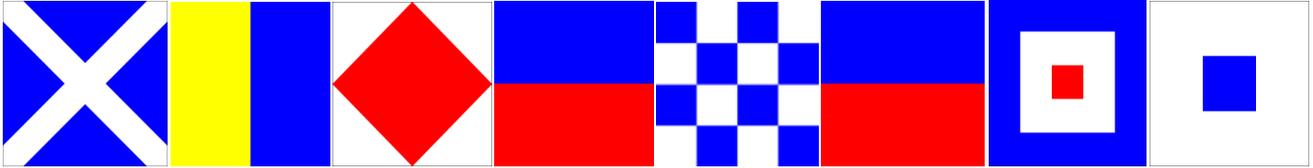


MKF@NEWS

ELECTRONIC NEWSLETTER OF THE
MIDLANDS KITE FLIERS OF GREAT BRITAIN



OCTOBER 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 2016+

	MKFNEWS	'COPY' DEADLINE	PUBLISHING DATE
1	14	25 th December	Mid January 2016
2	15	25 th March 2016	Mid April 2016
3	16	24 th June 2016	Mid July 2016
4	17	24 th September	Mid October 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.

MKF CLUB OFFICERS

CHAIRMAN - NEWSLETTER EDITOR

Bill Souten

52 Shepherds Court
Droitwich Spa
Worcestershire, WR9 9DF
☎ 07840800830
bill.souten@mkf.org.uk



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

SECRETARY

Sam Hale

1 Ryecroft Close, Tean,
Staffordshire Moorlands,
ST10 4JA
☎ 0789 500 9128
sam.hale@mkf.org.uk



TREASURER

Frank Wood

48 Borough Street
Castle Donington
Derbyshire. DE74 2LB
☎ 01332 811030
frank.wood@mkf.org.uk



MEMBERSHIP SECRETARY

Rachel Stevens

20 Cunliffe Street
Edgeley
Stockport. SK3 9LG
☎ 0161 4290078
rachel.stevens@mkf.org.uk

WEBSITE MANAGER

Peter Bindon

31 Arran Way
Rothwell
Leeds. LS26 0WB
☎ 01132 828771
peter.bindon@mkf.org.uk



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

Paul E. GARBER

Target Kite

***Popular Science* (May 1945)**

Target Kite Imitates Plane's Flight

by

Arthur Grahame

Drawings by Stewart Rouse

The Army and Navy have reached back 3000 years into history for something to improve the shooting eye of their air gunners.

It's a kite --- one that performs maneuvers no kite ever performed before. When the war is over it is going to be the delight of kids from 7 to 70. A quarter of a million of the kites have already been produced for machine gunners to rip apart, and production is still going on.

This kite will dive, loop, and bank sharply. It will plummet like a stricken airplane hurtling earthward with its engine at full power. It will recover with all the ease of a pilot hauling back on his stick, and race for altitude.

The Navy's kite --- it was developed by the Navy and then adopted by the Army --- is called the best air-gunnery target in the world. It was perfected by Paul Edward Garber, who probably knows more about kites than anyone else and who might be called the champion kite flyer of five continents.

As curator of aviation at the Smithsonian Institution in Washington DC, he was custodian of the museum's kite collection, which ranged from weird oriental kites representing gods and demons to the box kite capable of carrying a man aloft, invented by Lawrence Hargrave, of England.

Garber knew that kites, notably a type invented by Alexander Graham Bell of telephone fame, had exerted a profound influence on early airplane design. He had

studied kite shapes and their flying qualities from information covering a period of 30 centuries.

Shortly after the United States entered the war, Garber, now a lieutenant commander in the Special Services Division of the Navy's Bureau of Aeronautics, heard Admiral John H. Towers remark that one of the things the Navy needed most was an improved moving target to speed up the training of aircraft gunners.

Garber tucked that remark away in his head. At that time, he was helping with the production of millions of model airplanes needed by the armed services for recognition instruction.

Garber kept thinking about targets. A kite might do. It would be cheap, easy to produce. But if it was stationary in the air it would be an easy mark for even a novice with a gun. What was needed was one that could do aerobics and dodge bullets.

Working in hours mostly stolen from his sleep, and assisted by Lloyd Reichert and Stanley Potter, fellow kite enthusiasts, Garber perfected his target kite in a little less than a year.

He used as a basis for his kite --- which is without a tail --- one with a bowed cross spar developed from a Malay kite half a century ago by an American experimenter, William A. Eddy. Garber was after instability; this kite had it.

When the wind presses against the covering fabric, the lower portion of the kite becomes a sort of vertical keel. The bowed spar becomes a weight carrier similar to that of a bird's wings. Lateral balance can be destroyed and restored simply by altering the air pressure on one side or the other of the face of the kite. Garber added a fin near the lower end of his upright mast to augment the keel surface. To this he attached a rudder, controlled by the kite's operators by means of twin flying lines.

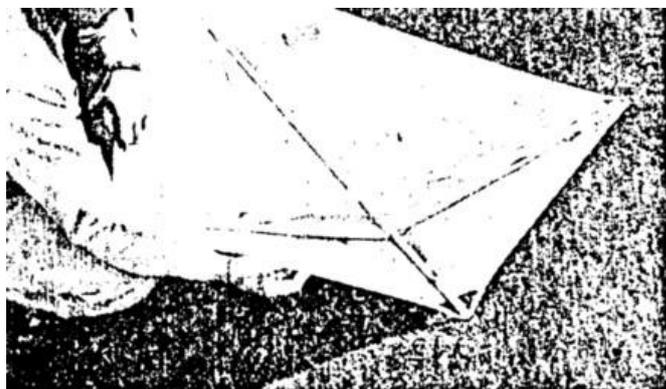
When he was satisfied with his product, Garber demonstrated it for Capt. Luis de Florez, Chief of the Special Devices Division, who in civilian life is a successful inventor and consulting

engineer. Capt'n de Florex watched the kite's spectacular aerobatics for a few minutes.

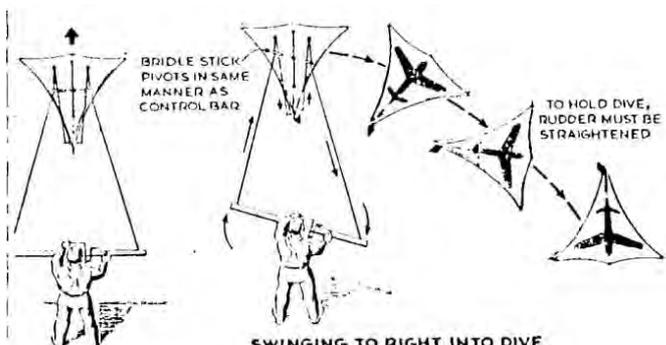
'That's fine', he said, with a cheerful disregard for navy red tape. 'Get 1500 made up'. Demonstrations to other Navy officers and to the Army were enough. The Garber kite was adopted.

The kite must be good. Gunnery officers are elated when their students hit it once in 50 shots.

What the target kite will do to peacetime kite flying is easily imagined. Appropriately, it is being manufactured for the armed forces by A G Spalding and Bros, makers of athletic equipment.

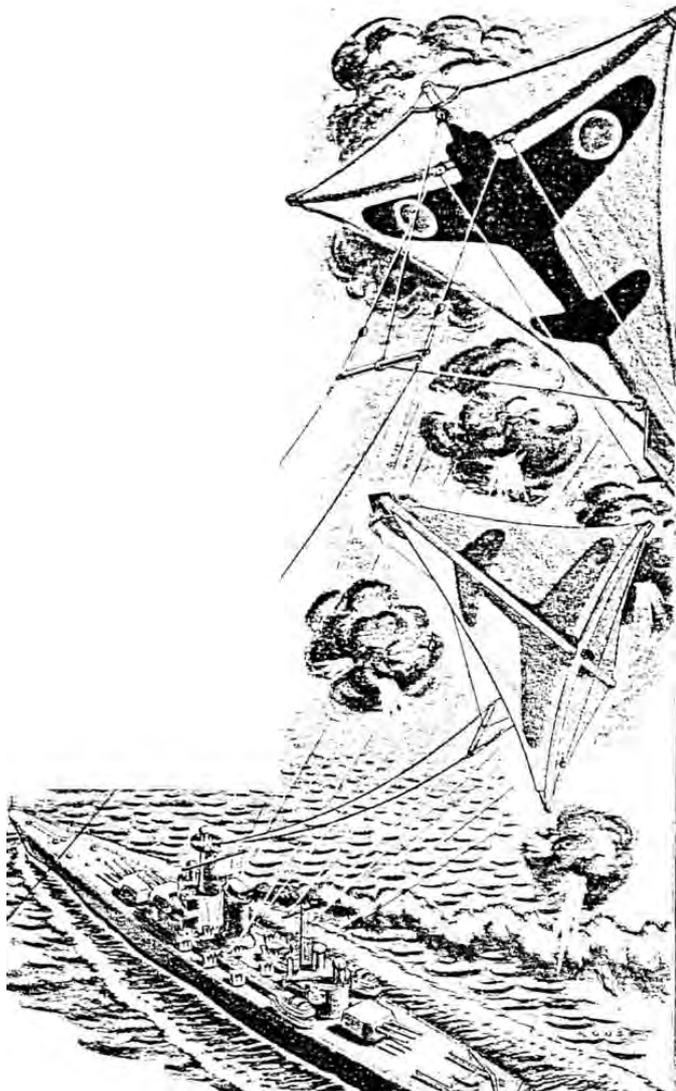
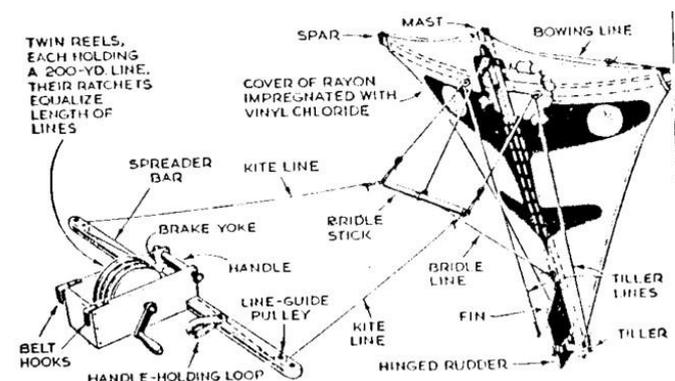
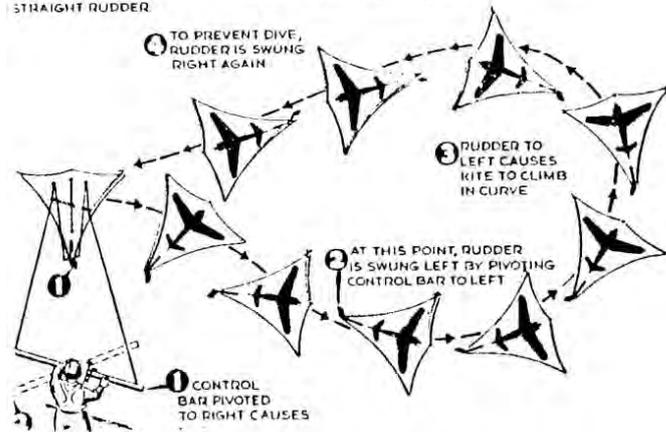


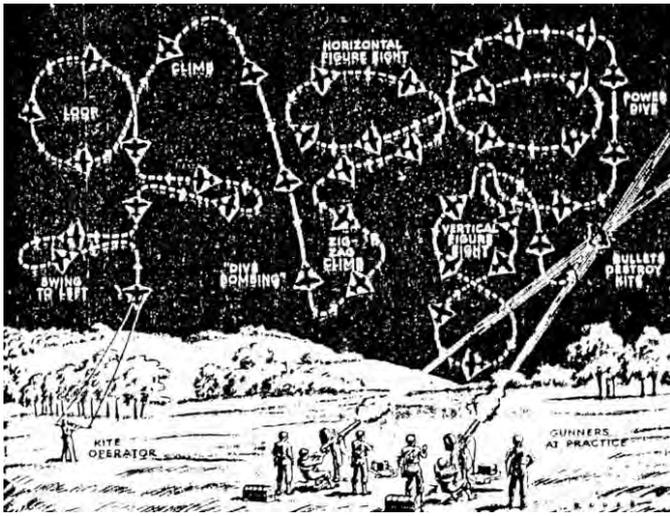
FAMILIAR DESIGN. The remarkable air target has the traditional kite shape but is of durable construction. Five feet, one inch high, with a wing span of five feet, the standard model weighs under two pounds. Bolted to the mast—of $\frac{3}{4}$ by $\frac{1}{4}$ -inch spruce, pine, or basswood—is a $1\frac{1}{4}$ by $\frac{1}{2}$ -inch spar, nine inches from the top. The cover is plastic-treated rayon. Maneuvers are effected through a control bar, as shown below, from the ground or from a ship's deck.



CLIMB
WITH CONTROL BAR NEUTRAL AS SHOWN, KITE CLIMBS TO ITS PEAK, FLYING WITH STRAIGHT RUDDER

SWINGING TO RIGHT INTO DIVE
PIVOTING CONTROL BAR TO RIGHT SWINGS RUDDER TO RIGHT. THIS STEERS KITE INTO DOWNWARD SWING TO RIGHT, TURNING INTO VERTICAL DIVE, HELD BY STRAIGHTENING RUDDER WITH CONTROL BAR





US Patent # 2,388,478

Target Kite

(Cl. 244-153)

This invention relates to kites, and in particular to those which can maneuver from the ground, together with devices for their control.

Kites have been used for sport as well as for utilitarian purposes for a great many years. Some have been designed for great lifting power and some have been designed more in regard to their beauty or oddity. Several types of maneuvering kites have been known, among those being types which could be controlled from the ground. Among the latter type are those illustrated in the Patents # 1,744,529 and 1-908,325 to DeHaven.

