.5 metres long for the 'spreader' (tensioner)

1 piece 6mm RCF 1.65 metres long for the longron

4x 6mm split rings

Dacron for stiffening

1 to 1.5 metres line for bridle, support and tightening line

1 aluminium bridle ring

Cardboard or paper for a template

SAIL

It is necessary to use a cardboard template to make this kite. For the 1st template, make an equilateral triangle for the lower part of the kite. The sides of this triangle are 138cm. For the upper part, make a similar, smaller triangle of 46cm. Stick this smaller triangle to the larger one in the exact centre of the horizontal side. This gives the shape of the kite. Draw 7cm. wide black strips on this framework. This gives us the surface for the appliqué as well as the area where the weaving will be. The woven part will be made of strips measuring 5 x 15cm.

Begin by making the lower part. First, draw a 7mm. extra hem allowance on the template round the surface where the appliqué will be. Stretch the over the surface and pull the lines over it. Draw both the surface and hem on white ripstop. Now cut the cloth to include the hem allowance. Cut some strips 7cm. wide from the black ripstop - 3 strips for the lower triangle borders must be at least 140cm. long and be bordered by ripstop.

We can now place the line along the length of the edges on the template where it will be stitched (step1)*

The sewing needle should move from the inside corner to the outside corner (see the drawing detail B). The hem here is also 7mm. wide and must be counted on all the corners. The hem is at the rear and should be stitched in place.

When the black triangle is assembled we put it back on the template.

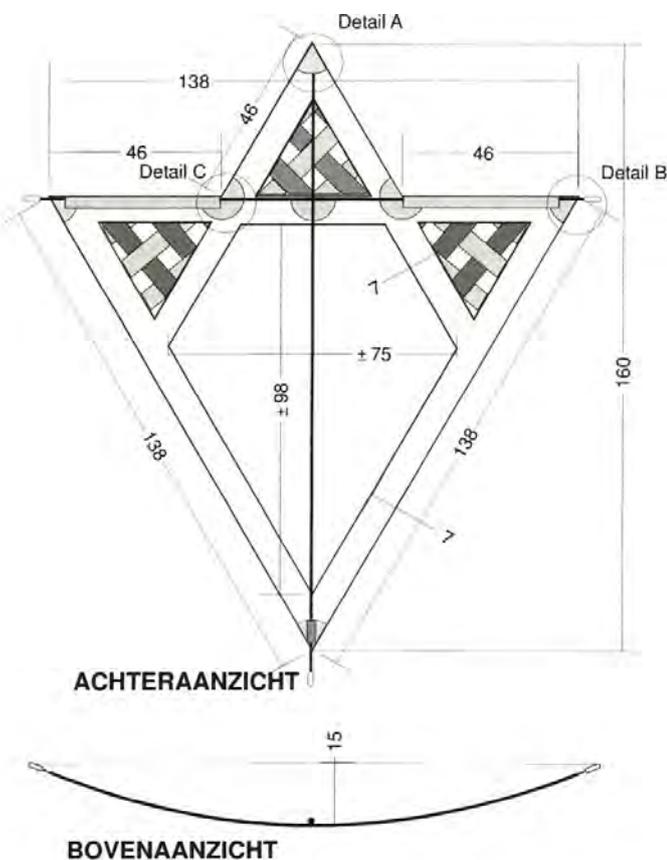
Now we do the short strips for the top corners (step 2)* Put the lengths of line on the template on which the strips have already been worked. The 7mm hem is now ready to be drawn exactly. The short strips must be sewn very firmly behind the long strips. * see diagrams later on
When the material is cut to the right size, we put everything back on the template and push the short parts under the long ones. Now sew all the strips together. A zigzag stitch will give a stronger bonding.

When that is done, stick the white surface with some tape on the template. Lay the strips on the template over the white ripstop surfaces and pin them together. When everything is tight and wrinkle-free, we can carefully loosen the white ripstop from the template and stitch the white surface onto the black strips. A zigzag stitch, again, gives a stronger bond.

When the lower part is done, assemble the smaller triangle. Make the triangle with 2 black strips about 50cm. long (step 3) Place the bottom triangle back on the template. The strips will be laid above it on the template. They overlap each other at the top and must be done like the bottom triangle. Attachment to the large triangle must be with a hem of 7mm. Again use a strong stitch.