My invention relates to maneuvering kites of the type which may be controlled from the ground by the operator. The kite and control apparatus is specifically designed to provide a maneuvering target for anti-aircraft target practice, and the kite is rapidly and easily maneuverable, making it particularly useful and successful for that purpose, however it is also suitable for signaling purposes or the like and for sport.

While the aforementioned patents to DeHaven disclose kites having some degree of maneuverability, there are differences in

structure and control mechanism in my device which provide a much more speedy and maneuverable target. With my apparatus, the kite can be made to describe loops, vertical or horizontal figure 8s, steep dives and climbs, ordinary turns, and combinations of these maneuvers. The operator may stand in one place on the ground if there is sufficient wind to fly the kite, or he may ride a vehicle or other moving platform in order to provide relative wind to fly the kite or in order to tow the target past a long line of guns while maneuvering it. The simplicity, positiveness, and ease of operation of the control means makes it possible to operate the kite from such a moving platform.

It is, accordingly, the major object of my invention to provide a maneuvering aerial target apparatus for anti-aircraft gun practice wherein a maneuvering kite and controls therefore, operated on the ground, cooperate to furnish a rapidly and completely maneuverable aerial target.

Another object of my invention is to provide an improved apparatus for controlling a maneuvering kite from the ground by the kite strings.

It is another object of my invention to provide an improved apparatus for controlling a maneuvering kite from the ground by the kite strings.

It is another object of my invention to provide an improved apparatus for controlling a maneuvering kite from the ground by the kite strings.

Other objects will become apparent as the description proceeds in connection with the attached drawings, wherein:

Figure 1 is a perspective view of the kite in operation and showing the operator using the reel to control the kite.

Figure 4 is a side elevation of the reel shown in Figure 1.

Figure 5 is a partial sectional view along the line 5-5 of Figure 3, looking in the direction of the arrows.

Figure 6 is a partial sectional view along the line 6-6 of Figure 5, looking in the direction of the arrows.

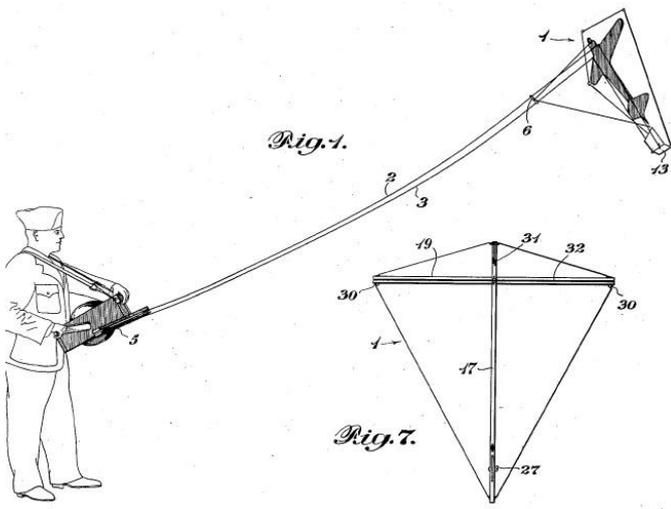


Figure 2 is an enlarged perspective view of the kite of Figure 1.

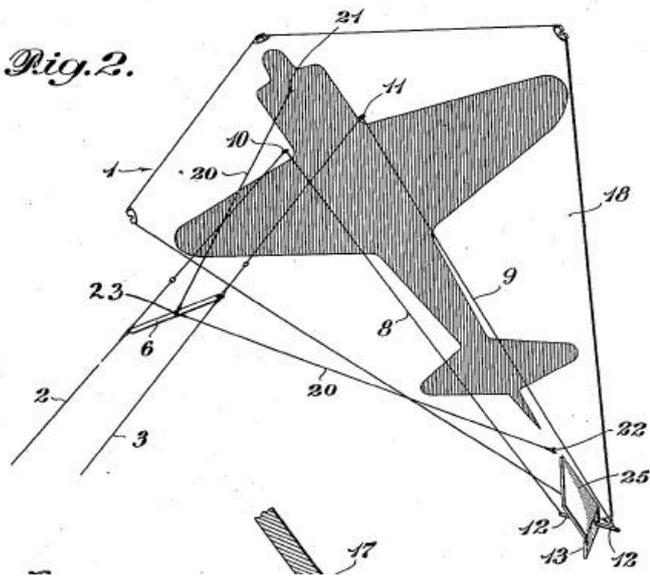
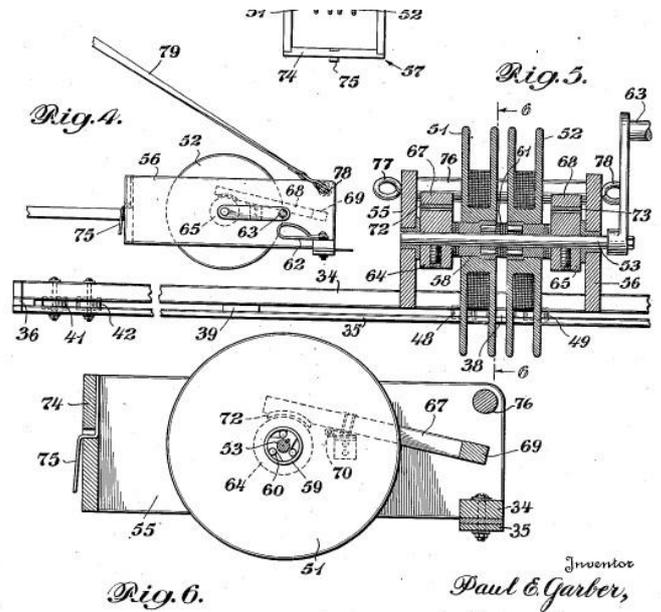
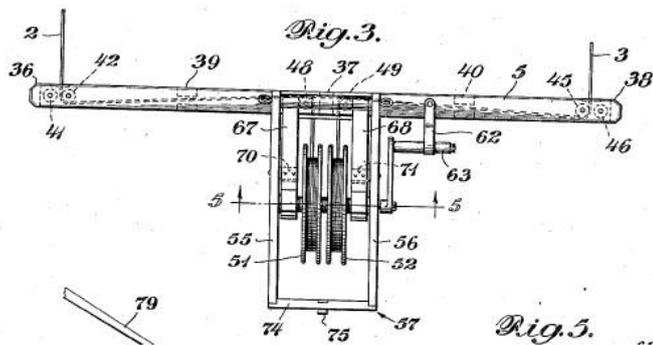


Figure 3 is a plan view of the reel shown in Figure 1.



Inventor
Paul E. Garber,

Figure 7 is a back or top view of the kite.

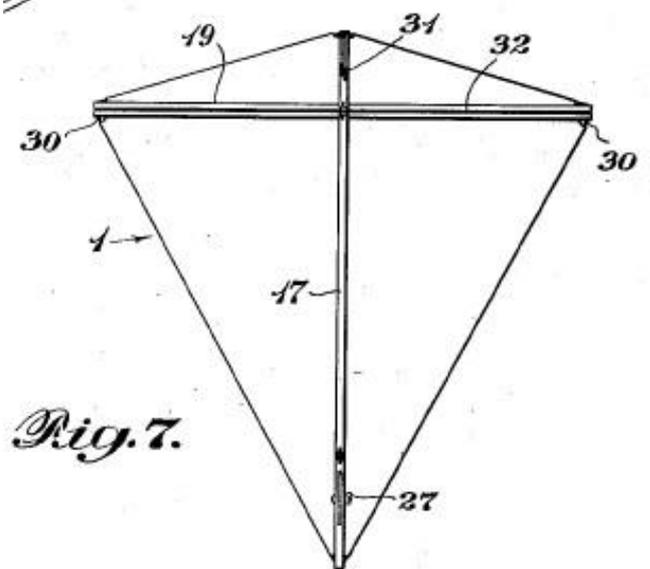


Figure 8 is a partial section

al view showing details of the fin and rudder and the method of attaching them to the mast of the kite.

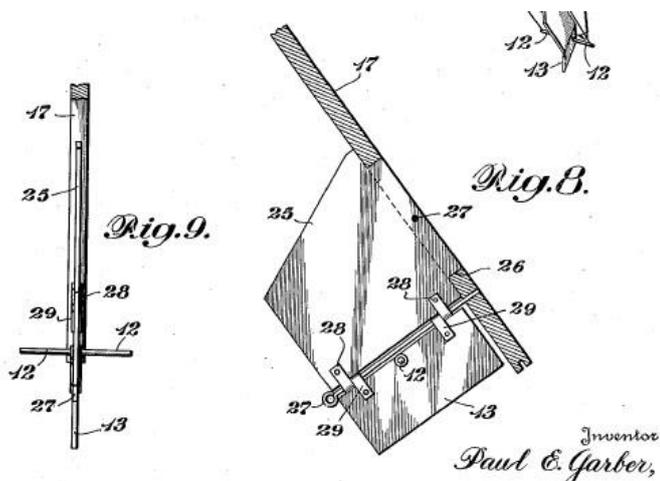


Figure 9 is a view if the structure shown in Figure 8, as seen when viewed from the left of Figure 8.

Figure 1 shows the kite 1 in flight under the control of an operator on the ground. The kite is a two-stick, diamond-shaped Eddy pattern type. Operation is by means of two lines 2 and 3 which extend up to the kite from the ends of a control bar 5 held horizontally by the operator. The control bar is of substantial length so that by moving one of its ends towards or away from the kite a relatively large movement of the line 2 or 3 will occur. A length of 4 feet for the control bar has been found to be effective, bit this figure is not intended by way of limitation. A reel apparatus, shown best in Figures 3 to 6 is combined with this bar for most effective operation.

Near the kite, the lines 2 and 3 are connected to the opposite ends of a horizontal bridle sick 6 as shown best in Figure 2. Control cords 8 and 9 extend from the bridle stick, passing through a pair of screw eyes 10 and 11 and thence to the ends of a tiller bar 12 on a rudder 13 which is pivoted about an axis substantially perpendicular to the mast 17 (Figures 7-9) of the kite. The screw eyes 10 and 11 are screwed through the kite covering 18 into the bottom of the spar 19 (Figure 7), at equal distances from the mast 17, the total distance between the eyes being substantially equal to the length of the bridle stick 6.

A bridle line 20 is fastened at its end to screw eyes 21 and 22 which pass through the cover 18 and screw into the bottom of the mast as shown clearly in Figure 2. With a kite having a mast 17 which is 5 feet 1 inch long the spar 19 is bolted thereto at a distance of 9 inches from the forward or top end of the mast. The screw eye 21 is located 4-1/2 inches on either side of the mast since the bridle stick is 12 inches long. The bridle line 20 is 80 inches long, and fastened at each end to the screw eye 21 and 22. At a point 23, which is 30 inches from where the bridle line is fastened to screw eye 21, it is fastened to a screw eye at the mid-point of the bridle stick as shown in Figure 2. The length of the bridle line 20, the positions of the eyes 21 and 22, and the position of the point 23 are important because they determine the angle of attack of the kite.

Since the lines 2 and 3 are fastened to the ends of the bridle stick and the bridle line 20 is fastened to the middle of the stick, the tension or pull in the bridle line 20 when the kite is flying is evenly distributed to the two lines 2 and 3. The control cords 8 and 9 are not intended to take any of the tension in the lines 2 and 3 under most conditions, and for that reason when the bridle line 20 is under normal tension the control cords 8 and 9 are adjusted with a little slack.

Details of the rudder 13 and vertical fin 25 to which it is attached are shown in Figures 8 and 9. The vertical fin has a portion 26 which extends through a slot in the mast 17, being fixed therein by a bolt 27 which passes through the portion 26 and the mast.

The rudder 13 is hinged to the rear of the fin 25 by means of a pintle 27 which passes through hinge straps 28 and 29 fastened to the fin and rudder respectively. The tiller bar 12 is suitable fastened to the rudder near the leading edge, projecting from each side of the rudder a substantial distance; in the case of a kite of the dimensions given above, the tiller bar will have a length of 5 inches from end to end. The rudder can be moved through an angle of approximately 90 degrees to either side of its midposition, whereupon it strikes the side of the vertical fin which provides a stop.

The cover may be applied to the kite in any convenient manner. In the embodiment shown the ends of the mast 17 and spar 19 are slotted to receive a boltrope 30 which passes loosely within a hem in the periphery of the cover. At the corners the boltrope is exposed so that it will slip into the aforementioned slots. The boltrope is tensioned by drawing its two free ends through the slot in the forward part of the mast and then fastening them in any suitable manner, as by clamping them under a washer and wingnut 3.

The spar is bowed by tightening the bowing line 32 (Figure 7) which is attached to its ends. The amount of bow is determined by the strength of the wind in which the kite is flown.

In view of the fact that the cords 2, 3, 8, 9, 20 and 32 change in length with weather conditions, age, tension, etc., means should be incorporated in their connections to the kite whereby their length can be easily adjusted.

As indicated in Figure 2 the outline of an airplane is painted on the cover of the kite. Preferably the outline is in black and the rest of the cover is the same color as the sky, by which device the airplane outline makes a more realistic target for anti-aircraft target practice.

While the kite may be controlled with a plain stick for the control bar 5 shown, it is much more convenient to use the combination control bar and reel apparatus to be described below. If a plain stick is used it should be about 4 feet long and the lines 2 and 3 tied to its opposite ends. It will be understood that by manipulating the stick to pull line 2 or 3 towards the operator the rudder 12 is shifted to make the kite turn one way or the other.

The control bar 5 and reel shown generally in Figure 1 is shown in enlarged detail in Figures 3 to 6. Two wooden sticks 34 and 35 of equal length are fastened together in parallel but spaced alignment, there being separators 36, 37, and 38 at their ends and at their mid-point. Intermediate separators 39 and 40, have passages therethrough to permit the lines 2 and 3 to pass through them and whereby these separators also act as guides.

Adjacent each end, between the sticks 34 and 35 are pairs of spaced pulleys 48 and 49. The lines 2 and 3 pass between the pulleys 41, 42, and 45, 46 and into the space between the sticks 34, 35, thence to the pulleys 48 and 49, and thence to the reels 51 and 52, as shown in Figure 3.