Next we turn to the woven area. For this, cut strips 5cm. Wide, they should be cut out of the length of the material and be at least 1 metre long. These strips will be on both sides and be made of black sail edging ribbon. They will be cut to the correct length later.

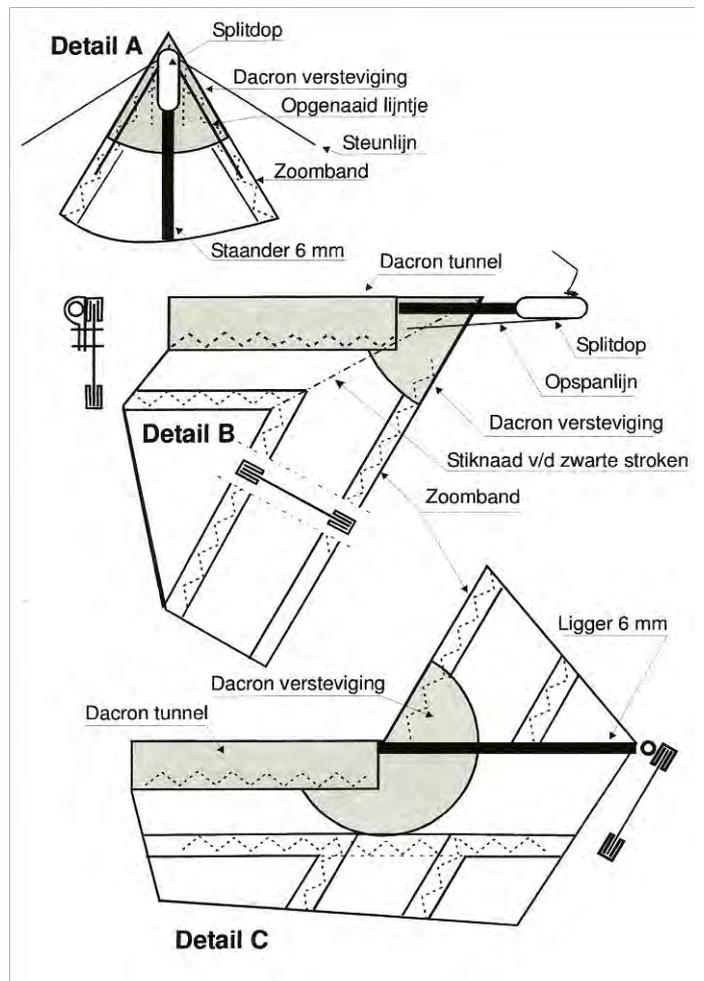
To work out the weaving correctly on its triangle, it is sensible to draw it out on paper.



The width of the drawn strips should be the same as those already made. On the drawing, do the weaving from the already made strips. The weaving must be bigger than the triangle in which it is to be placed. The strips will be put together in such a way that the weave cannot be shifted. When everything is ready, place the triangle over it and move the woven bit so that it is symmetrically distributed. Pin the plait firmly to the hems of the triangle. Now stitch everything –fix the plait to the hems of the triangle with a strong zigzag stitch. Now cut

away the surplus plait (because where the plaits cross each other, we must remove the back side) As an alternative, you could build in another colour or double layer colours.

Here are diagrams with details A, B and C.



Next we strengthen the top with the Dacron and make a loop where the spreader will be inserted above the stiffening (see detail A) Also on the bottom sew stiffening for the tightening line. Here we tighten the spreader.

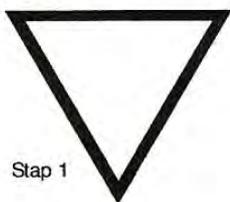
On the outside also put stiffening with tightening lines. Don't make these lines too short (at least 25cm.). Sew Dacron stiffening where the diagram indicates.

Now we turn to making the tunnels for the longerons. They will be cut from black ripstop – 2 strips at least 5cm wide and 46cm long. They will be hemmed 7mm. on all sides. Fold them together so that a tunnel is formed and put a marker on the fold. Lay the marker against the edge of the kite where the tunnel will be. The tunnel will be fastened to the edge of the kite at the back. It isn't visible from the front. Stitch

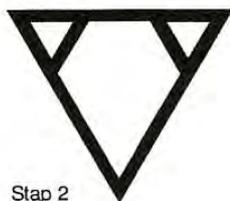
the tunnel to the side of the fixed middle fold at the edge and the tunnel fold is thus complete. Next, close the tunnel with a stitch through the hemmed side and surrounding black band. Finally, make a lace/strap (?) where the longeron and spreader cross. The frame is fixed to the kite surface here. The bridle will also be fixed here. Burn a small hole through the Dacron stiffening to allow the bridle line to come round both frame sides with a small loop so the frame can be built. The sewing is now complete.

Here come the step 1 etc diagrams.

Opbouw van de vlieger



Stap 1



Stap 2



Stap 3



Stap 4



Stap 5



Stap 6



Stap 7

FRAME

Place the rings on both sides of the spreader. Put the top ring in the small sewn loop. Next make the longeron the right length. Allow it to protrude a bit so that it can be tightened. Slide into the tunnel. Tighten the rings and the tensioning lines. The longeron can stay in the tunnel whilst tidying up.

Then make a tensioning line to travel round the longeron. Knot a loop in the ring hooks through both sides to roughly tighten the longeron. This bowing should be at least 15cm to take account of the need for stability. The kite will not be stable if flat. A tail isn't necessary provided enough curvature is achieved in the longeron. To avoid the longeron turning, support it with a support line. This line is also done with 2 loops and goes from the left to the right ring and, without extra loops or knots, into the opening of the spreader ring. The width of this line mustn't be too big. The line is only used to prevent distortion of the kite. Too much tension (will work right again positives.)

BRIDLE

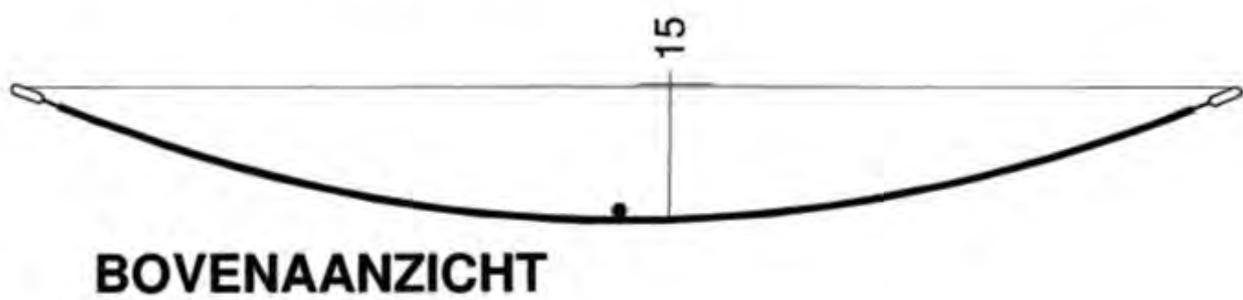
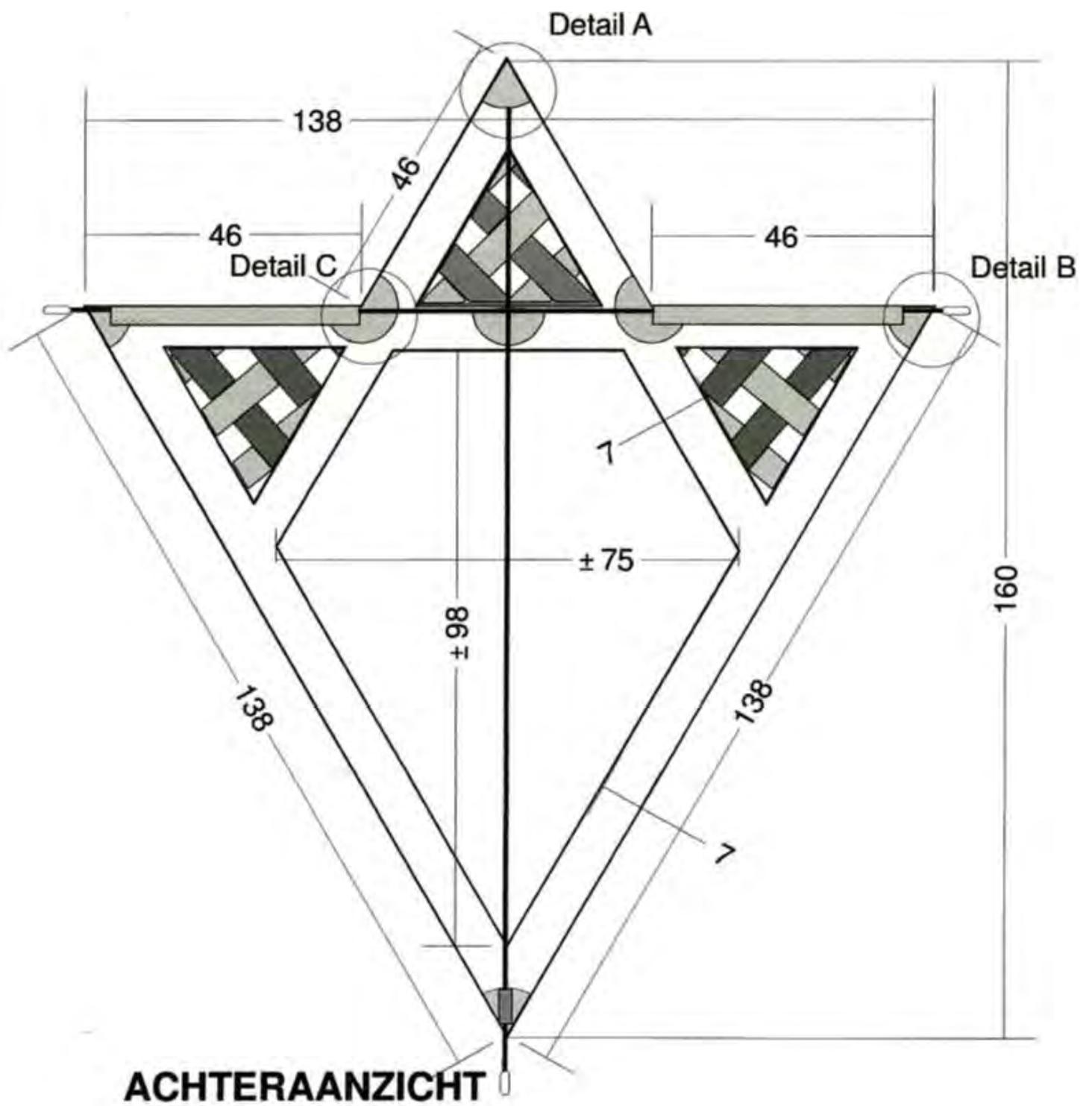
The bridle is attached to the frame where the longeron and the spreader cross. The loop must be big enough to let the spreader and ring through. The other end of the bridle is at the bottom of the spreader. The total length of the bridle is half the length plus the distance from the point where the longeron will cross to the lowest part of the spreader. Fasten the bridle into the bridle ring with a cats claw knot, so that it can be adjusted. In practise, it appears the kite will fly well if the bridle ring is tied to the upper bridle fastening. Then all the strength is in the upper bridle ring. The bottom line will hang loose there. Set up a trial and test the possibilities.