The reels are mounted on a shaft 53 which is journaled in the sides 55 and 56 of a frame 57 which is attached to the control bar at its midpoint, straddling the pulley 48 and 49. Each pulley is fixed to an outer shell 58 of a free-wheeling clutch, the shell being rotatably journaled on the shaft 53. Within each shell is a clutch hub 59 having wedge shaped pockets in its periphery, each pocket containing a roller 60. Each clutch hub is fixed to the shaft 53, and when the shaft is rotated clockwise as viewed in Figure 6 it will rotate the reel 51 clockwise. Reel 52 will be simultaneously rotated by its clutch, as will be understood. The two reels 51 and 52 are slightly spaced by separating washers 61. A crank having a handle 63 is fixed to the end of shaft 53. A strap 62, which is fastened to the top of the control bar 5, may be slipped over the handle 63 to hold it when desired.

Brake drums 64 and 65 are fixed to the shaft 53, one on each side of the pair of reels. A brake yoke having side arms 37 and 38 and a connecting handle 69, is mounted for pivotal movement with handle 69, is mounted for pivotal movement with respect to the reel frame 57 by means of the hinged mountings 70 and 71 which are fastened to the frame sides 55 and 56. At their rear ends the brake yoke side arms 67 and 68 are provided with brake linings 72 and 73 which are curved to fit the surface of the brake drums. When the brake handle 69 is raised by the operator the brake linings 72 and 73 which are curved to fit the surface of the brake drums. When the brake handle 69 is raised by the operator the brake linings 72 and 73 will be simultaneously pressed against the drums to stop the rotation of the shaft 53. As the brake is used to stop rotation of the reels when paying out the lines 2 and 3, during which time the reels are rotating counter-clockwise as viewed in Figure 6, it will be apparent that stopping the shaft 53 by the brake will stop the reels due to the wedging action of the rollers 60.

The frame sides 55 and 56 are joined at their rear end portions by an end wall 74 to which is fastened a hook 75 adapted to be hooked behind the belt of the operator. At their forward end the sides 55 and 56 are fastened at their bottom to the control bar 5, there being a connecting brace 76 connecting their forward and upper portions. Screw eyes 77 and 78, fastened to the frame sides at their forward and upper end, provide fastenings to which are attached the ends of a shoulder harness 78 which passes over the shoulders of the operator. By means of the hook 75 and the shoulder harness 79 the whole reel and control bar are suspended on the front of the operator and his hands are free to manipulate the reels, brake, crank handle, and the control bar 5. Normally, the operator can rest his right hand on the crank handle, and his left hand on the brace 76 at the front of the frame 57. He can easily reach the fingers of his left hand down to grasp the brake handle 69 to that he can raise the handle to apply the brake. The brake is useful not only in slowing the running out of the flying lines as the kite ascends, but can be often used to hold the lines taut to test their evenness while wither drum is being compensated to take up slack in the lines 2 or 3. The brake should always be used to arrest the revolving reels after paying out line. Grabbing of the rotating handle for that purpose puts a strain on the reel and kite.

The necessity for the differential action of the two reels becomes apparent when the kite is flown. Then it is seen that although the reel is designed with narrow drums, and some lateral play while cranking, so that the incoming and outgoing lines will shuttle back and forth to avoid piling up on one side or the other of the reels, even so, there will be unevenness, often too great to be compensated by yawing the control bar 5. Moreover, the yawing action should be used only for maneuvering of the kite by moving the bridle stick and consequently the rudder. Therefore when the kite is being flown the length of the lines 2 and 3 should be adjusted by manipulating the individual reels 51 and 52 until the lines 2 and 3 are of the same length, with the bridle stick 6 and the control bar 5 both parallel to the kite.

There are two methods of using the free wheeling clutches to adjust the length of the

lines. First: If the crank handle 63 has been secured in the crank handle strap 62, push forward on the top of the winding drum of whichever line is slack. Second: If the crank handle is being held in the hand, use the other hand to hold the drum of the line that is slack, and back off on the handle for a portion of a turn, then free the drum and wind both with a forward motion of the crank.

In flying the kite, as mentioned above, a yawing motion of the control bar 5 causes a yawing of the rudder. The relative proportions of the control bar 5, the bridle stick 6 and the tiller bar 12 are therefore important because with the elongated control bar a relatively small yawing motion thereof results in a much larger or magnified motion of the bridle stick.

One of the additional advantages of the control mechanism used with the described kite is an effect which results when the control bar 5 has been yawed to such an extent that the rudder 13 has moved to an extreme position, where it is stopped by the engagement of the tiller bar with the vertical fin 25. When this occurs, the control cord 8 or 9, as the case may be, is placed under tension. Since the screw eyes 10 and 11 are spaced a distance from the mast it will be seen that the application of the above described tension to the cord 8 or 9 will apply a force to the kite to the side of the mast and on the same side thereof as that towards which the rudder is turned. The direction of this force is such as to incline the kite surface toward the direction of pull so that it reacts like the sail of a boat.

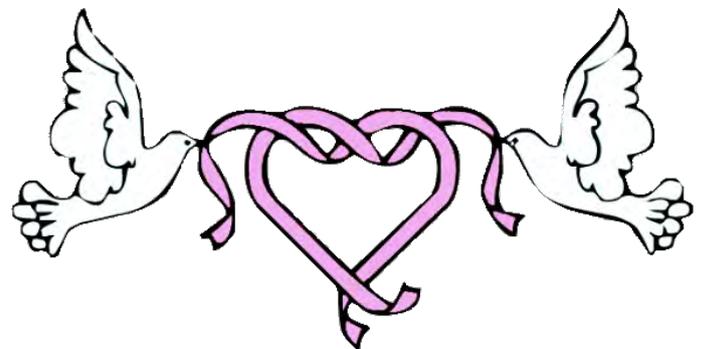
The form of kite shown is inherently stable. The wind pressing the fabric of the cover on each side of the mast forms the cover along that line into a vertical keel. The vertical fin 25 augments this keel surface and, being at the bottom, adds to the steadiness. The addition of the rudder provides a means of variable pressure against the air stream flowing along the keel and steer the kite. The recover of the kite from each maneuver is facilitated by its stableness and its natural tendency to climb. It is to be understood that the specific dimensions for the kite, as given in the preceding part of the description, are by way of example only, and are not meant as limitations.

It will be understood that the above description and accompanying drawings comprehend only the general and preferred embodiment of the invention and that various changes in details of the construction, proportion and arrangement of parts may be made within the scope of the appended claims and without sacrificing any of the advantages of the inventions

Hi Bill,

Nice to talk to you on Saturday, it was a really nice day. winds challenging for us two liners but ,whenever Sky Symphony and Air heads, get together we always seem to have a good practice!! . I think the public quite enjoyed it as well. Well organised and a Happy feeling amongst all the fliers, pity I could not be there on Sunday as well.

Kind Regards
Graham Binney



WEDDING PLANS

Alan Poxon and Becky are getting married at St Andrews Church, Gargrave on Saturday 5th Sept at 12 noon.

Alan and Becky have been together for some time, and are now taking the final step, marriage.

Alan, Well respected as a kite maker, ex newsletter editor, successful member of the Sky Symphony Kite Team for many years, together with many accolades I could bestow, he is just a very nice guy.

Becky, supports Alan totally with his kite flying and workshops, crews for Sky Symphony whenever possible, that is of course when she is not making cakes, biscuits or trying that new recipe. Recently however Becky has been practising with the team!! Who knows what the future has in store for them both in the coming years.

I wish them all happiness for the future.

Graham Binney.

4' Rokkaku

- 1 ½ yards, ¾ ounce ripstop nylon or polyester
- 1 - .188" carbon tube, 48"
- 2 - .156" carbon tubes, 48"
- 2" nylon tape, "
- 3.9 ounce Dacron for reinforcements
- 1" grosgrain ribbon, 8"
- ¼" grosgrain ribbon or nylon lacing, 12"
- 6 - ¼" split rings
- 4 - .156" FSD endcaps
- 2 - .196" FSD endcaps
- Lightweight line, 8'
- 2 - line tensioners or buttons
- 100# line, 96", 72", and 48"

This scaled-down rokkaku is an easy weekend project. This kite is an evolution of designs by Ron Gibian and the late Scott Spencer, two kitemakers who have given me a lot of advice over the years.

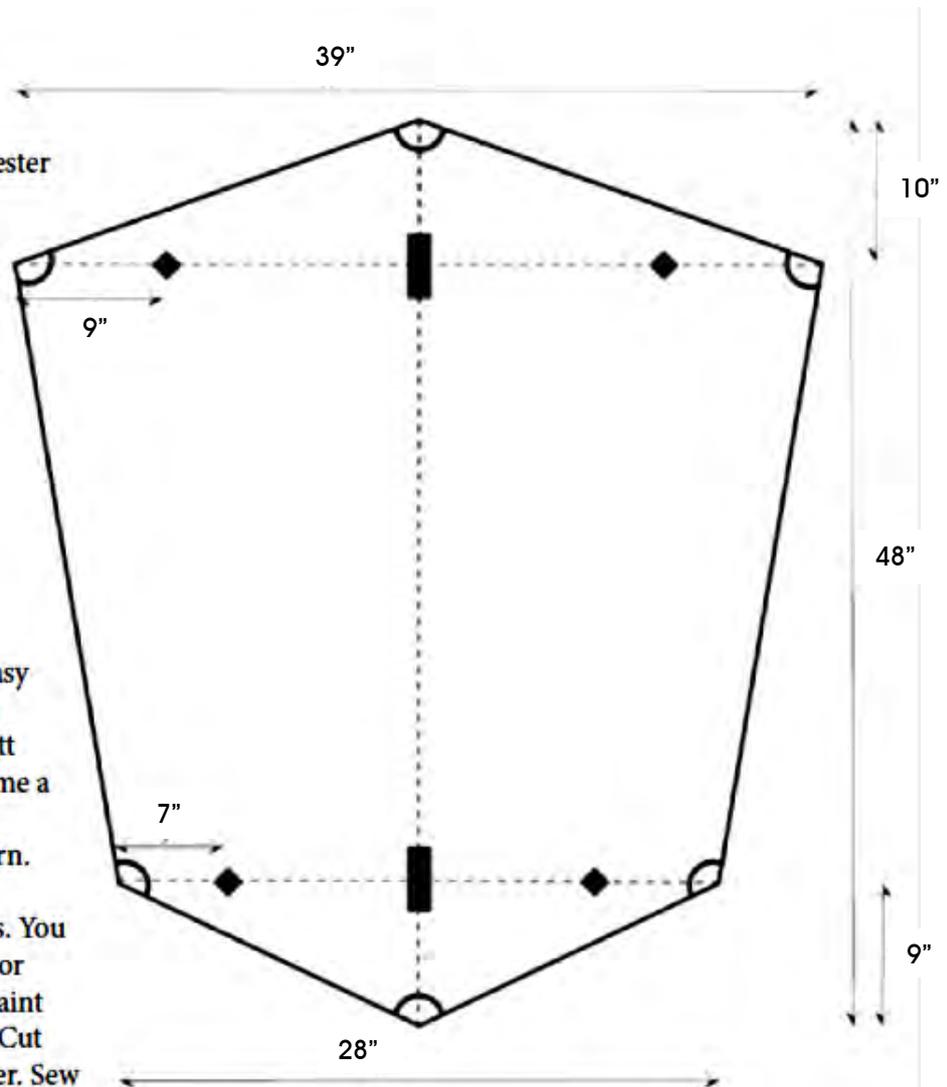
Cut the sail according to the pattern. Decorate as you like.

Add reinforcements to the corners. You can use 3.9 ounce Dacron, banner nylon, or a clear plastic like Norlam. I use a spray paint can as my template, and cut three circles. Cut out wedges from the circles for each corner. Sew them into place along the curved edge only.

Sew on edge binding. Take 2" nylon tape or ribbon, fold in half, insert the edge of the sail into the fold, and sew in place. I often use a decorative stitch with contrasting color thread on edge binding. Use a hot cutter to trim the edge binding to the sail size.

Cut a 3" piece of lacing or grosgrain ribbon. (I use a narrow nylon shoelace.) Thread it through a split ring, then fold it over on itself. Hot cut a tiny bit off the end to weld the ends together into a loop. Place the loop on the back of the sail, on top of a corner reinforcement, lining it up with where the spreader will go. Sew in place with a zigzag stitch. Repeat at the other three corners where the spreaders attach.

Attach the four .156" endcaps to the split rings. Insert one end of the top spreader into an endcap, and mark the other end where it will need to be cut. It's better to measure long at first and trim down if necessary, because if you cut the rod too short you'll need to start over with a new rod. Repeat with the bottom spreader. Insert both spreaders, check their fit, and then remove them.



(No Model.)

S. E. KELLY.
FOLDING KITE.

No. 274,340.

Patented Mar. 20, 1883.

Fig. 1.

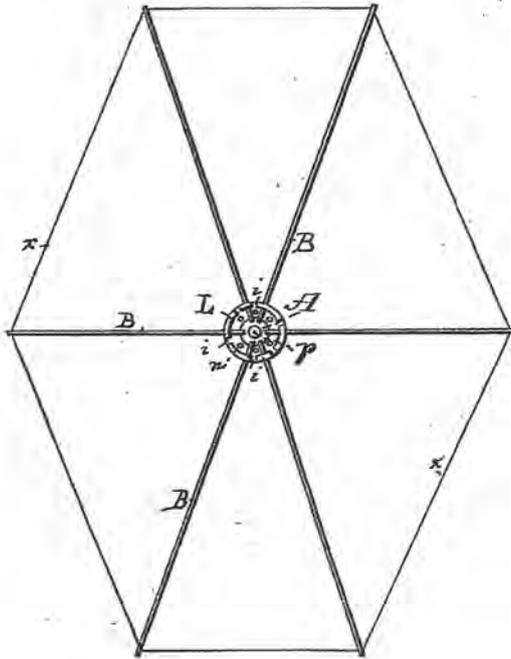


Fig. 2.

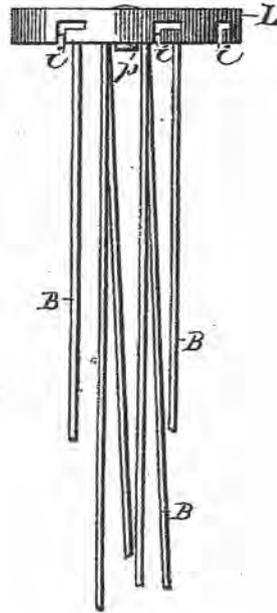


Fig. 3.

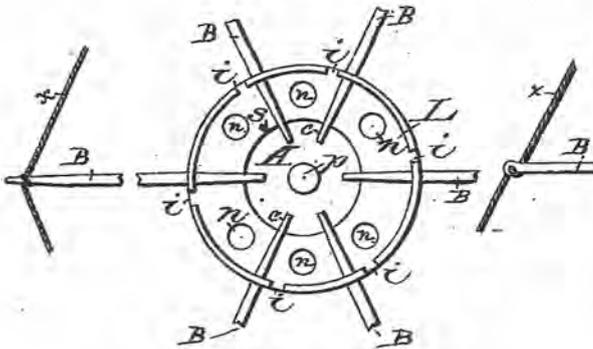
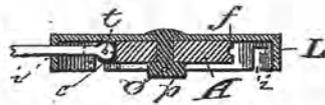


Fig. 4.



Witnesses:
A. C. Dewarist. J.
A. R. Smith

Inventor:

S. E. Kelly

UNITED STATES PATENT OFFICE.

SIMON E. KELLY, OF NEW ORLEANS, LOUISIANA, ASSIGNOR OF ONE-HALF
TO JULES PELLETIER, OF SAME PLACE.

FOLDING KITE.

SPECIFICATION forming part of Letters Patent No. 274,340, dated March 20, 1883.

Application filed July 22, 1881. (No model.)

To all whom it may concern:

Be it known that I, SIMON E. KELLY, a resident of New Orleans, in the parish of Orleans and State of Louisiana, have invented a certain new and useful Improvement in Folding Kites; and I do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawings, making a part of this specification.

This invention consists, first, in a folding frame composed of a series of ribs pivoted or otherwise connected to a central hub, in combination with a locking-plate for holding the said ribs in expanded or outstretched positions, as will be hereinafter more fully described.

It further consists in the combination, with a folding frame composed of the ribs, hub, and locking-plate aforesaid, of a flexible covering adapted to open or close therewith, as is hereinafter described.

Figure 1 is a front view of my kite-frame as when opened and ready to receive its covering. Fig. 2 is an enlarged side view of a portion of the frame as when closed. Fig. 3 is a detail showing a plan of the locking-plate, hub, and parts of the ribs. Fig. 4 is a cross-section showing the manner in which the hub and locking-plate are secured together, as well as the means for holding the ribs in extended positions.

The letter A designates the hub or central plate, to which the ribs B are pivoted. The periphery of this plate or hub is provided with notches *c* for the reception of the inner ends of the said ribs, and with a groove, *f*, for receiving a wire, *t*, which passes through perforations made in the inner ends of the said ribs, and serves to hold the same in proper positions by tightening the said wire and twisting the ends thereof, as shown at *s* in Fig. 3.

The hub A is provided with a central hole, in which is fitted a pin, *p*, whereby it is secured within the center of a flanged disk or locking-plate, L, which is likewise provided with a central hole to receive the end of the pin *p* and permit of the riveting or fastening of the same in such manner that either or both of the aforesaid parts may revolve thereon.

The flange of the locking-plate is provided with a series of notches or L-shaped cuts, *i*,

corresponding in number with the ribs and notches in the hub. The slots *i* are cut into the flange from the edge thereof, and have their angle portions cut in the same direction, so that the ribs, when dropped into the slots, may be securely held by turning either the hub or locking-plate until the said ribs shall have reached the ends of the angle portions of the cuts.

The outer ends of the ribs are perforated to permit of the passage through the same of a cord or string, *x*, whereby the said ends are connected and the outer configuration of the kite established.

A perforation, *o*, is made through the head of the pin *p*, to provide means for securing the center or lower part of the bridle, the outer or upper ends of which are secured to the ends of the upper ribs in the usual way.

The covering may be of paper or other suitable material. It is secured to the frame, on the flanged side of the locking-plate, by having its outer edges to overlap the string surrounding the same, and by gumming or pasting the folded edges to the main body of the covering.

A hole can be made in the center of the covering, through which the head of the pin *p* can project; or that portion of the pin can be made flat, or nearly so, and the material made to cover the same, as it does the other parts.

The hub and locking-plate can be made of any hard material and of any size or configuration, according to the size and style of kite, and, if desired, it can be perforated, as at *u*, so as to lighten the same.

The ribs are preferably made of drawn wire, with each end flattened and perforated, a single hole being made in the end which fits in the hub, and with two holes in their outer ends, so that the surrounding string may be run through one hole, thence half-way around the rib, and through the second hole therein. It is not deemed necessary to show this arrangement in the drawings, as no claim is laid to the same. By turning the locking-plate until the vertical parts of its notches are in line with the ribs will unlock the said ribs and permit of their being folded together for transportation, or to be laid aside until needed.

Having described my invention, what I claim

as new, and desire to secure by Letters Patent, is—

1. In a folding kite, the combination, with a series of ribs pivoted or otherwise secured to a central hub, of a locking-plate having notches in the sides thereof for holding the said ribs in expanded positions, substantially as set forth.

2. In a folding kite, the hub A, having a notched and grooved periphery, the ribs B, and wire s, in combination with the locking-plate L, having notched sides, as described, and the

pin *p* for fastening the hub and locking-plate together, substantially as described.

3. In a folding kite, the locking-plate L, provided with notches *i*, the hub A, with pivoted ribs B, string *x*, and the pin *p*, in combination with the covering, substantially as described, and for the purpose set forth.

S. E. KELLY.

Attest:

N. B. FUST,
A. DEMAREST, Jr.

Wind - Spiration or a Long Story ;-)

Wind-Spiration or a Long Story ;-)

Many years ago I promised myself that I would attend the Cervia kite festival organised by Claudio and Caterina Capelli. As the years and birthdays ticked by we set a marker of our 60th birthday, which was also going to be the intended retirement year for Carole and me. That said, we threw in the towel a year earlier but that's another story! Anyway, the year was 2013 and the plan was to take our camper but firstly, on enroute we called into Berck sur Mer (BsM) for their annual kite festival and one that never fails to amaze both in content/attendees and weather.

Excitement over for another BsM kite festival we hit the road for Italy or Cervia to be precise. Three days and a few stops and sights enroute we found ourselves in Cervia at Camping Adriatico, a good camp site within walking distance of the beach and festival. Aside from lofting you again with many words and stories of how good the festival was I will get to the gist of this diatribe.

Whilst at the Cervia I met **Ton Vinken**, a kite-flier from the Netherlands who I have know for some years, and was amazed at 2 of his ground displays. One was 1,000+ mini windsocks that he had made that each stood about 12" (inches) off the ground and each day **Ton** re-arranged into different configurations. Yes, I took some pictures, which I down-loaded onto my laptop throughout my travels but owing to my laptop having a dicky-fit towards the end of our 5-week round trip I lost the lot – not a happy string-fella ☹☹☹

Another display that **Ton** had was several clumps of grass, plastic swaying grass to be specific. Speaking with **Ton** I was instructed in the construction of the holders and before leaving Cervia I was given a couple of holders to use as a template, which given the failure of the photographing records was a saving grace. **Ton** is a great person/creator of ideas and is always happy for people to copy and/or modify his creations. Talking with **Ton** is an

inspiration to many and no doubt I am not the first to be motivated by him.

I've made and often had a few plastic spinning bottles by my cabana, which for some reason always gets more questions than my kite flying; from Joe public I would add, but **Ton's** grass had my juices flowing so to speak.

Duly inspired I decided to re-create some plastic grass of my own. Whilst at the Oostende kite festival Carole (the boss & kite groupie) found a cheap 99 Cent (euro) store selling packs of extra long straws, which coupled with a roll of galvanised garden wire, albeit not quite the gauge used by **Ton**, some off-cuts of wood, suitable kebab sticks, nylon washers and rubber tubing I started construction.

After making ten I did wonder why I had been so inspired but thought of the motivation talk from **Ton**. A week later with 130 completed I decided on a test outing at the August Jolly Up. Comments were favourable but given the number used by **Ton** I needed at least double the number. Driven by the words "I've started so I'll finish" I set about making another 180 holders. However, sourcing more straws was another story but suffice to say it was either circa £5 for packs of 40 in the UK on the internet or over the channel for 99 cent packs of 50. Luckily **Jan van Leeuwen** was coming to Portsmouth IKF 2013 and he found some packs the day before he left Holland, close call phew! For info, the holders are just galvanised wire cut and bent to shape. The upright supports are kebab sticks, which are inserted into pieces of wood that act as a counter-balance for the extra long (70cm) plastic drinking straws.

Courtesy of **Gill & Jon Bloom**, Portsmouth IKF organisers, I had a small corner of one of the arenas in which to set up the first formal UK display. An hour or so later plus some straw placing assistance from my female straw groupies (names withheld to protect me), the display was completed much to the relief of my back. Comments were very favourable and judging from the many pictures being snapped it hopefully appealed to people. Given some of the questions "what is it", "what is it supposed to do", "does it fly" and "what does it have to do with kites" some obviously struggled to grasp the display for what it is/was. One lady said "she couldn't work out what it was but found it very relaxing watching it", there you go I replied.

Repeated at Bristol IKF 2013, thank you **Avril Baker**, comments were similar but again the interest was worth the boring manufacture and back-aching laying out.

I call the display **Wind-Spiration** because it is wind powered/affected and inspired by **Ton Vinken**, although **Ton** says that he only provided the motivation. Either way you can call it whatever inspires you.

Wind the clock on to 2014: I was looking for a way to enhance the display and struck on the thought of a poppy field. This was part inspired by the centenary of WW1 and the many displays being put on at home and abroad. Having sourced a couple of silk poppies (British Legion (BL)) I looked at ways to adapt them with to add them to my plastic grass. That said, not being sure whether I could obtain a large number of BL silk poppies I also made some using red cellophane sheeting. It was soon evident that the length of straws, which I didn't want to alter, and gravity meant that I would be unable to put them into the tops of the straw, neither silk or cellophane. Not beaten I found that the best solution was to use 1m long lengths of glass rods, which I could then mix in between the straws to give the desired affect; using all green coloured straws of course ☺

After some negotiations with the local BL Area Coordinator I managed to secure a large quantity of silk poppies. This was subject to me providing a few displays of my plastic style poppy field around Bristol and one outside Bath Abbey's large front entrance. The latter prove a challenge given the paving slab entrance but not one to be put off I resolved this by using sheets of 60mm Celotex (insulation board) into which the wire holders were inserted.

At the Berck IKF in 2014 on the days that I did a poppy field display in the Jardins du Vent (wind garden) I used a mix of silk and cellophane poppies. On the first day that I used the cellophane **Jan van Leeuwen** was taking some pictures and ranting about the pure genius of the display. I thanked him for his over the top plaudits but could not see why he was waxing so lyrical until he said "look at the sand"!! Often Berck is grey and windy but 2014 was one of those years when it was graced with blue skies and sun and, it was the latter that

hard created something that I had not anticipated albeit a spectacle. The sun was shining through the red cellophane poppies and creating a replica shadow of the poppies on the sand, truly a Kodak moment and one that caught an amazing amount of attention especially when the sun was out. One such was an enterprising photographer from a book store in the town, she had taken some pictures of this display and then, as I was later advised and saw for myself, framed the picture and sold copies in the book store. When I asked the store for a copy of my display I, like others, had to pay ☹☹

In September 2014 at the Dieppe (Fr) IKF, **Ton & Maria Vinken** and I joined up to do a combined grand display within the Jardins du Vent. Every day we created a different display, which took on average 1 – 2 hours to complete; not surprising with over 800 assorted holders and straws. Our grand poppy field was awarded 3rd place by the judging panel albeit, many fellow jardinières du vent thought it worthy of 1st but, ha ho, we were not bothered just pleased that it was well received.

Wind forward to 2015, I have provided displays at both Berck and Oostende IKFs and it may also be seen at other events but only occasionally.

One thing for sure and in answer to one regular question from string-pullers near and far; No, it does not mean that I have given up kite flying. Not least because my back takes longer to recover from being bent over plus, I lack the inspiration of **Ton Vinken** and more importantly - I miss string pulling whilst putting up/taking down the display ☺☺



Ton Vinken

WIND GARDENS



KITE PLAN

Recycled Kinetic Spinners

by Grant Lovett

I first got interested in making spinners when I saw videos of European kite festivals. Many of them included "Wind Gardens," with all forms of kinetic sculptures. After looking online, I found various versions of spinners made from recycled plastic bottles. I soon was making them with my kids. (I often wondered what my neighbors thought of all those things spinning in my back yard.)



I started setting the spinners up around my flying area at kite festivals and noticed that the motion always drew people's attention. I was amused that something that took minutes to make often got more attention than something I spent hours sewing. My spinners don't look like much just sitting there but become quite interesting when spinning in the wind.

Very few supplies are needed to make them. I have used various methods to decorate them and now decorate most of mine using vinyl tape. There are a lot of colors of vinyl tape available and there is almost no mess involved.

Supplies

- Clean, round, plastic bottle (1 or 2 liter pop bottle)
- Card stock for templates
- Fine point permanent marker
- Colored vinyl tape for decorating
- One or more small, ball bearing swivels
- A sharp cutting tool, (Exacto, scalpel, small snap-off knife)
- A straight edge at least as long as the flat section of your bottle
- A length of light line

Knife Safety

- Use a sharp knife.
- Cut away from your hand/body.
- Brace you cutting hand against the bottle
- Score the line several times with your blade rather than trying to cut through in one pass.