LAUNCH

Go to where you will fly and try out the model with a force 3 wind speed. Attach the flying line to the bridle ring and give it about 10 metres of line. Adjust the position of the bridle ring and give it more line. Enjoy your new toy?

Translated by Margaret Oakley from original plan by Jan van Leeuwen.

See www.kitepassion.nl Many thanks to all. BS





Kite is more than two thousand-year-old invention. But it still is as exciting in the 21st century as it was when the Ming Dynasty folks in China flew them in the air. And nowhere is the Kite flying festival as passionately celebrated as it is in Gujarat.

Taking this passion forward, Kite Fight 2015 aims to find the most talented kite flyer in the country.

Do you think you have it in you to assert your authority over the skies above the city of Ahmedabad? If yes, then register yourself for the first-ever Red Bull Kite Fight 2015!

Kai Po Che!!!

Associate Partner: HL College of Commerce

Retail Partner: Big Bazaar

Café Partner: The Chocolate Room

Powered By: Red FM

DATE:30 January 2015 **Binoy Parikh**
The city of Ahmedabad recently hosted the first-ever Red Bull Kite Fight. The atmosphere of the event was electric; and the enthusiasm of the participants, contagious. Is it the smell of the kite paper, the feel of the 'maanja', the excitement of getting wings or is it something totally different? We decided to delve deeper to see what makes kite flying a sport that cuts across all age, race, gender and religious biases. So hit play and enjoy this year's first #RedBullPremieres!