General guidelines

- The objects will be spinning, so small marker dots and crooked lines will not be noticeable. If a cut starts wandering, just work it back to where you want it.
- Straight sided bottles are easier than curved bottles to mark and lay out for the

spinners (see photo A.)

- A Goo Gone soaked paper towel, Saran-wrapped to the side of the bottle (for several hours to overnight) makes quick work of the glue left after removing the bottle labels.
- Make sure swivels are mounted with the open side down. This reduces the amount of dirt/grit that collects in them.
- Leave the bottle cap un-drilled and on while marking, decorating and cutting. It makes the bottle easier to work with.

Templates (See photo B)

- I make marking and decorating templates out of card stock. Marking templates are used to make evenly spaced marks on the bottle, to be used in cutting. Decorating templates are used to help line up the vinyl tape while decorating. You will need to make templates for each size bottle you use but they are quick and easy to make.
- Cut card stock to the height of the flat section of the bottle. Wrap it around the circumference of the bottle and trim one end so that it just goes around the bottle. (You may have to tape two pieces of card stock together for larger bottles.) The resulting rectangle can be used as either a marking or decorating template. After the templates are finished, I run one or two strips of clear tape across their front. This helps them hold up better to being repeatedly taped to bottles.
- For a marking template, divide the rectangle into evenly spaced slats, $\frac{1}{2}$ " - 1" wide, (you must have an even number of slats for the slotted spinners,) and draw vertical lines.
- For horizontal line decorating templates, cut narrower strips from a full size rectangle you made. You can get several out



of one rectangle.

- To make a spiral template (used to make a "barber pole" type spiral) make a rectangular template that fits the bottle. Cut it in half diagonally, from corner to corner.

We will be making what I call Pear and Slotted spinners. They are made in similar fashion but the Slotted spinners must have an even number of



"slats." (see photo C) For both:

1. Tape a spacing template to the bottle and use a marker to make small dots at the top and bottom of the template, even with the lines on the template. (See photo D.) Remove the template.

2. Decorate your spinner with vinyl tape.

Tape a spiral or horizontal line template to the bottle. Using the template as a guide, add colored tape to decorate. (When using a spiral template, you will need to un-tape one end of the template as the vinyl tape is almost completely wrapped around.)

3. For a spiral, extend the tape to just above and below the spacing dots. When you are done, use a sharp blade to lightly cut horizontally through just the tape ends so that they are within the spacing dots. You can add more than one spiral by moving the template. Use the dots to space them evenly. Make sure to end up with the spacing dots uncovered for the next step.
4. Remove the templates. (See photo E.)





Pear Spinners

1. Starting with your marked, decorated bottle, use a straight edge to score vertical lines between all upper and lower pairs of spacing dots. Work your way around the bottle, scoring only. Now go

back over these lines until you cut through. Another technique is to use a knife to start one end of a line and then finish it using scissors. You will end up with a number of vertical "slats," around the bottle.

2. If you want to add volume to your spinner, you may add creases to the slats. For a center crease, simply compress the bottle. Hold the top and bottom of the slats together and add a crease to the center. If you want,



you can use horizontal decorative tape as a creasing guide. (See photos C and L)

3. To make the spinner spin, we need to bend the top and bottom edge of the slats. We will bend a 45° crease where the

slats meet the uncut section of the bottle. To avoid tearing the bottle, at the end of the cuts, it helps to compress the bottle while making the creases. I compress the bottle against my stomach as I work.

4. Fold the slat to the side, horizontally, and put a 45° crease into the plastic. The top and bottom creases will be in opposite directions but all of the top will be the same direction and all of the bottom



in the same direction. (See photos F - H)

Slotted Spinners (must have even number of spacing dots.)

1. Starting with a marked, decorated bottle, use a straight edge to score a vertical line between every other set of spacing dots. Work your way around the bottle, scoring only. Now go over these same lines again until you cut through.

2. At the top and bottom of each cut line, score and then cut a horizontal line to the adjacent spacing dot, either all to the right or all to the left. The top and bottom horizontal cuts should all be in the same direction.

3. Push the flap formed into the bottle and crease the plastic vertically. This crease will be between the spacing dots that you did not cut between. (See photos I and J)



Both

1. drill a small hole in the exact center of your bottle cap. (To keep the drill bit from wandering, it helps to use a sharp point to mark the center first.)

2. Take a short length of line and feed it through to the inside. Tie a large knot.

3. Tie the other end of the line to the bottom of the ball bearing swivel. Add a longer line to the top of the swivel. (See photo K) I



usually put two swivels on spinners that will be outside for extended periods.

4. Screw the bottle cap on your spinner and you are done.

Variations (See photos L - O)

There are numerous things that you can do to add variety. Most of these are done on the Pear spinners. Some spin better than others so you may have to experiment.

- Make diagonal cuts rather than vertical cuts between the spacer dots on the spinners. This will cause either the top or bottom to seem wider.
- Play around with cutting the top or bottom of every other slat. Bend these free pieces and re-attach to spinner. You can punch or melt holes and use zip ties to attach.
- Make V-shaped, rather than vertical cuts. Make holes at the point of the Vs and pull the points inward using zip ties.
- Make creases in the middle of the slats and pull every other one to the center of

the spinner. Keep in place with zip ties.

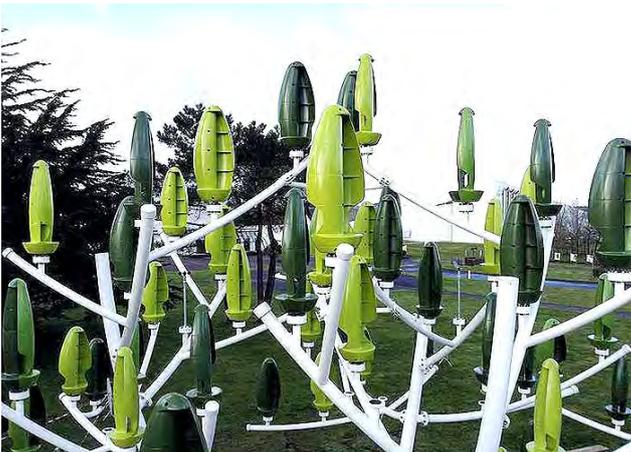
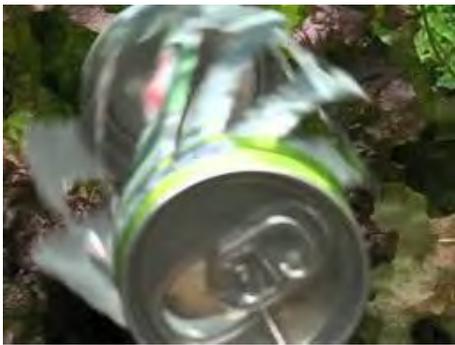
- Add reflective/prismatic tape to make your spinner sparkle in the sunlight.

Resources

- www.identi-tape.com colored vinyl tape. Under "Product Menu," look for "electrical tape." Also a source for various reflective/prismatic tapes.
- Video of how I clean the labels off of the bottles I use. www.youtube.com/watch?v=bjVEQyfkSKw
- Video of some of my spinners. www.youtube.com/watch?v=WdGa9SYlbqw



SOME ALTERNATIVE IDEAS FOR A WIND GARDEN





Berrington

2015
HOME OF THE LEOMINSTER AND HEREFORD KITE FESTIVAL



I'm flying my kite
Kite festival
 Saturday 18 and Sunday 19 July
 10am to 5pm
 Call 01568 615721
nationaltrust.org.uk/berringtonhall
 National Trust
Share your love of Berrington Hall on Facebook.com/nationaltrust and #specialplaces

Photographs by Martin Crowther and associates.....



Hi Bill

As promised, attached are a few photos taken by my able assistant and myself. You can tell the ones Anne took - they're better than mine! I can generate higher resolution shots if needed. I'm not very good at quotable quotes but here goes:

Three ingredients for a great festival

A great venue:

- a Ha-ha to stop wild kite fliers from straying onto the lawn
- cream teas for lunch
- trees to stop kites and parachuting teddies from falling to the ground and hurting themselves

Good company:

- a wealth of advice and guidance on tap (some of it helpful)
- a chance to make new friends and renew old acquaintances

A fickle wind:

- to give us kite fliers something to complain about

All in all, a wonderful weekend that nourished the soul and will live long in the memory....once we've recovered from being completely knackered :-)

Thanks again Bill for making it such a joy.....looking forward to next year!
Martin Crowther

Link to the kite video on you tube.
http://www.youtube.com/watch?v=-Qo1n9_wTMQ

Regards Tony

Kite flying put to music. Watch at the link below ?

<http://www.youtube.com/watch?v=vX6we8f-nbQ>

Regards Tony

Hello Bill,

Just to say thank you very much indeed for all the work you put into arranging the Leominster and Hereford Kite Festival. John and I had a lovely weekend and thoroughly enjoyed not just the site but the company as well.

Hope to see you next year, and thank you again.

Kind regards,
Valerie Ostler

Good morning Bill.

[Wwww.woowwww.com](http://www.woowwww.com) what a fabulous, fantastic, awesome weekend.

Thank you and your team at MKF for taking on the task of Berrington Hall.

It's a marvelous venue, but it's the people and the welcome that makes an event special and I have to say you made it very very special.

You always worry when an event organiser changes, but I know that Berrington Hall is in very safe hands.

Well done everyone looking forward to 2016
In the mean time I hope you can all make it to Jolly Up 17 it's going to be the BIG one.

Thank you Bill
Keith Boxall

Hi Bill

Many thanks for a great kite flying day. A great location and with good weather too. Hope all went well for you and your members. I will be forwarding a completed Application Form to your Membership Secretary in the next few days.

With regards
Andrew Crabtree

NORTH HANTS KITERS - JOLLY UP - 1st - 2nd August 2015

A very personal view of what I liked and what inspired me...



A very fickle wind at times???????



Waitrose Carrier bag to the rescue!!!!!!



Someone deserted the Flying Field!!!



Family discussions



He doesn't listen.....



Another dimension to spinning things!!!



Christian Baden Powell assembles his 'Taranis'



Christian Baden Powell assembles his 'Taranis'



'Taranis' in flight

Christian Baden Powell's - Taranis

As flown on Sunday 2nd August 2015

at the 'Jolly - Up' - Cliddesden, Hampshire

Bill Souten - Midlands Kite Fliers

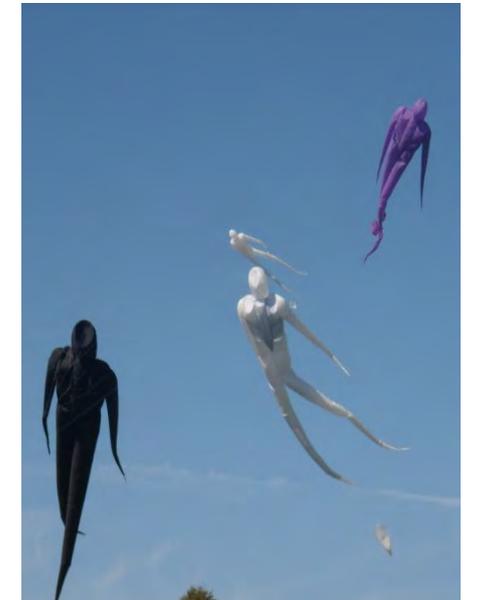


BRIGHTON KITE FESTIVAL 2015

A personal view by Bill Souten



My original Brighton Kite Flyers
Badge from 1979.....
Unfortunately it was not recognised
by any of the current membership...
Perhaps I'm too old!





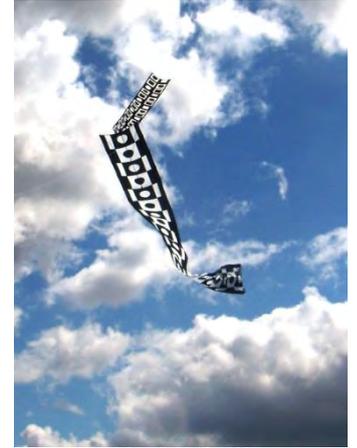
Black-White Kites by David Ellison



Black-White Kites by David Ellison



Black-White Kites by David Ellison



Black-White Kites by David Ellison



Kent Kite Flyers on form



Kent Kite Flyers on form



Dragon Kite of the Year 2015?



Dragon Kite of the Year 2015?



Dragon Kite of the Year 2015?



Dragon Kite of the Year 2015?



Air Heads - BEFORE ?



Gill Blooms - Exotic Birds



Gill Blooms - Exotic Birds



Air Heads - AFTER ?



SHROPSHIRE KITE FESTIVAL 2015

COURTESY OF PAUL & HELENE MORGAN - SKYBUMS



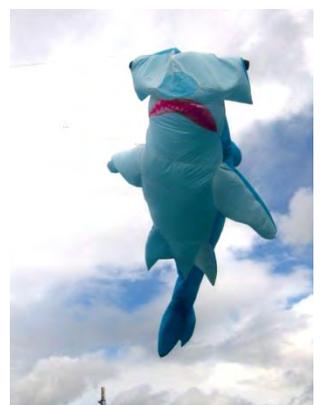
What a whopper



Ed Pugh's Delta



Shark attack!*



Judging the 'Beer Lifting' took its toll on Paul's ability to count.....hic....



Bill Soulen MKFGB 2015

Shropshire Kite Festival 2015

20th & 21st June
Lacour Childre School
Love Lane
Cleobury Mortimer
DY14 8PE

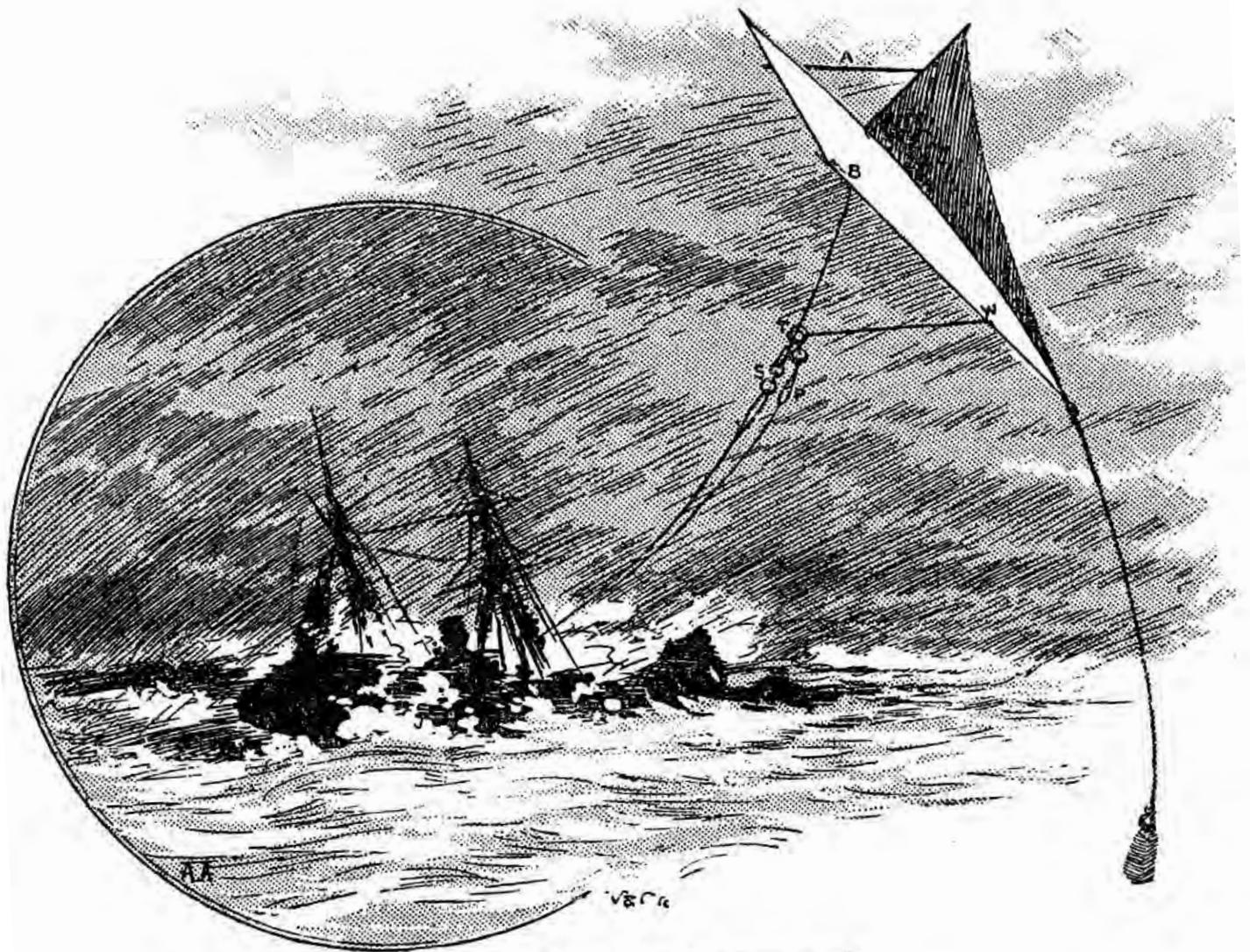
raffle
kite stall
competitions
camping on site

Sir George Nares – Sailor, Explorer and Oceanographer

A separate article on this site introduces us to Sir George Nares, a Royal Navy officer who first came to public attention for the trick he played to gain the honour for Britain of sailing the first ship through the Suez Canal. Were we to have judged Nares by this one exploit alone we would have expected him to have been an insolent, devil-may-care rover, much in the Cochrane and Jack Aubrey transition. The opposite was indeed the case for Nares was to prove himself one of the most systematic, meticulous and scientifically-oriented officers of his generation. Though of a later period, one suspects that Doctor Stephen Maturin would have found him a very congenial shipmate!



Of Welsh origin, Nares was born into a naval family in 1831, and he himself entered the navy at the age of fourteen. He gained his first taste of Arctic exploration in 1852 when he sailed on HMS *Resolute* on one of the unsuccessful attempts to search for the remnants of the Franklin expedition among the islands north of Canada. *Resolute* had originally been a civilian ship, purchased for her stout construction and fitted with an internal heating system. Frozen into the ice during the winter of 1852/53, the spring thaw failed to release her and the decision was taken to abandon her. *Resolute* was left in an unmanned state that would allow further wintering – only the lowest sections of the masts left standing, the rudder shipped and all hatches caulked shut. The crew then had to make a hard trek across the ice to reach other expedition ships, which had broken free. The *Resolute* was indeed to survive. An American whaler found her, in excellent condition, drifting 1500 miles from her point of abandonment. The American government purchased her from her salvors and presented her back to Britain as an inspired act of "national courtesy"



LIEUTENANT NARES'S LIFE-KITE.

It is in this period that Nares invented the "Nares Life Kite" which would allow a wreck to land a line on a lee shore. This large kite had a limited degree of manoeuvrability and its weight-carrying capacity could be adjusted by varying the angle included between the two side panels. The Victorian-era book in which the above illustration was found explains: "*Suppose your wreck to be on a beach. You get the kite steady in the air with about 100 yards of the line out. You then take another line – about twenty yards will probably suffice – tie one end to the kite line and the other to a life-buoy. Let a man get into the life-buoy. Then veer away and the kite will pull the man shore through the surf... suppose, on the other hand, that you are near a cliff, with people standing on it, but unable to send help: you have to bend a long lead-line to the kite line; and when the people get old of this lead-line they can use it to pull a stronger rope ashore*". No information was however provided as to whether this kite was ever actually used – one suspects that dragging a man through the surf was easier in theory than in practice. It is not known whether Nares ever tested the manoeuvre!



In 1972, Peter Powell developed a steerable kite, using dual lines. Very early Peter Powell kites had spars made of ramin which were later replaced with aluminium tubing and later still by glass fibre spars. Originally they all came with clear plastic sails, though later blue, red and yellow sails became available. The kites came with a long, hollow polyethylene tail that was inflated by the wind. The tail added stability as well as looking good when performing stunts.

Peter Powell won the silver and gold diploma for his kite at the Exhibition of New Inventions and Techniques in Geneva in 1975. In 1976, the Peter Powell kite was elected toy of the year by the **British Association of Toy Retailers**.

Millions of kites were sold and flying steerable kites became a craze in the mid-70's in the UK. The popularity of all types of multiple-line kite flying today can be attributed directly to Peter Powell's development of a modern, dual line kite. Peter often took his kites around the country and sold them from the back of his car. In 1974 (approx) he was selling them on Paignton sea front. He advertised by simply flying the kites. Now his two sons, Mark and Paul, have produced an updated model of the world famous Original Stunt Kite, the MK3. It retains all the classic features of the original but with a modern twist, including Peter Powell handles, moulded from the hands of the legend himself! Also with stronger line, reinforced sail and a simpler way of attaching the Sky Streamer.



Mark and Paul have worked tirelessly to ensure that the kite is top quality. Hundreds of hours have been spent flying the kite around the Cotswold hills, testing the kite to destruction and amending and tweaking its components to ensure it withstands mother nature's extreme weather conditions. The kite has been tested in temperatures from zero to 30 degrees centigrade, in sleet and snow, full-blown gales and torrential rain and come out unscathed.

The Powell brothers first showed their father, Peter, the new kite model on the day the Olympic Torch came through Shurdington in Cheltenham. Peter was astonished and delighted at what they had achieved behind closed doors

A further year has passed with more testing to ensure that they were making a kite suitable for a whole family to fly as the brothers' vision is of creating a family kite rather than a Power kite. When the news got out that the kites were coming back, we heard from Mark P in Nottingham whoes feelings seemed to echo the boys vision:

"I'm 37 now, but back in the 80s I spent many long hours flying my blue Peter Powell kite whilst on holls in Skegness with my family. I'd literally be out all day with it and maybe my boy will also enjoy flying this one when the time comes!"

Peter and his family regularly have hours of fun flying the new kite around the Devil's Chimney on Cheltenham's Leckhampton Hill whenever there is a bit of wind.

Paul and Mark had a dream, just like their dad so many years ago, that the Peter Powell Stunt Kite would make a come-back and now the dream has come true.

Peter and his family hope you get as much pleasure from flying your kite as they have had making it.

Happy flying – from the Powells!



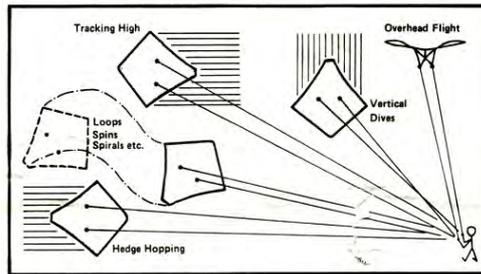
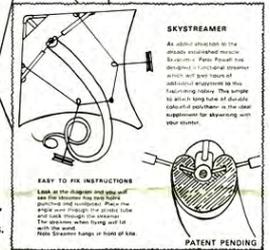
(We shall be auctioning this fine early example of the Peter Powell Stunter at our AGM in November.....) Ed

steer yourself to
Freedom

with a
 Peter Powell
Stunter

PATENT PENDING
 as seen on T.V. and in Press
OVER A MILLION SOLD TO JAPAN

The sky is yours with this steerable wind propelled wonder
 A real crowd gatherer
 Here's a few of the things you can do "Dive Bombing", "Hedge Hopping"
 Spins, Loops, Figure Eights, Spiral. Fly to almost three points of compass.
 Overhead flight. Land and take off.
 Supplied Complete.

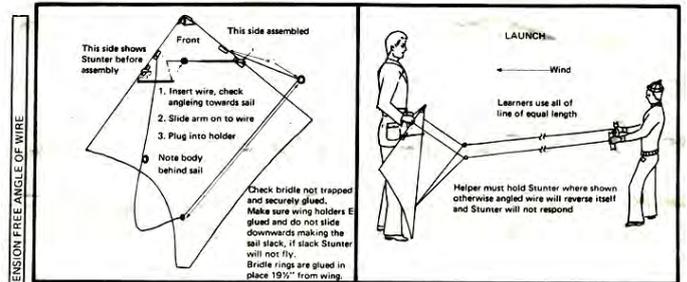


Full
 Instructions
 Overleaf

The very latest in aerodynamic design, with its patented variable self adjusting wings strong winds just slip by, so giving true all weather flying. All the pilot does is pull right to go right and left to go left. The controls still function with up to twenty twists in control lines.

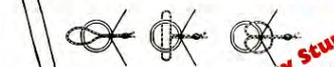
MANUFACTURER: PETER POWELL KITES LTD. LECKHAMPTON ROAD
 CHELTENHAM, GLOS.

ORIGINAL INSTRUCTION SHEET 1



ASSEMBLY

1. Empty the contents of the packet and untape the accessories from the rolled kite. Lay the opened kite on the floor face up so that the harness lies on top.
2. Place the spring wire through the small holes in the centre moulding being careful not to pierce the cover.
3. Locate the short wing struts between the spring wire and the moulding on the two wing spars ensuring that the bridle is not trapped between the cover and the struts.
4. Slide the centre moulding to the centre of the spring wire and check that the front of the kite leads back.
5. Unwind some line from each control reel. Attach the loop on the control line to the rings on the bridle by passing the loop through the ring — and by passing the ring through the loop (see diagram).



PRE FLIGHT CHECK LIST

1. Check angle of wire. Wire in correctly and angled as picture on front page. Bridle not trapped and not sliding on frame, wing support holders firm, and glued, if they slide back Stunter will not fly.

LAUNCHING

1. Once both lines are firmly attached, walk backwards away from the kite unwinding both lines completely. Remember to keep your back to the wind.
2. Then make sure that the right hand control is in your right hand and that there is equal tension on both lines before wrapping some of the control line across each reel. The kite is now ready to be launched.
3. Hold one control reel in each hand and ask your helper to hold the kite nose upright facing the sky. (Your helper must hold kite by both wings where bridle terminals) not on any account by body C.
4. When launching keep both hands with the control reels together. By applying a little more tension to any one of the control lines you will be able to keep the kite upright and allow it to soar high rapidly. Note: The controls are very direct and during launching an equal tension on both lines should be maintained. Over control one way or the other at this stage will only result in an immediate nose dive.

THE RIGHT WEATHER CONDITIONS

The Stunter, because of its flexing wing, will adapt itself to a wide range of wind conditions. When the tops of the trees begin to move a wind force of about 5 m.p.h. you will find the kite will fly. The stronger the wind the more responsive the kite will be to the controls. However, wind conditions can often vary over the 200 ft. range of your control lines. So you will have to look at trees and smoke and other natural phenomena to determine the right conditions for flying. There is no need to make any adjustment to the kite for different wind conditions.

PILOTING THE STUNTER

By pulling one of the controls back you will find that the kite will move in that direction. By changing the "altitude" of the kite you are determining the direction of its flight.

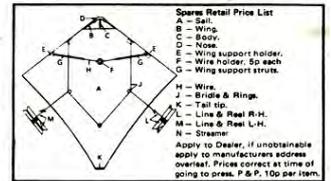
To Loop
 Arms out, hands together, pull on one line until the kite completes a loop (nose up sky). Then, quickly straighten arm to original position. If the kite does not loop quickly straighten arm out to bring the kite facing sky then quickly hands together again.

To Dive
 Arms out, hands together, pull on one line until the nose of the kite faces the ground. Pull a little more until quickly straighten arm to original position. If the kite does not dive until quickly straighten arm out to bring the kite facing sky then quickly hands together again.

Alight
 The practice you will be able to do. Loop and dive the sky but it could lead to an hour before the kite returns to your kite. You must have a few mistakes but the Stunter is robust. Steer into wind until Stunter hovers, then steer to ground.

WARNINGS

- DO NOT fly kite in stormy weather or under thunder clouds. The wires act as conductors.
- DO NOT fly kite anywhere near overhead cables of any form. Do not fly kite where the lines act as conductors.
- NEVER fly your kite within three miles of an airfield, (1971 Act), as the kite may be a hazard to low flying aircraft.
- DO NOT fly your kite with lines in excess of 200 ft. (1971 Act).
- DO NOT fly your kite too near any road or where you may cause any inconvenience - television aerials for example.