Commercialise it anyway you like
Secularise it anyway you want
Mythicise it anyway you dream
It's still that one kind of technology
Which is an extension of a man and his
dream
THE KITE



- The **first-ever Red Bull Kite Fight** will take place in Ahmedabad during the dates **9th January 2015** and **11th January 2015**. Red Bull Kite Fight 2014 will celebrate one of Ahmedabad's most favourite festival – the Uttarayan!
- The event will follow the last-man-standing survival format. Each participant will be given 5 kites and he will have to survive till the very end and make sure his is the only kite in the sky at the end of the day.
- Top three winners from each day will proceed to the pre-final rounds.
- In the pre-final, the following format will be observed:
Round 1: Day1 - Position 1 vs. Day 2 - Position 2 vs. Day 3 - Position 3
Round 2: Day1 - Position 2 vs. Day 2 - Position 3 vs. Day 3 - Position 1
Round 3: Day1 - Position 3 vs. Day 2 - Position 1 vs. Day 3 - Position 2
- In the Final, the winners of Round 1, Round 2 and Round 3 will compete for the title.

The winner of Red Bull Kite Fight 2015 will be titled the Red Bull Kite Fight Champion and will receive a special Red Bull Experience.



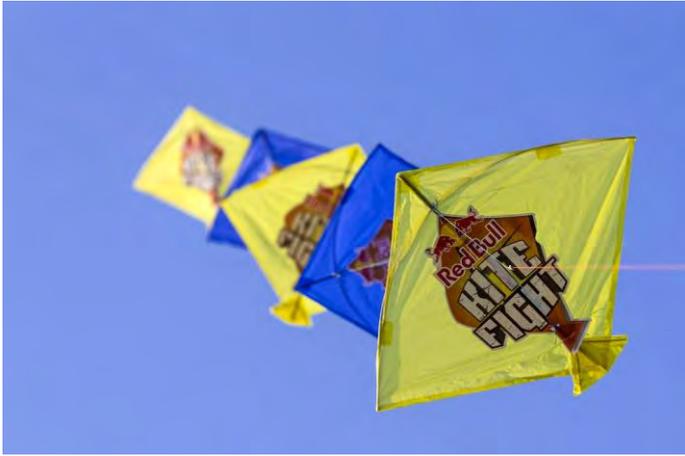
GENERAL RULES AND REGULATIONS

- There is no entry fee to register for the event.
- The participant is free to choose any of the three days to register.
- Once eliminated, the participant can no longer participate in the event.
- Participants must be 14 years old or above. **(Kindly carry age proof with you)**
- Participants will need to report to the venue 30 minutes before the start of the event.
- Enough snacks and drinks will be provided during the event. The last kite flying in the air till 5.00 pm will be crowned the winner.

COMPETITION RULES AND REGULATIONS

- Participants must not wait for more than 3 minutes between kites.
- They have to carry their own threads. (No Chinese or any other non-competitive thread allowed)
- Participants will compete in zones as designated by the organizers.
- Participants will be provided with FIVE Red Bull branded event kites. Only these can be used during the event.
- It's a survival event, anyone including outsiders, participants and Red Bull experts can cut your kite.
- The only way you will be given additional kite is if someone physically holds on to the thread or uses elements such as sticks, scissors etc. to cut your kite.
- If someone is found guilty of unfair practices within the competition or towards others, they will be disqualified with immediate effect.
- The decision of the judges will be final and binding.