Available from your Stockist

ORIGINAL INSTRUCTION SHEET 2

Safety warning issued following incidents of drones flying close to passenger planes

A safety warning has been issued after a "number of recent incidents" involving drones being flown dangerously close to passenger planes.



Last updated: 27 July 2015, 06:23 BST

A safety warning has been issued after a "number of recent incidents" involving drones being flown dangerously close to passenger planes.

The Civil Aviation Authority (CAA) said some of the devices were being flown as high as 2,000ft in the air and in areas where large aircraft were present.

It has prompted the regulator to issue new safety advice - labelled a "dronecode" - with tips to ensure people fly the gadgets safely.

Tim Johnson, CAA's director of policy, said: "Drone users must understand that when taking to the skies they are entering one of the busiest areas of airspace in the world - a complex system that brings together all manner of aircraft including passenger aeroplanes, military jets, helicopters, gliders, light aircraft and now drones.

"When doing so, they must be aware of the rules and regulations for flying drones that are designed to keep all air users safe."

Recklessly endangering an aircraft in flight is a criminal offence in the UK and anyone convicted could be jailed for up to five years.

Last year it emerged that a device - believed to be a drone - came within 20ft of an about-to-land passenger plane at Heathrow Airport.

The Airbus A320 was 700ft from landing when the pilot reported seeing the object pass over the wing during the incident in July.

Six other incidents were reported between May 2014 and March this year at Heathrow, Rochester, Southend, Leeds Bradford and Norwich airports, and in the Peak District where a drone flew 20ft above a paraglider in October.

The CAA said its new safety advice was targeting an "increasing number of recreational drone users in the UK".

The "dronecode" urges operators to keep the gadgets within their line of their sight and at a maximum height of 400ft high.

It also warns drone users to use "common sense" and fly the devices away from aircraft, helicopters, airports and airfields.

Drone users can be prosecuted under the Air Navigation Order 2009 if they are flown beyond their line of sight, which is measured as 500 metres horizontally or 400ft vertically.

Rules also state that an unmanned aircraft fitted with a camera must be flown at least 50 metres away from a person, vehicle, building or structure and not be flown within 150 metres of a congested area or large group of people, such as a sporting event or concert.

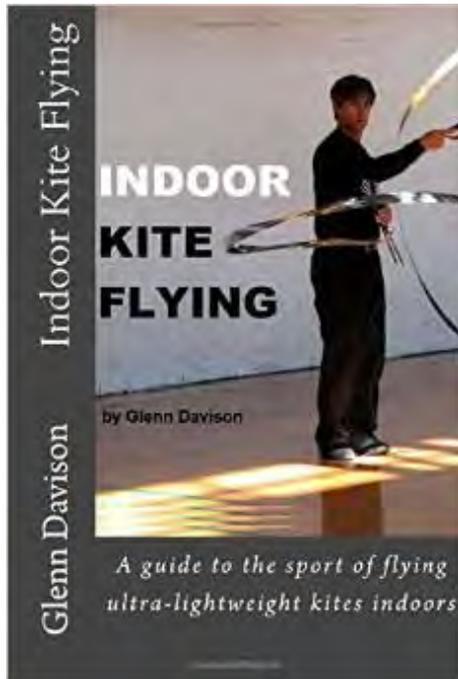
Flight safety specialist Stephen Landells, from the British Airline Pilots Association, said: "Drone operators need to put safety at the forefront of their minds when flying, though, and ensure there is no conflict with commercial manned traffic.

"Pilots want to ensure the operators are adequately trained and the correct precautions are put in place to avoid collisions in the air."

The CAA said it welcomed moves by drone manufacturers to build "geo-fencing" into their products which stops drones being flown into certain areas, such as airport control zones. It can also set a limit on how high a device can fly

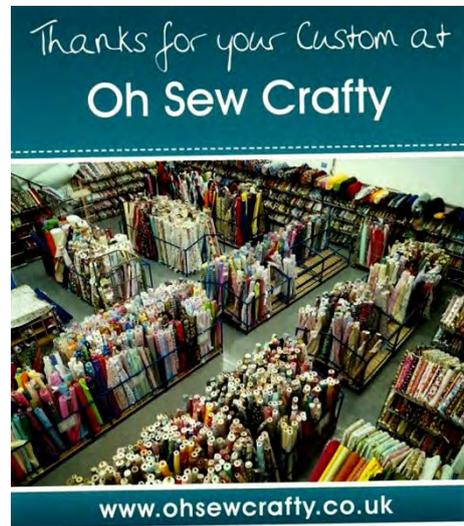
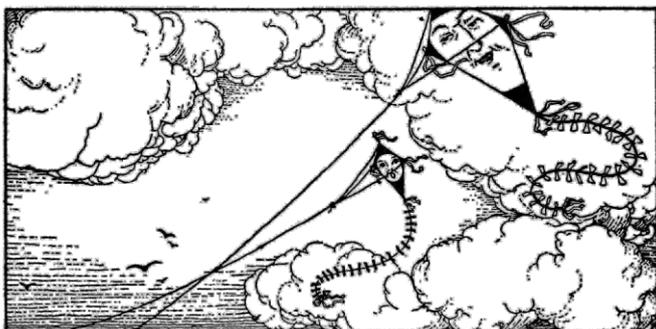
Indoor Kite Flying: A guide to the sport of flying ultra-lightweight kites indoors

by Glenn Davison



This book explains the kites and techniques for launching, flying, and performing with kites indoors with zero wind. Many people have found indoor kite flying can be a performance art, a great alternative to flying kite outdoors during bad weather, and an opportunity to fly kites in the winter. Often accompanied by music, indoor kite flying has become a standard feature of many kite festivals. The flying is fun and no matter what the weather is like outdoors, you can guarantee that the weather indoors will be perfect!

Amazon &5.77 ish.....



Oh Sew Crafty

Tel : 01562 747458 Email: ohsewcrafty@hotmail.co.uk

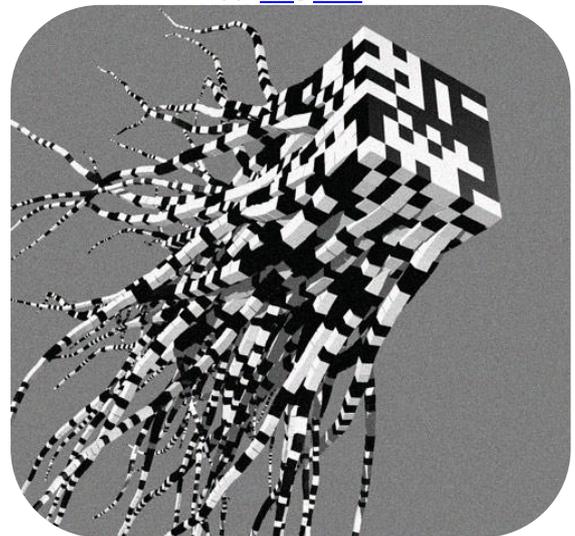
Oh Sew Crafty Ltd, Unit 3 Gemini Business Park, Stourport Road DY11 7QL

Just found this place in Kidderminster, they stock some ripstop at £2.50 a metre, colours are those there on the day.... Great selection of tapes and webbing..... well worth a look if you ever go to Kiddy.....

(That's what the locals call Kidderminster.)

Syntopia Binary Kite

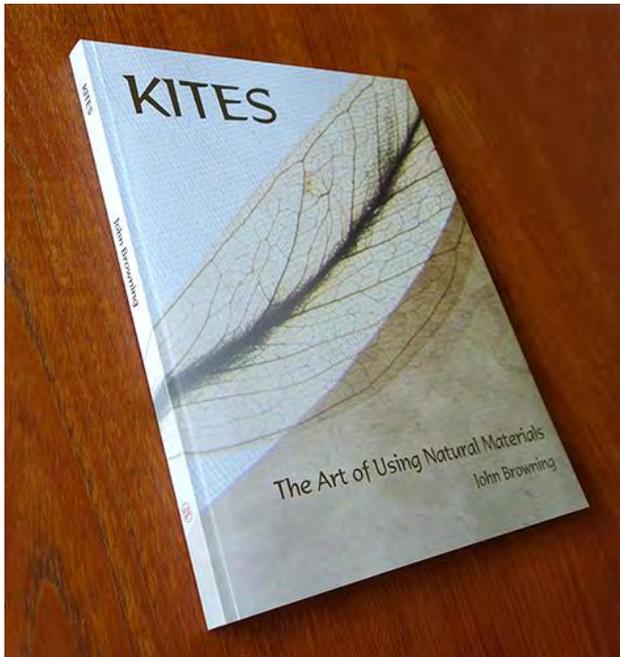
14th June 2008



I'm not usually a big fan of 3D rendered stuff. They don't normally have much warmth to them. But i just really like this image. It feels like it's been hand drawn/painted, and has a real sense of rickety clickety hap hazard motion and softness considering the sharp nature of cubes. Nice contrast. The texture especially has something Esher about it. Rendered in **POVRay** (Persistence of Vision Raytracer – that's a free app too!). This image is from **Syntopia's**Structure Synth set on Flick

"You remember our article last year about John Browning's kites ?

Well, he has now published a fabulous book"



Kites: The Art of Using Natural Materials

is a collection of images which show how the beauty, intricacy and delicacy of natural materials have been used to form flying structures.

The author uses leaves, plants, trees, paper and bamboo to make kites that bring delight to both mind and eye. Throughout the book the images show how the different shapes, colours and textures of the natural materials have been combined to form structures which are real kites...that fly! This combination of beauty and practicability is evident in the images that seek to inform as well as delight.

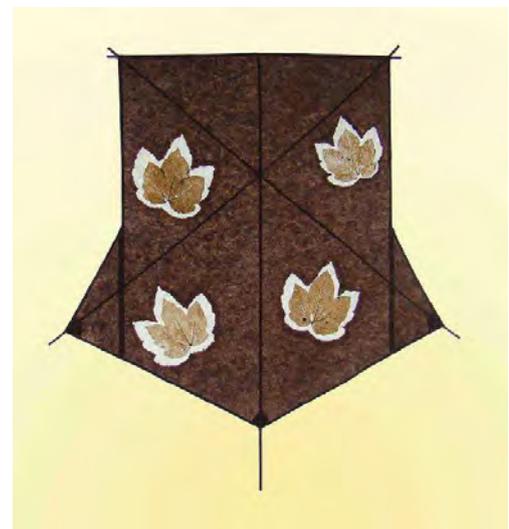
Although not in any way intended to be a primer, the notes and detailed images give some indication of how these kites have been constructed. The materials themselves are identified.

Availability is at :

<http://culicidaepress.com/2015/07/03/browning-kites/>

Availability - unlimited (it's printed on demand)
How much ? Expensive (but the hardback is only slightly more than the paperback) - nothing I can do at the moment because it is simply the printer's price which is determining the end price. My copy cost Mrs Souten approximately £45.00, but now I can't look at it until Christmas. (and that's only if I'm really good!!!!)

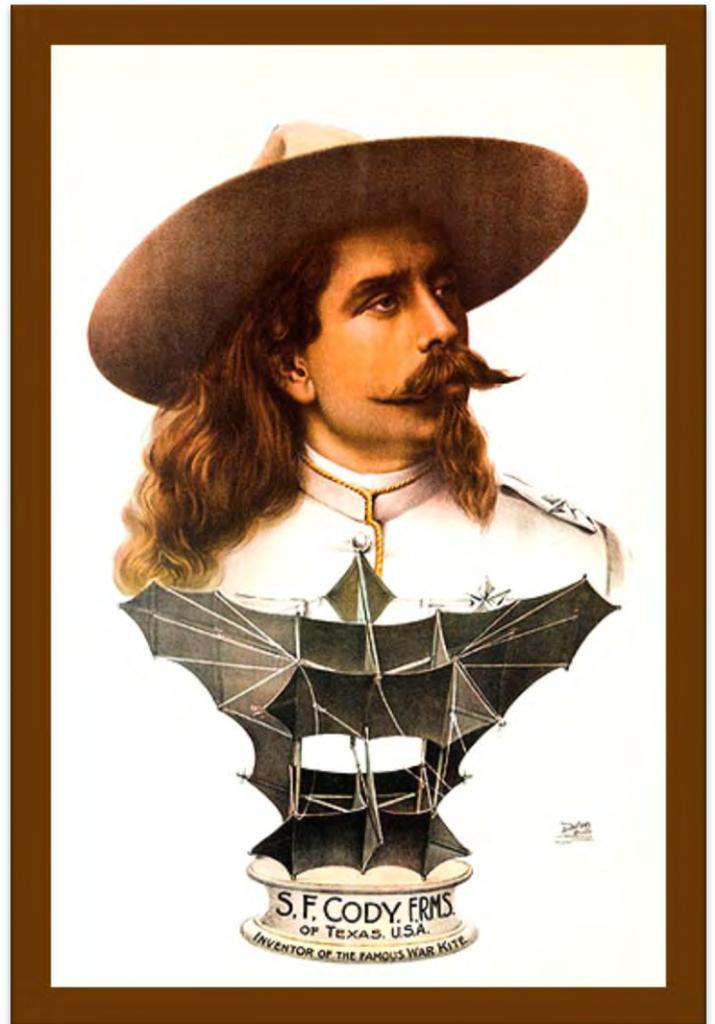
Quite a few pages of the book appear on :
<https://books.google.co.uk/books?id=PcccCgAAQBAJ&pg=PA2&lpg=PA2&dq=kites+john+browning&source=bl&ots=6-6d3Kkj5&sig=xUqI8IWllub0WvZDLYiGHsrJNIY&hl=en&sa=X&ved=0CDKQ6AEwBGoVChMIgYekq7rdxglVBrUCh2B0A-M#v=onepage&q=kites%20john%20browning&f=false>



Just a couple of the images previously published in the MKF@NEWS

FOR SALE

ALL REASONABLE OFFERS CONSIDERED



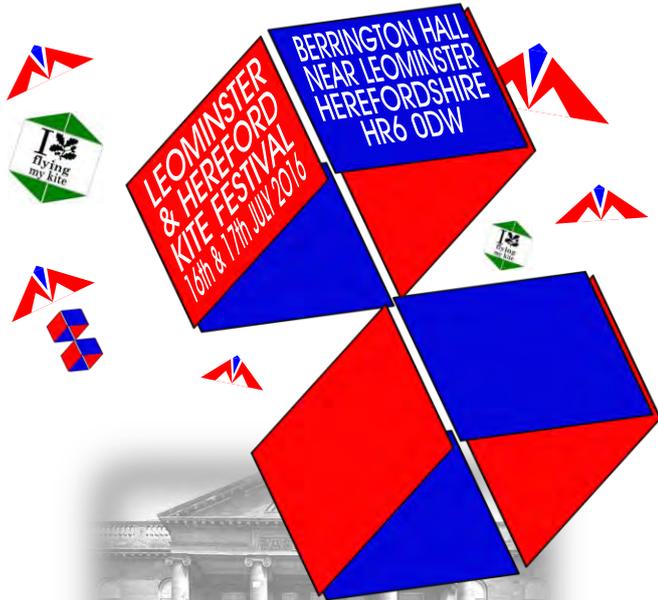
Bought many years ago when accompanied by Gill and Jon Bloom, Martin Lester and John Barker, when we visited the some of the remaining relatives of the family. This is an original Cody Poster, now in a mahogany frame, the poster has been expertly mounted by the company that frames artworks for Birmingham Museums.

Unfortunately it has now been relegated to the cupboard for several years..... not to Mrs Soutens taste.....

Email Bill Souten on

billy.souten@btinternet.com

and make me an offer.....



LEOMINSTER & HEREFORD KITE FESTIVAL 2016

BERRINGTON HALL - LEOMINSTER HR6 0DW

Saturday 16th & Sunday 17th July

Organised by The Midlands Kite Filers of Great Britain

Contact Bill Souten of the MKF for further details

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

**BACK AGAIN NEXT YEAR
BY VERY POPULAR DEMAND**



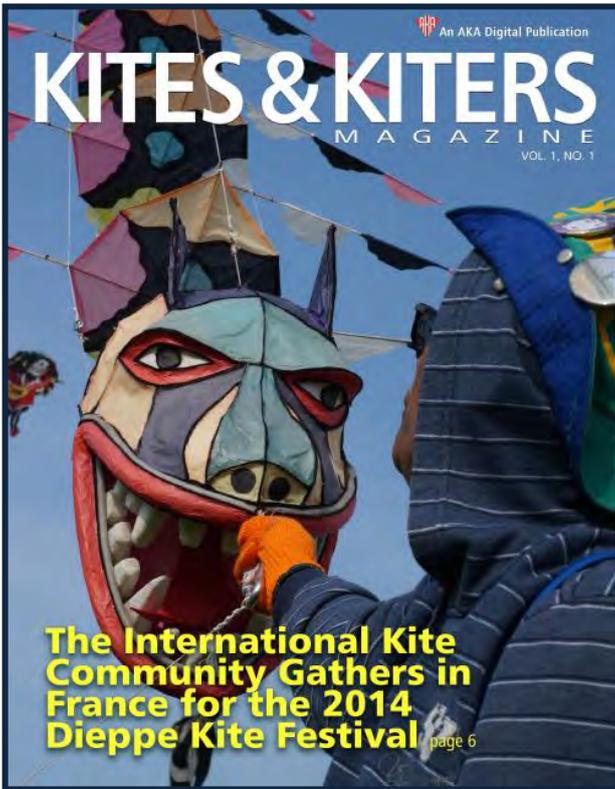


AMERICAN KITEFLIERS ASSOCIATION

- Expanded content: We are not limited by the number of physical printed pages.
- Portability: Take it anywhere, on your phone, laptop, tablet, as well as your desktop computer.
- Easily shared: Instantly, with anyone via email, text, Facebook or any other social platform.

kite.org/go/get-kites-and-kiters/

Truly excellent first edition..... keep it up. Ed



FROM THE AMERICAN KITEFLIERS ASSOCIATION

Get Kites and Kiters

We are very excited to announce a new AKA digital magazine titled "Kites and Kiters". This new publication is being published in addition to the print version of "Kiting", and is FREE to download and share regardless of membership in the AKA.

The first edition of "Kites and Kiters" features in-depth coverage of the Dieppe International Kite Festival that was held in September 2014 along with the writings of several AKA members, who share their perspectives of the event.

You will also find a number of very interesting and soulful interviews from kite fliers, artists, builders and historians who were kind enough to share their stories. These interviews include stories from Robert Brasington, Michel Gressier, Kathy Goodwind, kite historians Paul Chapman and George Webster, along with many others. This new digital "Kites and Kiters" magazine offers many benefits for readers:



CLOUD-SPOTTING

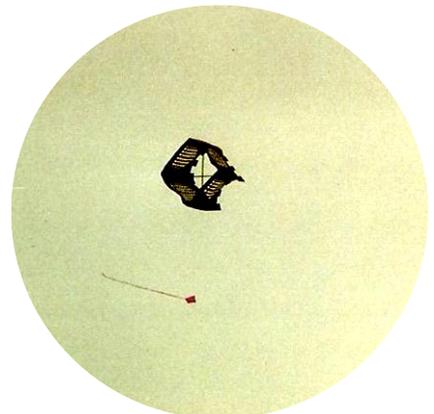
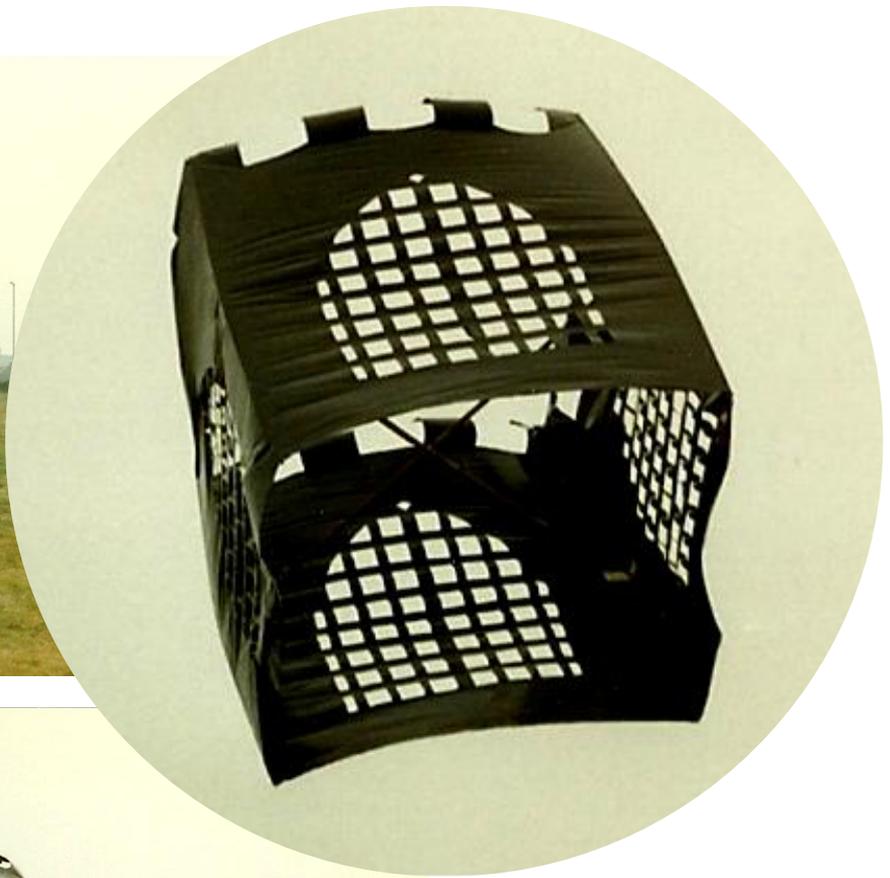
Of course, everyone loves those perfect summer views of a clear blue sky, but take a little time to gaze upward and you'll soon realise that cloudy days are far more interesting. From the wavy streaks of cirrus, formed by ice crystals high in the atmosphere, to big, brooding cumulonimbus, warning of thunderstorms to come, there is much more to these natural phenomena than meets the eye. Arm yourself with an identification chart, such as *Cloud Selector* (£7.19; cloudappreciationsociety.org), and lie down in the garden to survey the skies. Sunny days are ideal for seeing the ultimate fairweather cloud - cumulus (above). Its cotton-wool form with clearly defined edges means it often creates strange and amusing shapes. Children will enjoy spotting ones that look like animals, cars or people, which you could make into a game; or relax and let your thoughts drift with the clouds. *Read: The Cloud Spotter's Guide by Gavin Pretor-Pinney (£9.99; cloudappreciationsociety.org).*

Country Living Magazine – June 2015

The STAFFORD CASTLE CASTLE



WHEN I WAS NOUGHT BUT A BOY!!!!!!!



SKY BUMS 3DO DESIGN CONTEST FINALISTS

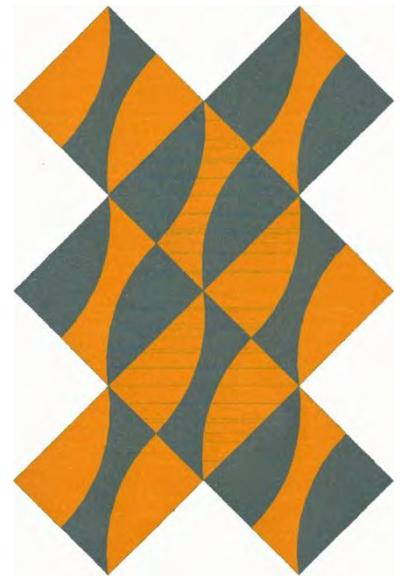
'Sky Bums' and the Midlands Kite Fliers are proud to reveal the 'Finalists' in their jointly sponsored 3DO design competition. Having extended the competition deadline right up until the Shropshire Kite Festival at Cleobury Mortimer in June, entries were rather sparse. Please note for future competitions that "You've got to be in it to win it!" However having said that, entries were received and then judged by a totally independent group that included Paul and Helene Morgan and Bill Souten. (Although Bill had entered several ideas his entries were disqualified for obvious reasons...) The judges were finally unanimous in their final decisions and the winning entry came from Anthea Gage. All of the entries are shown below.....



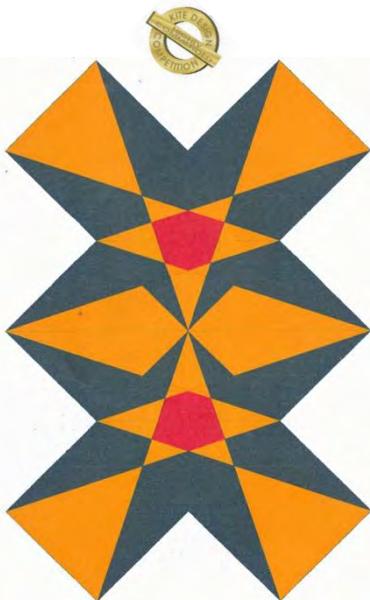
IAN TUCKER



SANDRA SCOTT



RALF MASERSKI



RALF MASERSKI



RALF MASERSKI



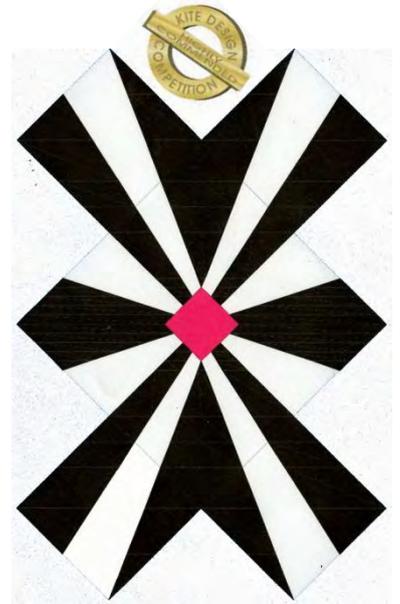
ANDREW SCOTT



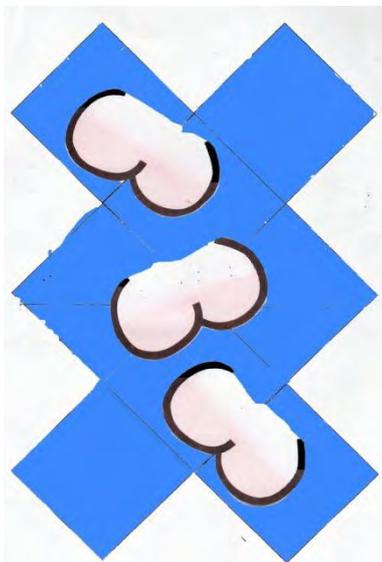
IAN TUCKER



IAN TUCKER



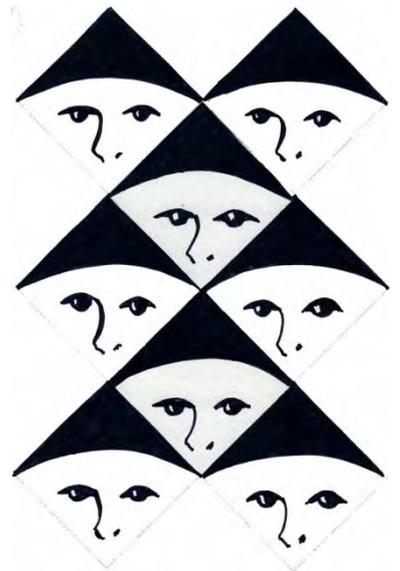
RALF MASERSKI



IAN TUCKER



ANTHEA GAGE



ANTHEA GAGE



RALF MASERSKI



SANDRA SCOTT

Some of Bill Souten's 3DO design ideas

These weren't allowed into the Competition