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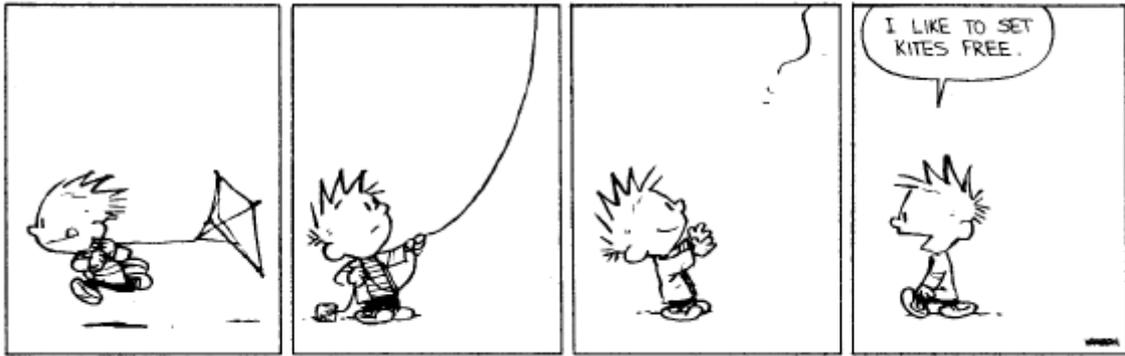
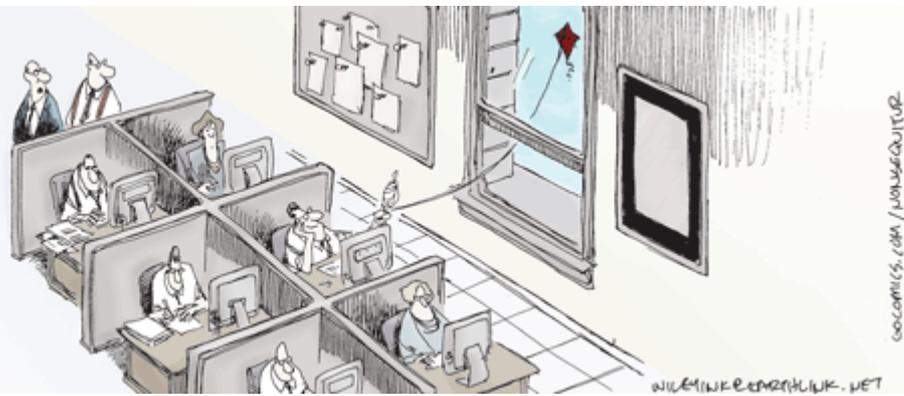


© Neville Sukhia



WEAPON OF CHOICE © Neville Sukhia

REMINDE ME TO STOP TELLING THEM TO THINK OUTSIDE THE BOX...



Time Spent Flying Kites



Kite Poems

Kite Poems?

By Joyce Carol Oates

Some-
thing there
is in the American
soul that soars with
kites that soar! Some-
thing alive with the roar
of the wind lifting the kite
that soars above rooftops, tree-
tops, and awestruck heads! And yet—
Something there is not in the
American soul to adore the
kite that fails to soar.
I've seen it, I've
feared it, and
so have you.
The kite whose tail
is tattered in the
TV antenna.
The kite that rises
thrillingly
at dawn
then crashes
vertically
at your feet.
in a
heap

March- May Richstone

A boy with a kite
In windy weather
Tying the earth
And sky together.

A Kite- Anonymous

I often sit and wish that I
Could be a kite up in the sky,
And ride upon the breeze and go
Whichever way I chanced to blow.

The Wind- Robert Louis Stevenson

I saw you toss the kites on high
And blow the birds about the sky;
And all around I heard you pass,
Like ladies' skirts across the grass-
O wind, a- blowing all day long,
O wind, that sings so loud a song!
I saw the different things you did,
But always you yourself you hid.
I felt you push, I heard you call,
I could not see yourself at all-
O wind, a- blowing all day long,
O wind, that sings so loud a song!
O you that are so strong and cold,
O blower, are you young or old?
Are you a beast of field and tree,
Or just a stronger child than me?
O wind, a- blowing all day long,
O wind, that sings so loud a song!

Who Likes the Wind?- Leah Gibbs Knobbe

"I," said the kite, "I like the wind,
I call it fun To travel high and wink at the sun!"
"I," said the boat, I like the wind, Just let it blow
And fill my sails and away I'll go!"
"I," said the thistle, "I like the wind, I call it fun
To leap and jump and before the wind run!"

Kite Song- Elaine V. Emans

All the other Seasons
added up together
never can compare
with kite flying weather!
Like a bird skimming
across the blue sky
my kite travels swiftly
beautiful and high!
The cord often runs
stinging through my hand,
as my bird soars higher
higher o'er the land
But all too soon twilight
lowers on the town,
and I must haul my bird
down, down, down!



MIDLANDS KITE FLIERS
@ CALKE ABBEY
SUNDAY 12th APRIL 2015
Calke Abbey, Ticknall, Derbyshire, DE73 7LL
For Sat Nav use DE73 7JF



A very blustery day for kite flying – however John Ryan's award winning 'Tea Towel kite did exceptionally well.